



RED RIVER RAMBLINGS



got porsche?



JUNE 2010

VOLUME 11 ISSUE 3

The second best thing about summer (the first being that we're able to drive our Porsches!) is being able to attend a few of the summer car events. I enjoy seeing the variety of vehicles on display: old and new, domestic and import, stock and custom and all the hard work and creativity that has gone into them. So please check your 2010 MAAC Events Guide or visit www.maac.autoclubs.ca. There are several show and shines that would interest any car enthusiast. I know I will be visiting some of these



events during the summer months. Last year, a few of us got together and travelled to the Carman Show and Shine held at Sil's Drive Inn. We had a blast.

Speaking of Summer Events, I dropped in at the Classic Car Night at the Pony Corral on Grant Avenue on May 30th (as did Malcom Hinds). I had the pleasure of meeting Dennis Gage of the TV show *My Classic Car*. Dennis was gracious enough to be photographed with myself and my 928. He was most pleasant.

Last, but not least, I'd like to thank all of this month's Red River Ramblings' contributors. You made my job easier!



FARGO WEEKEND

Our journey began at the McDonalds on Pembina Highway. The group consisted of Lloyd Richardson and Yvonne Friesen with their red 944, Brad and Carrie Rotzien with their brand new Cayman and my wife, Juliette and I with my 928. I was hesitant to make the trip due to the difficulty I was having with the hydraulic clutch system. At virtually the last minute (approximately 4:00 pm on Thursday) I contacted Lloyd to confirm our participation. We checked online and there were no rooms available anywhere in Fargo! Thankfully, Yvonne had



booked an extra hotel room in case there was anyone wishing to attend on short notice.



After crossing the border, we made a quick pit stop in Grand Forks. Arriving in Fargo, we made our way to our respective hotels where we could relax for a

couple of hours. After regrouping, we made our way to our destination in South Moorehead where we were greeted by our hosts from the Dakota Region, Greg and Cheryl Adams ('68 911, '73 911E, '77 911S, '77 930, '90 944S2, '94 968) and Riley and



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Riley's 914's

Chris Rogers (993 Carrera), who hosted a barbeque in their shop. Also greeting us were Roger and Carol Grimm ('68 911) and from the Nord Stern Region, Ed Vazquez (sorry Ed, didn't get the car info). We were later joined by Paul and Nancy Olson ('07 CaymanS) also of the Dakota Region, and David Grant and Vicki Poirier dropped in on their way to Brainerd International Raceway.



Riley's shop



Greg's shop

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RED RIVER REGION MEMBERSHIP Report

1 June 2010

Primary Members: 107; Affiliates: 73; Total: 180

WELCOME TO OUR NEW MEMBERS:

Helmut Waedt: 1990 - 964

Jeremy Warnick & Treena: 2006 Carrera C4S

David Turner & Louise: 2005 Boxster S

Peter Miller: 2002 Carrera 4 Cabriolet

Michael Mark: 2008 Cayman

If you know, or see, someone with a Porsche, urge him or her to join our club.

CONTACT: Malcolm, Membership Chair

Tel: 488-9622 E-mail: PorscheMB@aol.com



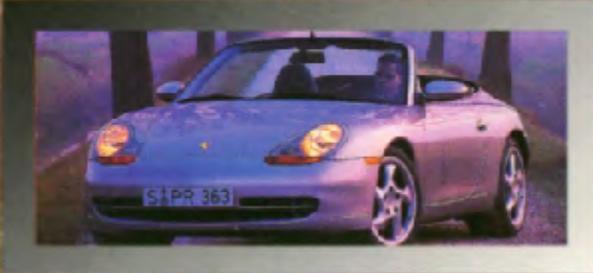
The shop where the barbeque was held is a gearhead's dream garage...and what's a dream garage without several dream cars! Among the numerous Porsches, were a Shelby Cobra GT 500, a 1965 Shelby 350R a custom made Mustang track car and an Acura NSX.

The burgers were delicious and the hospitality was warm and welcoming...a very friendly group of Porsche enthusiasts. So friendly that when it was time to return to our hotel (10:00 pm) I found that my clutch problem had returned and, without hesitation, Greg invited me to bring my car into his shop and see what we could do to fix it (talk about your gracious hosts!). We got the car up on the lift (like I said a "dream garage"!) and proceeded to bleed the clutch hydraulics much improving clutch functionality. We made it back to our hotel safe and sound.



