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PORSCHE

RED RIVER RAMBLINGS



**Porsche Wins The Rolex 24
and 12 hours of Sebring**

**Corners of
The Mind**



**RRR Rally
Results**

**Newsletter
Contest Results**



Volume XVI – April – May 2003

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Grapes Leon's Centre is a proud supporter of the Red River Region, Porsche Club of America.

PCA at the Corvette Museum (Continued..)

You can also refer to the July 2002 issue of Porsche Panorama for an article about last years event.

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RED RIVER REGION CALENDER OF EVENTS

April 26/27	Nord Stern Race	TBA	Brainerd, MN
May 10/11	WSCC Race & Solo	9:00 am	Gimli Motorsport Park
June 7/8	WSCC Race & Solo	9:00 am	Gimli Motorsport Park
June 14/15	Nord Stern Race	TBA	Brainerd, MN
July 19/20	WSCC Race & Solo	9:00 am	Gimli Motorsport Park
August 8/9/10	Nord Stern National Race	TBA	Brainerd, MN
August 16/17	WSCC Race & Solo	9:00 am	Gimli Motorsport Park
September 14	Cruisin' Manitoba for MS	T.B.A	
September 20/21	WSCC Race & Solo	9:00 am	Gimli Motorsport Park
September 20/21	Nord Stern Race	TBA	Brainerd, MN

Common Acronyms:

- RRR - Red River Region of the Porsche Club of America
- WSCC - Winnipeg Sports Car Club
- Nord Stern - Minnesota Region of PCA operating primarily out of Minneapolis
- CBIR - Brainerd International Raceway (2 hours east of Fargo)
- Autocross - navigation of pylons at relatively low speeds in parking lot
- Pro-solo - 3 lap run on the racetrack; 1 car on track at a time

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President's Column

By: David Grant

I was asked to speak to other materials scientists in Detroit March 4 at the SAE annual Congress as they call it. It is the biggest annual gathering of auto engineers in the world, Nirvana to anyone really interested in cars and how they work. I drove, as I planned to visit and bring back lots of stuff, and I really thought my son Mark would be going as well. I had expected that he would learn a lot there, with hundreds of engineering papers, thousands of related companies manning display booths, and hundreds of jobs to be filled. He should be looking for a job to start in the spring when he graduates. I left before dawn March 2. Very dark, not much snow, cold (-33C and windy). By lunchtime, Minnesota had sunny, near shirtsleeve weather. It was fairly late when I got in to Detroit, as I had stopped for a couple of short cat-naps, but was warmly welcomed by my friends the Bennetts. Their new house in the woods just west of Metro Detroit is beautiful. It has a lovely swooping, hilly, curvy road in from the main 'highway'. This adds to the beauty, but makes it difficult to get a run at any of the icy/snowy hills one must climb. Luckily the Pony has good snow tires, so traction was not a problem. The next morning, I slept in (5+ hours of sleep-- it had been a long day of driving from Manitoba) and then drove off to Cobo hall in Detroit. Getting there was easy, but it took a while to find parking. Registration took far longer than it should have. It had been more than 2 hours since I left the Bennett residence. I did not make it to the author's luncheon, but apparently the rules have not changed since last time I spoke at SAE, in 2001. No free lunch, but another weight-loss opportunity!! It had been -3F in Detroit and they

just over 3 minutes. Not bad for a 90+ minute event. (For those who thought 41 km/h average meant not to exceed 41 km/h: perhaps we should have a navigation school before our next rally. We might as well have an all RRR front row in the fall!) The park address was BEFORE you entered the park. Mark complained about having to run out of the park, on foot, but at least he (and others) got the answer. Everyone finished, and all seemed to have fun. Sorry each winner left before they were announced. See you at the next meeting!

March 23, 2003 Rally Results

CAR #	TEAM	PENALTY MINUTES		CORRECT ANSWERS	
1	MALCOLM	35:09		191	3rd
2	CLIFF	16:16		94	
3	CALVIN	14:29		163	
4	KERRY	---		115	
5	DYCK	19:14		162	
6	HYBSCHMANN	12:19	3rd	151	
7	DEACON	27:25		171	
8	CHEOP	17:45		160	
9	MARK	3:22	1st	204	2nd
10	ALLAN	11:25	2nd	205	1st
11	BRUCE	16:09		185	



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Welcome to Our New Member
Joined March 2003

Ward Forsen

Winnipeg, MB
1995 Carrera

multiple lap event, so that it would seem the day kept starting over again,

like in the Movie of the same name. It took so long for some teams, that we did not start a 3rd lap. The scoring for times was very close, with the top teams, Mark Grant and his brother, versus David Magill and his dad were within 20 seconds of each other. Magills were first Malcolm and S u s a n n e had the most answers; Gord H. won



Groundhog Day Rally Winners

the MAGLITE as he seemed the most lost! We had a number of prizes from Paul Soubry, brought to the event by Maggie Bazan from Standard Aero; thanks!!