The Show and Shine was held the next day at Valley Imports. Unfortunately there wasn't too much "show" or "shine" due to the very windy weather conditions. However, Valley Imports made the day more enjoyable by generously providing free hotdogs and drinks, as well as Prizes. We could escape the wind inside the showroom where our eyeballs were treated to a spectacular GT3 RS. In the show room that afternoon we were surprised to see Red River Region member Len Loewen with his friend Tim. Len told us his

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heartbreaking story about how his beloved 2001 Boxster had been in an accident when a very impatient man in a truck pulled out from behind a lineup at a stop sign and drove through the intersection hitting Len's Porsche. The damage was so extensive that, the last we



heard, he's waiting to hear if Autopac is going to write it off! Oh the humanity! Our sympathies and best wishes for a positive outcome, Len!*



Later in the afternoon my clutch was acting up again so I thought it best to head for home while Lloyd, Yvonne, Brad and Carrie headed with the Fargo gang to the restaurant. Yvonne was kind enough to write a brief article about the drive/dinner and Lloyd contributed the drive/dinner photos. A sincere thank you to both of you.

Later, the rest of us met with our American hosts and 8 cars proceeded on the hour and a half drive into Minnesota and the Lake District. It was a great excursion and we ended up at Spanky's Restaurant, near Detroit Lakes where we enjoyed steak, seafood, chicken and a variety of other satisfyingly delectable entrees.

The event made for a great getaway and everyone thoroughly enjoyed themselves! Next year, we are planning to go again and we hope some Porsche enthusiasts will join us then for a fun and friendly weekend!

**UPDATE: At the June 2nd meeting we learned that Len's Porsche is going to be repaired! I don't think he stopped smiling during the entire meeting!*



Thank you to our "Fargo" friends for a great weekend!

MEMBER'S Spotlight

Member's Spotlight is a new newsletter column submitted by a Red River Region member featuring their Porsche. If you wish to have your car featured, please submit article and pictures to the newsletter Editor at newsletter@redriverpca.org. Articles may be edited for space. Due date: July 20th.

My First Porsche *by Geoff Reimche*

It was late Friday afternoon on a very hot summer day. I had been working in Biloxi Mississippi and had to be in Tallahassee, Florida for a meeting Monday morning. With the weekend off, I had no specific plans and was in no rush to get anywhere, so I decided to take an alternate scenic route along the gulf coast through Pensacola and then over to Panama City rather than drive the I-10 direct to Tallahassee. I figured I would find a hotel along the way for a couple of nights, then head to Tallahassee on Sunday. This way I could enjoy a good solid Saturday beach day to relieve my stress! I drove south through Gulf Breeze and then east through Santa Rosa Island while enjoying the view and looking for a restaurant of some sort to ease my stomach growls. The road seemed to diminish, so I took a short northern bridge and headed back west through Navarre. I found a small cluster of shops and restaurants and parked along the street in one of the parking lots was a Kalahari colored 1986 Porsche 944 N/A. It had a for-sale sign in the window, and looked to be in very good shape. As with most of us, I have admired Porsche cars throughout my life and had made up my mind years earlier that "Someday I will have one of my own!" There was literally no-one around so I shrugged it off quickly dismissing the idea of buying one at this point and headed into the nearest restaurant named DiVinci's. It was a small restaurant with a comfortable atmosphere and an Italian flair, well decorated with various

chef, artist and owner. The artwork on the walls of his restaurant are all his and is all for sale! We chatted about paintings, food, life, and other things not as important, until I asked him if he knew who owned the Porsche out front. Turns out it was his! He was the second owner and had been using it as a daily driver for years. It had been for sale for a few weeks, but the only interest he had was from a number of "bratty punks" as he put it. He refused to sell it to someone that does not appreciate it for what



paintings located strategically above each table that was positioned adjacent to a wall. I sat down at the bar and noticed that I was the only one in the restaurant. The lady behind the bar informed me that they were not open for dinner yet, but I could have a drink and relax for a short while until the chef was ready. I enjoyed a drink and visited with her while the chef readied the restaurant. She was also a Canadian, and conversation was easy. Eventually the chef came out and joined us. He welcomed me to the restaurant and introduced himself as the