The March Rally was to be another winter event, but the weather turned unexpectedly nice. We had 11 teams, 4 from our Region. This was the first real TSD rally in years for us, with average speeds and 'seconds per km' given for each segment. This was to make it very easy for any navigator with a calculator. As it was most teams had big errors. There were way too many questions. Including listing all the food places on Pembina Highway, there were 212 possible answers. Allan got 204 right, Mark got 203. Even the trickiest questions were answered right by some folks. Treasure Castle was a big storefront at the St. Mary's intersection. Too bad some teams got the light green and had no extra time to look around there. Three teams



made the wise move to call me on the listed cell phone number when they got confused. They were back on course in minutes. In navigation, Mark had a total error of 3:22, meaning the total they were late for each of the checkpoints was

were all abuzz about the record setting cold. No mention of the fact that it had been 25F degrees colder the night before in Manitoba.

I left my friend's place a bit after 7 am Tuesday, as I had to make my speech at 9:30. As I drove into the Mall parking lot, to catch the shuttle bus, just as the radio 8 am news started, the bus was already on its way OUT. Oh, well, there would be another one in 30 minutes. The roads were a bit snowy, so various multicar crashes snarled the highways, and significantly delayed the arrival of my bus. It then took an extra hour to get down town, most of the trip at walking speed on clogged freeways. I ran from the bus to the meeting room, arriving at 9:45! The room was in intermission. I asked, and the next meeting was not mine!! My committee was in the process of moving. It seems the other meeting had grown too big for its room, and a trade had been made. When I arrived at the next room, walking with the session chairman, I set up for my talk. The session actually started 30 minutes late, because of the room switch, leaving me lots of time to get ready, with bits of equipment to set out for display. The talk went very well with favorable comment. As I suspected, no one in the field had ever contemplated the factors I had studied and written about. I spent most of the following days attending tech talks. As soon as the display areas started to shut down Thursday, I headed for Ontario. I got to London early, to pick up the tube-frame mid-engine racecar I had built over 30 years earlier. Mike was not home when I got there, and he had no parts in the driveway either. He had suggested that I could arrive early, and that he would have lots of parts in the driveway for me to start loading. 5.5 hours after arriving in London, I was on my way again; it should not have taken more than an hour. I was not impressed, but what could I do? The race car frame was frozen to the ground, and most of the other bits were hidden in his garage. There were about 15 important things "to follow" as Mike never did find them. I took the fiberglass skin off the nose panel of the racecar, and laid it on the Pony roof, then protective blocks of wood. He and I then put the race car frame on top of that. I strapped it down, loaded in a few more little items, and was on my way. Even with some parts 'missing', the Pony was crushed into the ground with the weight. When I tried to drive away, the car seemed stuck. I later figured out that I had backed into his snowy unshovelled driveway with my floor riding on the snowpack. With the extra 1100 pounds or so, the car rode lower, and the floor had been bearing some

of the weight, until I had driven a few yards. I kept the speed down, out of fear of tire failure, and suspension damage. I was 2 blocks from my Windsor friend Mike Giroux's place, when I was pulled over by a couple of young female cops. (I managed to keep to myself the thought: aren't you girls afraid to be out this late!) The cop allegation that the racecar frame was about to fall off lost some credibility when they found I had just arrived from a 200 km highway trip. After 20+ minutes of ID checks, and the suggestion that I attach it better, I was off to visit with Mike. Just as I slowed for his driveway, the same cruiser blasted by on the 40 kph road, at 2+ times the speed limit. I am guessing the girls were just having fun, and I like to do 'fun' driving, but it does not look good for cops to be joyriding! Mike and I visited and talked for 90 minutes or so, then he went off to bed. Next morning I visited my ex-mother-in-law for a couple of hours (her eldest son, about my age, had a heart attack days before so she had more than usual to talk about.) At about 10:30 am, I headed for Detroit after a quick Kodak moment along the Detroit River. See pic of racecar/winter car and the Detroit skyline. It took 2 hours to cross the bridge, even with all 12 inspection lanes open!. The tunnel, the only other option, was just as bad. The guy in front of me had his engine and empty pickup box checked by the US border guy. When I got there, with the racecar on the roof, and the Pony squashed flat with its load of car parts, Customs said 'what have you here' I told him I had built the car 30 years previous, and was bring it home. He asked to look under the hood. He asked about the 120 VAC cord, to which I replied that it gets cold on the prairies, and that was for plugging it in. He then called a buddy over to look, and they could not get over the fact I was going all the way out west in this 'jury-rigged' outfit. He gave me my ID papers, and wished me luck. Not even a glance into the car!