it is. Not surprising coming from an artist! I dazzled him with my limited knowledge of the car and its history. He was impressed and we decided to go have a closer look at the car and take it for a short test drive. After returning, he wanted to show me his "new" passion, so we walked to his home, located directly behind the restaurant, and he showed me his personally hand built custom Harley Chopper! Very impressive! He has also finished restoring an original Willy's Jeep, and got a great deal on a new BMW convertible to pacify his wife. I learned a valuable lesson here... Anyways, back to the car. He told me what he was asking for the car, and then smiled and clarified it by saying that the price he was asking is for people he doesn't want to sell it to. MY price was a fraction of that, to the point where I had to ask him twice to repeat what he said. He insisted that if I bought it, he would know that the car would be taken care of, used and enjoyed. He prepared a very tasty dinner for me and I took his information with me telling him that I had to think about it. About a week later, I decided that I would be crazy to NOT buy it and start my life of Porsche ownership, so I called him, expecting that the car would be gone, but he had taken the for sale sign out of the window and was waiting for me to call him back! I told him I would take it, however I would not be able to get back down until my next business trip to the area in a couple of months. He agreed that if I paid him for it, he would send the title and bill of sale and hold it for me, besides, he said, "That will give me time to change all the fluids and detail it for my trip home!" I planned my schedule so that in a couple of months, my



although I was sure I was not speeding, ..yet... It turns out that I was pulled over because I was missing my "tag". After asking for clarification, there were no license plates on the car! He called it in to make sure the car was not stolen, and then as he returned my license he asked if the car was fast. I told him that he has not given me enough time to find out, and to ask me again in Alabama! He recommended doing something about the "tags" or else most of my return trip will be explaining that the piece of paper in the window is Canada's way of temporarily insuring the car. I immediately drove back to DiVinci's and asked Ron what he was doing with the old "tags". Meanwhile, I had bought a plane ticket for a buddy of mine and he was en route to Tallahassee to share the experience of

business trip would end close to his area. As promised, the car was squeaky clean and ready for the 1800-mile trip home! I left his house with the Manitoba paper permit secured to the rear window, and just shifted into third gear before being pulled over by a state trooper. This was not a good sign of things to come for a Porsche owner and hoped it would not become a habit,

driving it home! I picked him up at the airport and headed for home the scenic way! About an hour later, the brake light came on, and as I attempted to slow the car I quickly noticed that I had no brakes!! (Very slight brakes were available if I pumped them and held the pedal to the floor). I quickly downshifted and coasted into a parking lot using the e-brake once I figured out



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that it is located on the LEFT of the driver. My adrenaline dispersed and after some inspection I noticed that the cap on the brake fluid reservoir was resting in place rather than actually fastened. I am not sure to this day why a loose cap would cause brake failure, but I screwed the cap back on and have never had a problem since! Being satisfied in our diagnosis and repair, we continued on our journey. For those who have driven a 944 on glass-smooth winding and banked back-road highways at "slightly higher than legal speeds" though Alabama, you can appreciate how great that driving experience is. These 944's are amazing handling cars! The rest of the trip home was a blast to say the least! I had to stop to buy a replacement windshield wiper and had to convince Canada customs that the price on the bill of sale was legitimate while two officers inspected every loop of carpeting in the car. Other than that, the drive was sensational! I agree that the 944 is one of the world's best ever handling cars and the perfect introduction to Porsche ownership! I have since sold the car and moved on to other models; however I still have pictures, memories and a Florida "Tag" hanging on my Garage wall!



VS



By Mark Sawatsky

During spring break, I went to Las Vegas with Briget and some friends. There was a new company in Vegas called Exotics Racing that offered drives in exotic cars on a race track. I could drive two exotic cars on the track for only \$550.00, there must be a catch! They informed us that we could drive the cars as fast as we wanted and could pass slower drivers. We were also assured that we could use the paddle shifters (if equipped) and the cars were not slowed down. This all seemed too good to be true so my buddy Phil and I signed up for it. Both of us picked the same two cars, the Lamborghini Gallardo and Ferrari F430.