The visits with my fellow 1970's Detroit-area autocrossers went very well. They were thrilled to see the car again, even if it was not fully assembled. I went back to Bennett's house, and a little while later, a mutual friend (current Porsche 924 SCCA racer) dropped in for a couple of hours. I loaded up the Pony (with temperature insensitive items) and laid-out the rest of my stuff, near the front door. The Bennetts went to bed early, as did I, about 11 PM. I awoke about 4:30 am, and by 5 could not get back to sleep. I then had breakfast, and got ready. Just as I had the car nearly ready, they both came down for a

oil can reduce our traction, and we must always be on the lookout for these factors. The material and texture of the track also makes a difference. Although our speeds are probably not over 200 mph, the aerodynamic influence of other vehicles does come into play. The point is to train ourselves to have vision?? the ability to look forward and anticipate any influences that may need to be taken into account.

By properly developing our vision, we can develop skills of knowing what to look for when analyzing and learning a track. We need to have reference points at places on the course where we wish to experiment with trying different lines.

Thinking along the lines of minimizing the amount of turning, we can feel the effects of our changes to measure the improvements. These sensations will nearly always be borne out by the stopwatch, so trust your senses. Besides straightening out the turns, our vision skills should always be looking far enough ahead. We learn to recognize track features such as surface irregularities and elevation changes. All of these abilities can be used to our advantage so our Porsche gets the most it can from the course.

2003 RRR Rally Season

By:David Grant

Groundhog Day Rally: This was to be on Feb.2, but there was an ice race that day, so it was postponed. We had an interesting course, again a

should look. We must simply be aware of where we are looking, and compensate for any tendency not to look far enough ahead.

While driving at the track, you need to learn to focus your vision on what features ahead can affect the car's balance. For instance, elevation changes can greatly influence the adhesion of our Porsche's tires. Uphill, this can be used to our advantage by delaying braking, whereas we must begin braking earlier when on a downhill section. An educated right (or left) foot and the vision to look ahead and recognize the impact of elevation changes will help us get the most out of the situation.

A banked turn can be taken at a faster speed than a flat one, and similarly, an off-camber turn (reversed banking) will have to be negotiated more slowly. An uphill turn will simulate banking, and this too can be used to our advantage if we look ahead for it. And of course, we must go slower for a downhill corner than we would for a flat and level one.

Paint on the roadway surface can reduce traction and make the tires squeal. Usually not a problem, but it can be a surprise if we are not looking for it or expecting the results. The presence of gravel, dirt, or



farewell. I left with caution, as I was feeling the car vulnerable, for such a long trip under these trying conditions. I filled up with gas, then took a couple of wrong roads south of Pontiac, of the 8 turns I had to make. Not a very auspicious start! About 15 minutes after I got to the freeway, the engine got hot and steam came out, past the side edge of the hood. I pulled way off the road, and found the fan belt had disappeared. It really just fell off, I am guessing. I knew I had multiple spares (although they last for years, I like to have certain parts with me at all times.) It took 20+ minutes to find one of the new belts. It should have been in the tool box, but was under the passenger seat. The alternator would not pivot, and it took several more minutes to adjust everything. When I had repacked the car, I was on my way. I fueled again in Gaylord, and then it got very snowy, impairing visibility. After the Mackinaw bridge, which had a 20 mph limit because of snow and high winds, I headed west on US 2, which was 5 inches deep in snow. It was blowing around, and so the only way to navigate was by the plow-guide sticks along side the road. There was no indication where the actual road was. After about 3 hours of this, the road became better defined, but bumpy and slippery. Both Lake Michigan and Superior



were frozen solid. They are more scenic when there are huge ice floes bashing against the beach. There had been such in their recent past, as there were ice ridges, and lots of brown sand on the ridgetops, but alas, all was quiet and white as I drove along. I got passed by a lot of folks in northern Michigan and Wisconsin. Not one of them was in a car. All pickups and SUV guys. The overloaded Pony got between 25 and 30 miles per US gallon, most of the way.

One time in the U.P., I moved over to an uphill slow-truck lane, to let traffic by, although I could climb hills fairly quickly. All the previous traffic had taken the fast lane, which like the previous miles, was dry, and the slow one was covered in packed snow. I had the front wheels at



a 5+ degree slip angle left, and yet the car continued to the right, for way too many seconds. A bit more scary that it should have been. I now believe that might have been due to an icy road PLUS a toe-out situation. Late in the trip, I noticed that there seemed little tread on the driver's front tire. It had been about half tread when I left home. Since there was no pulling to one side I think the brakes were not at fault, and since the little tread remaining was on the outside, I can only guess that the extreme loading put a bunch of toe-out into the front tires. The car had imperfect handling on the way home, but some of that may have been extreme tire loading and transitioning from steel springs to rubber

straight a path as possible through the section of the course, with a minimum of turning. Sometimes the turns can be eliminated completely; other times reduced to mere 'lane changes'. We should still keep in mind the importance of setting up for the straightaways. Type I corners are always the most important, and nothing we do to minimize Type III turns should sacrifice the Type I. Yet, even the process of thinking about the minimization of corners will help us subconsciously drive with a minimum of effort.

Another visual tool that should be practiced is determining where to



keep the eyes focused on the track. All too frequently, a driver will look at the course immediately in front of the car. It is deceptive, but we need to look farther ahead than is originally intuitive. The reasons are that first, we are traveling a bit faster than we might in normal, everyday driving, and this means we must look farther ahead. Second, any change to the steering wheel we make will be delayed somewhat by the mechanics of the steering, the response time of the entire vehicle (including tires), and the dynamics of the way cars work: Cars simply don't turn as abruptly as we might think. Finally, there is the lag between what we visually see and physically do, after brain processing (response time). There is no rule or guideline as to where exactly one

appropriate margin. If we don't use all of the course, we may lose a very small fraction of a second. If there is insufficient margin though, the loss of time can be much greater due to scrambling, having to slow down, hitting cones, spinning out, etc. Obviously, if we can drive more consistently overall, we can reduce the margin and use more of the course.

The corollary to 'maximizing the straights' is 'lessening the corners'. An adage I like to use is "Don't make a turn where there doesn't need to be one." Another way to think of this is to envision looking for 'non?turns'. Often I'll have a student who will make a corner out of a simple bend in a straightaway; they are struggling with the turn. We can look for ways of making a turn nonexistent by simply setting up for it and finding the right line. Using the Las Vegas track again as an example, turn two is a right?hand bend of about 45 degrees. It can be taken flat out in nearly any Porsche ?? with the correct line, that is. Start out on the left side of the track, bring the car all the way in to a middle apex on the right, and let the car drift out to the left. With the wrong line, it becomes a 100 plus mph nightmare, and you might have to lift or brake. This is not only slower, but downright unsafe as you do not want to lift in a corner at 100 mph!

Turn seven at Willow Springs is a gentle left?hand bend that also can be taken at full throttle. Here the temptation is to use all the track, even if you don't need to. If we use our vision skills correctly while we are driving, we will see that we may not need to use all the track in this corner (or 'non?corner'). By weaving from side to side down a straight, we could certainly increase our lap times. So why would we use all of the track if we didn't really need to? It is wise not to fight the steering wheel while exiting the corner, but it is also counterproductive to drive the car to the outside of a turn, artificially 'using all of the course'. There are some corners where your Porsche won't need to drift all the way out to have the best line. If you can shorten the course, you will shorten your times. The saying for this is "Don't make a turn more than it needs to be."

The esses at Riverside (ah yes, those where the days!) were also a good exercise for the 'vision of line' procedure (as are slalom cones at an autocross, or Type III turns in general). Here, the secret is to look for as

stops as if they were springs. I tried to spend less time than usual under extreme under/ over steer conditions, for the heavily loaded part of the trip.

The last few hours were a bit eventful. It was getting very cold. I had been getting about 500 to 600 km per tankful. Minnesota is about 420 km across, from Duluth to Grand Forks. I thought I would avoid the alcohol forced on drivers by that state, filling a few miles before leaving Wisconsin. When I was about 10 km from Grand Forks, the car coasted to a stop, on a flat piece of windswept prairie. The wind-chill was about -55, according to the radio. It was so windy that the gas filler door would not stay open for me to pour fuel. It took perhaps 2 - 3 minutes to finish and get back in to the car. My hands hurt by that time. About 10 minutes later, I was crossing the Red River, and saw a beautiful old yellow brick building, lit by the golden sunrise light, so I drove to a point near it, and walked along the Red to take some pictures. I got 2 nicely framed views, then realized I was 1500+ feet from the car, and again my gloved hands were hurting badly. I ran back as fast as I could, so when I got in the car, I was frozen AND out of breath. The snow I had been running through had such a weak crust that most footfalls had broken through. Lots more work than running on pavement. About 10 minutes down the road, I refueled. There is no full service station in the area. By the time the car and gas can were again full, I was again very cold, again, mostly my right hand and face. 3 freezings in about half an hour. Not good! Each time, I felt thoroughly warmed up before leaving the car, though! The Canada Customs lady asked the usual firearms, tobacco, liquor questions, then wished me a good trip and bade farewell. Friday and Sunday were 2 of the easiest border crossings I have had in a few years. I got home late morning Sunday, phoned Mark to help unload. By the time he and a friend arrived, I had all the little stuff out, and put away. We lifted the frame off the roof, and the rear axle assemblies out of the back of the Pony. Another good feeling, after avoiding disaster, yet again! The driving (2800 miles of it) had been challenging, but not intensely scary...It was a great adventure, and the scenery and fellowship were excellent as expected.

Porsche Club Of America Returns To The National Corvette

Museum

By: Brian E. Buxton, SIR PCA

The Porsche Club of America returns to the "Home of the Corvette" for their third PCA National sanctioned weekend at the Museum May 1 - 3, 2003. Historical race car displays - "Weissach Thunder", a swap meet, seminars, low-speed autocross and drags plus other activities for automotive enthusiasts and their families to enjoy are planned for the weekend.

A hands-on tech seminars and presentations by renowned Porsche specialists and technical advisors. Drive your Porsche up to PCA Technical Committee Chairman, Tom Charlesworth as he covers hands-on "Porsche clinic" at the front lawn of the Corvette Museum.



Later the same day, renowned Porsche book author, Panorama and Excellence magazine contributing editor, Bruce Anderson will be on hand to walk you through the "do's and don'ts" of pre-purchase inspections and assist in proper valuation of a prospective Porsche acquisition. And Jim Pasha, Excellence and Panorama magazine

sensation and handling of the car, as well as the amount of track I am using. If a change I make causes me to use more of the track, and it feels faster, smoother and better, then it likely is. If I am carrying more speed at the end of the straight following a turn, it was due to a better line through the preceding Type I corner. Even if the actual time was no better or worse, a better feeling will instill confidence that is beneficial for consistency and motivation. I firmly believe that there is real value in that.

At a time trial in Las Vegas a few years back I worked on improving turn eight ?? the last turn leading onto a long straight. I could tell that I was getting the hang of it, because I would gain on cars that had a lot more power down the straight (or at least not lose ground to them). This was a good measure for me, and it actually correlated well with my overall lap times. On the other hand, I was having trouble with turn three ?? a corner that should have been one of the easiest on the track. This is a 180 degree right hander at the end of a straight. Usually I would find myself exiting the turn with a lot of room on the outside?? Definitely not using all the track. When I finally picked a couple of fixed reference points and worked from these, I was able to make some steady progress. As I perfected my driving line in Turn three, I was using more of the course, and it felt faster. My overall lap times improved too: the secret was looking for and using reference points.

It is beneficial to be able to project, estimate, and interpolate when searching for the optimum line. This means to know not just that we need to try an earlier apex, for example, but to guess exactly how much earlier. If we can make a reasonably sound estimate of the correct point, we can zero in on the optimal spot sooner, and make our learning happen faster. Since we have a limited time to drive the course, it pays to reduce the experiment time so we can learn quickly. Of course, we should not try to refine a single corner to the point of millimeters if there are more significant things that we should be working on.

When optimizing parts of the course, our goal is to use all of the track, but we must always leave some margin. This margin allows for variations from lap to lap due to our inconsistency. We all have different levels of accuracy and repeatability, and this will even differ in different situations, courses, and turns. We should allow for an

control), and adjustable, but known inputs (track reference points). The output of our experiment is the result, which we should find some way of measuring. A stopwatch or timer is certainly the most obvious way of objectively measuring the effect of our changes. However, there are drawbacks to using this measure exclusively though. By timing the overall lap, we bear the burden of keeping every other part of the lap constant. This is difficult to do from a consistency standpoint: We can't tell if a different lap time was due to the effects of a new line we are testing through the turn we're working on, or the result of an inadvertent change in the way we took another corner. Similarly, it doesn't allow us to experiment with any other part of the course.



Nonetheless, lap time is the ultimate measure of our performance on the track. We could limit our timing to just that section of track affected by the line we are varying, difficult to do without a group of precise, dedicated timing folks in your pit crew (there are actually fairly cost effective, car mounted, timing systems that will allow you to measure time and speed for different sections of a track. These telemetry systems will show graphs of this data in the car or it can be downloaded onto your laptop in the pits).

I have found it quite useful and accurate to simply observe the

technical writer will cover in a series of technical seminar presentation in the full-service Chevrolet Theater the different types of suspension and their history from Porsche 356's to the current Porsche 996 models. Mr. Pasha will I will cover how they all work, certain features, some suspension setup and what to look for on suspension when purchasing a used Porsche. And not to forget information from seasoned Porsche technical wizards, PCA Tech Committee members Christian Garibaldi (Porsche 930/911 Turbo) and Stephen Kaspar (Porsche 911). Christian will cover engine tear down and rebuilding, while Stephen will walk you through the sometimes misunderstood world of the CIS fuel system. Wicky Lawrie of Renntag Motorwerks of Nashville is on hand to assist in technical questions and offer his corner balancing services. And Michael Benet in tandem with Stephen Kaspar for Imagine Auto, Inc. will fill in the blanks when it comes to hi-performance mods from mild to wild, air-cooled to water cooled and turbo to twin-turbos!

We are again once more honored to have the Porsche Club of America's very own, Tom Bobbitt as our guest of honor. Tom is the newly elected President of PCA National and will share with us some insights into PCA and the organization's goals as it moves into the new Millennium.

VIP tours of the Corvette Plant will be offered to event guests, along with a scenic road tour to Mammoth Cave National Park and a trip to a day spa where attendees can enjoy facials, massages, etc. Group photos of event attendees will be taken on the grounds of the Museum, and the Concours Show highlights the 930/911 Turbo.

A Kentucky Derby party in the Chevrolet Theater, banquet and program at the Holiday Inn / University Plaza Convention Center, a reception party presented by Buxton Motorsports at the Holiday Inn / University Plaza and more are in store for everyone in attendance. Concours and Autocross trophies will be presented by Miss Galaxy 2003, Christina Rheinlander. Come join us for a weekend to welcome Porsche to the National Corvette Museum.

For additional information or to register, go to
<http://www.corvettemuseum.com>
Cont. on page 30

GT Class Sweeps Top Three Spots Overall At 2003 Rolex 24 At Daytona; Porsche Racers Place First And Third As The Racer's Group Prevails

By: PorscheMotorsports.com

Timo Bernhard/Jorg Bergmeister/Kevin Buckler/Michael Schrom pull off the big one - an overall win for the GT class at Daytona.

Timo Bernhard/Jorg Bergmeister/Kevin Buckler/Michael Schrom repeat last year's GT win in The Racer's Group Porsche 911 GT3 RS, but this year, they bested the entire field with an overall win-

DAYTONA BEACH, FL. - February 2 - No one knew how fast the new Daytona Prototype class entries would be, but conventional wisdom said that even if these new race cars did not finish the event, it would be the GTS cars - Saleen, Corvettes, Ferraris or Moslers - that would pick up the slack in the overall winner's circle. But few people believed that the Porsches and Ferraris in the GT class could sweep the podium by outracing the faster classes at the Rolex 24.

"We decide to attack the field, running aggressively from the green flag and relying on the Porsche equipment to keep us in the hunt," said Buckler, whose #66 Porsche ran flawlessly for all 24 hours to score a nine-lap win for the team. "We raced the prototypes straight-up for the



want. If the process is out of control, then any changes we might want to make would be swamped out by variations in the process itself. I mean, it would be worthless to try an earlier apex point on a corner if we can't keep from blowing away the cones in that turn on every other lap! Don't panic or give up if you don't have pinpoint precise car control. It's just that we should not be working on refining a line to a finer degree than we can consistently drive.

The physical reference points are also important. Again, with the experiment analogy, we can't measure results accurately if we aren't sure of what we put into the experiment. Here we must look for and use points on the course that allow us to reference our driving to these locations. Willow Springs has about a zillion paint marks and other features on the track surface, so there is no shortage of reference points. The hard part is not mistaking one for another! Once a unique spot is picked out, we can refer to it and try differing lines. We might try turning in just before the 'triple white stripe' instead of right at it. The trick is to find a fixed reference (not a cone!), and work with it.

Now, with our experiment we have a relatively stable process (car

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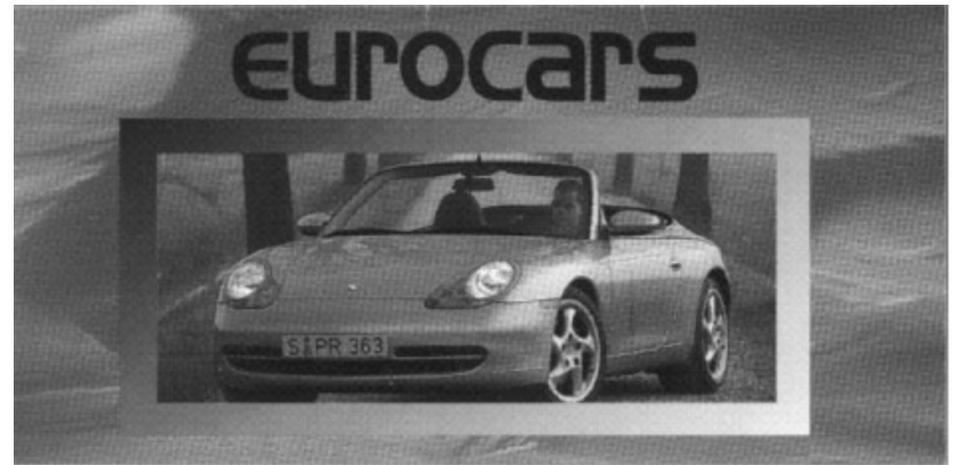
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Usually we can determine where the significant straights are by a course diagram or at least walking the course. A parade lap or two can give a better view of where significant straights may be. But sometimes we must wait until we drive the track at speed to find out where the straights truly are. It is best to allow for flexibility in this manner, and not start out with a fixed set of classifications for the corners until we have spent a lap or two on the course.

Common sense tells us that a car will be able to travel faster in a straight line than around a corner. I know, Porsches are renowned for superior handling, but even a stock 914 1.7 liter with big, gooey tires will go faster in a straight line than while turning. With this in mind, I find it useful to look for ways of maximizing the straights. If we can make the straightaways longer, the turns will be shorter. We'll spend more time on the straight going fast, and less time in the corner going (relatively) slowly. We should develop the 'vision' of lengthening the straights. On the track diagram, or while walking or driving the course, look for ways of extending the straight-a-ways between Type I and Type II turns. With a track map, I'll draw arcs or straight lines out of turns that look like Type I. The straight line or arc represents the extension of the straightaway. While exiting a Type I corner onto a straight, I'll test moving the acceleration point earlier (or using more throttle earlier) in the turn. Try to picture the point at which the car will be optimally using all of the track. Similarly, I will use my vision to seek a deeper extension of the straight into a Type II corner, again lengthening the straight.

The key to successfully refining this technique is consistency—we must be able to put our car where we want on the track, at the speed we want on every lap. The level of this consistency determines the level of refinement we can work on. Then, we make variations in these points and measure the results in order to find what works best. Obviously, we must first have good car control, and in fact, the better the car control, the better we can find these optimum points. Beyond car control is the need for reference points on the course. Without a physical, unvarying landmark, we cannot effectively try different modifications of the line.

Think of this process as an experiment. First we must have reasonable control over the process ?? this corresponds to car control; the ability to place the car in the location we want with the speed and attitude we



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whole event, out-running them when we had to, but not running so hard that we hurt the cars." In the last 12 months, Buckler has won the Rolex 24 twice, the 24 Hours of Le Mans, and the Porsche Cup world-wide award. He also won two Grand-Am Rolex Sports Car events and two American Le Mans Series events in 2002. Co-drivers Timo Bernhard and Jorg Bergmeister - Porsche factory drivers from Germany - and Michael Schrom, an advertising executive from Ghent, NY, thought they could win if the new class cars broke, but no one expected the performance they were able to get early in the race.

"I thought we could win overall in the last couple of hours if everyone broke, but we were just concentrating on a class win until it became clear we could run with the prototypes," said Bernhard, who was with Buckler at both Daytona and Le Mans last year. After the second place Ferrari, third place in GT and third place overall went to the Rennwerks Motorsports Porsche 911 GT3 RS driven

by Johannes Van Overbeek/David Murry/Dave Strandridge/Richard Starenka. The Rennwerks Porsche was in the top three for the whole event, and even led briefly early in the event. The #43 Orbit Racing Porsche 911 GT3 RS, with Leo Hindery/Peter Baron/Mark Lieb/Kyle Petty sharing the driving, was sixth overall and fourth in the GT class. In the Daytona Prototype class, the two-car Brumos Fabcar team powered by Porsche were one-two overall in the early going, but both cars suffered nagging mechanical problems which led to the DNF of the #58 David Donohue/Chris Bye/Randy Pobst/Mike Borkowski car (engine), and a disappointing fifth place finish for Hurley Haywood/Scott Sharp/Scott Goodyear/J.C. France entry. "Fifth overall and second in class seems to be a good finish for a car just out of the box, but we thought we should have won the event," said Haywood, who was named to be the lead driver when the project was announced over a year ago.

PORSCHE DAYTONA 24-HOURS FACTS

Overall Wins: 20
Class Wins: 55
Porsche 911 Wins: 30 Overall and Class Victories
Initial Overall Win: 1968
GT Class Wins: 21
20 Race Winning Streak (overall or class): 1966-1987
Finished 1-2 overall in 11 Daytona 24-Hours
GT class winner finishing second overall: 2001
From 1977 to 1988, Porsche had compiled 12 consecutive overall wins
GTX Series Winner: 1978-1981
GTP Series Winner: 1982-89, 1991
Last 911-based Overall Win: 1977 Porsche 911 Carrera RSR
Peter Gregg/Hurley Haywood/Dave Helmick
Last Porsche overall win: 1995 Porsche K8 Spyder
John Lavaggi/Juergen Lassig/Marco Werner/Christophe Bouchut

Lucas Luhr Makes Sebring History By Winning Class Four Years In A Row As Maassen/Luhr Take The #23 Alex Job Racing Mckenna Porsche To Sebring Win

By: PorscheMotorsports.com

spectacles. Alas, my own eyesight has been slowly getting worse over the years, and although I wish I didn't need corrective lenses, I can work with it.

As you might have surmised though, we are not really concerned with the eyesight type of vision ?? we are interested in the process of seeing, or learning what to look for while driving. Since the eyes are controlled by the brain, and the mind is where visual processing takes place, this certainly qualifies as a cerebral function. For lack of a better term, I classify 'the art of finding the line' and some other processes under the heading of 'vision'. We want to look at (hah hah) what we can do to improve our performance driving through training ourselves in the



vision department.

Finding the best line through the course requires a certain type of vision or seeing. Let us investigate ways to improve this mental skill. When analyzing the course, we look at the turns and classify them as Type I (leading on to a straight), Type II (at the end of a straight), or Type III (in between turns). This classification helps us determine the line through a corner or part of the course. Overall, we can analyze the turns on the track to find the ideal line for an entire lap. Identifying and sorting the significant straights is the first step in classifying the turns.

contest. One of the issues was Keith's work, and one issue was my work.

Our newsletter was rated by five judges. Scoring was rated from 0-10 in the ten categories, some of which are: Layout & Quality, Editorial Commentary, Future Event Publicity, Event Follow-up, Article contributions by members, photography and artwork. There are also bonus points based on Genertal impression of the judge and frequency of the issue (monthly issues are worth more than bi-monthly)

The Contest was broken down into five classes. Red River Region belongs to Class I, (19-119 members) Our region was the smallest region entered into the contest. High Desert was next with 60 members. Considering our size how young our newsletter is we still managed to score 688 points, however we placed 9th out of 10 entries out of the CLASS I entries.

As our newsletter matures, so will the content, and hopefully we can bring in a higher score next year. Full results for CLASS I entries is below.

NEWSLETTER	REGION	TOTAL
<i>EL PORTAL* (award 1st)</i>	<i>YOSEMITE</i>	<i>1029</i>
<i>PORSCHE PRINCIPLE 1st</i>	<i>OZARK LAKES</i>	<i>864</i>
<i>RAMBLIN ROSE 2nd</i>	<i>WILD ROSE</i>	<i>854</i>
KEYNOTES	KEYSTONE	819
ZEITSHRIFT	SONNENSHEIN	788
DOWNSHIFT	HIGH DESERT	742
POLAR NEWS	POLAR	737
FRONT RUNNER	FINGER LAKES	712
RED RIVER RAMBINGS	RED RIVER	688
DER PORSCHE BRIEF	NORTH FLORIDA	629

Corners Of The Mind: Chapter 7: Vision

by Paul Young, San Diego Region (from The Windblown Witness)

Vision is an interesting subject. Besides having lightning reflexes, a race driver is thought to have eagle eye vision. As a matter of fact however, professional race drivers have reflexes that are not particularly better than the average individual. Nor is their eyesight 20/15 or better as a group. Indeed, examples can be found of successful drivers wearing

The Sascha Maassen/Lucas Luhr #23 Alex Job Racing McKenna Porsche 911 GT3 RS has won the Mobil1 12 Hours of Sebring for the third straight year, and Luhr has tied a Sebring record by winning his class four years in a row-

SEBRING, Florida - March 15 - The #23 Alex Job Racing McKenna



Porsche 911 GT3 RS, driven by Sascha Maassen from Belgium and Lucas Luhr from Monaco, not only won the GT class for the 51st Annual 12 Hours of Sebring, but each driver set individual records at the opening round of the 2003 American Le Mans Series.

Maassen and Luhr won Sebring in 2001 and 2002, with Luhr winning the event in 2000 co-driving with Dirk Mueller in the Dick Barbour Racing Porsche. Luhr ties Bob Holbert, who still runs a Volkswagen Porsche Audi dealership in Warrington, Penn., who won his class four years in a row 1961 - 1964. Luhr had been tied with David Loring, John Morton, Steve Millen and Johnny O'Connell, who all won their class three years in a row in the '90s.

Maassen, who has won races in every year of ALMS competition dating back to 1999, increasing his lead as ALMS' winningest driver with 16 victories. Luhr has earned 14 wins.

The Maassen/Luhr car scored a one-lap victory over the Petersen

Motosports Porsche 911 GT3 RS of Johnny Mowlem/Nic Jonsson/Craig Stanton but it was much closer than that for most of the race. The Petersen Porsche took the lead on several occasions, and challenged for the lead until the end. The Alex Caffi/Andrea Chiesa/Gabrio Rosa Seikel Porsche finished third.



The second Alex Job Racing McKenna Porsche with Jorg Bergmeister and Timo Bernhard, who had earned the pole position for the event, finished fifth after losing almost an hour with a

transmission problem.

Porsche Motorsport North America also announced at Sebring that mail2web.com, a leading free web-based email application company, and brand of SoftCom Technology Consulting Inc., of Toronto, will become a sponsor of Porsche's factory drivers and their team, Alex Job Racing. All Alex Job race cars entered in all 2003 ALMS races will display the mail2web.com logo.

"Porsche is a recognized leader in a sport that demands speed, performance and reliability," said Tony Yustein, CEO of SoftCom Technology Consulting Inc. "All of these mirror the characteristics which define mail2web.com. We share a common commitment to technology, and a genuine need to continually strive for excellence."

PORSCHE SEBRING FACTS

Overall Wins: 17 (Ferrari is second with 12)

Class Wins: 46

Porsche 911 Wins: 25 Overall and Class Victories

1st Overall Win: 1960 (Porsche's first major international win)

GT Class Wins: 23 (since 1979)

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13 Year Winning Streak (overall): 1976-1988

PORSCHE ALMS FACTS

Most Class Wins: 30 (Audi is second with 25)

Longest Class Winning Streak: 13 (1999-2000)

(with the win at Sebring 2003, Porsche is on a 11-race winning streak)

Newsletter Contest Results

By: Tobias Theobald

In Mid February I received an email from Joe Rothman, the Zone 10 representative suggesting that we enter our newsletter into the 2002 Newsletter contest. Since Keith published four issues in 2002, we were eligible to enter the contest. In the first week of March I mailed out 5 copies of two different issues of the Red River Ramblings, to the