We drove out to Las Vegas Motor Speedway and made our way to the infield of the oval that the NASCAR cars race on. There were some stock cars racing around the oval and we were very surprised at the noise coming from those big V8's. After an orientation explaining safety rules, proper racing line, braking points and passing, we were handed helmets and given a choice of orange or green Lamborghini Gallardo LP560-4. Here's some stats on the Lambo: 5.2 litre V-10, all wheel drive, 552 horsepower, 0-60 mph in 3.7 seconds and a top speed of 202 mph. Phil picked the orange one and I picked the green one. First of all, pictures do not do this car justice. It is the most beautiful production car I have ever seen and it is automotive perfection right down to the matching green stitching on the seats and door trim.



I strapped myself in and pushed the start button. The big V10 came to life instantly and idled as smooth as glass...if glass sounded like all of Heavens angels singing behind me. A quick pull on the right paddle shifter and a prod of the gas and I was off. As soon as I entered the track, I had the pedal to the floor and as the tach swept past 8000 rpm, I pulled the paddle again. Ok, the acceleration was brisk but not mind blowing. I have driven a Corvette, Camaro and a Porsche Turbo that felt quicker. That being said, the lime green Lambo felt light years better than either the Vette or Camaro, sounded better than any 911 Turbo and the paddle shifters were brilliant. I was still having fun but I expected more from a car which beat a Ferrari F430 around the Top Gear test track and was good enough that Jeremy Clarkson bought one for himself. The Las Vegas track has 9 turns spread over 1.1 miles and it had decent run off room and some tricky double apex turns to challenge even experienced drivers. For an AWD car, the Lamborghini had great steering feel and could be placed within a foot of where I wanted it. I could live with this car every day and, gasp, drive it all winter long if I could afford one.

Next up was a red (is there any other color?) Ferrari F430. This car is not as powerful (483 hp) as the Lambo, but also weighs less (3197 lbs vs 3459 lbs) and is considered to be more edgy. I was looking forward to driving this car because it has a reputation as being huge fun on a race track. The interior was a little easier to get comfortable in because it had slightly more

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head and shoulder room, but it wasn't quite as stylish as the Gallardo. The F430 has a 4.3 litre V8 mounted midship and it sounds amazing, although to my ears the Gallardo's V10 sounded a little better.

Getting the Ferrari going is the same as in the Lamborghini, pull the paddle on the right to engage first gear, release the brake and step on the gas. These "flappy paddle" gear shifts are not the demon devices that the presenters on Top Gear say they are. The only flaw I found was during one turn in the Lamborghini, I needed to shift up but my hands were nowhere near the column mounted paddle. The first thing that struck me about the Ferrari is how completely stupid the traction control is. Back in the day I drove a Ford Fairlane with 3 two barrel Holleys on it, and if I stepped on the gas too quickly, the engine would just bog until it got enough rpms to get the carbs working properly. This Ferrari felt exactly the same way. I would come out of a corner and step on the gas and the F430 would start to accelerate then decide that I didn't **really** want more than half throttle and would end my fun. Eventually I discovered that if I treated the throttle like there



was an egg between my foot and the pedal, the car would accelerate better. I said better, I didn't say great. The handling of the Ferrari was better than the Lamborghinis, at least in steering feel and accuracy. If I could place the Gallardo within a foot of where I wanted it, I could place the Ferrari within 8 inches.

In conclusion, I would highly recommend Exotics Racing if you wanted to drive a Porsche C4S, Aston Martin V8 Vantage, Audi R8, Lamborghini Gallardo or Ferrari F430-as long as you do not have track experience. If you do have significant track experience, the electronic nannies in these cars and the artificially long braking points will only frustrate you. Save your money and attend a racing school. As for the cars, if I had to spend my own quarter of a million dollars on a car, it would be for a Lamborghini LP560-4 and I would drive it every day, rain or shine. That being said, neither of these cars were more fun or handled better than my Boxster, which says more about how good the Boxster is than how bad the F430 or LP560-4 are. If you have a teenager and you want a safe car for them to drive, forget the Camry because I have the perfect car for you-the Ferrari F430. No more worries about your teen spinning the tires or losing control, the Ferrari traction and stability control will guarantee no shenanigans. Studies show that the more teens in a car, the more likely they are to have an accident, and the F430 has room for only 2 teens, and no place for hanky panky!

See video of me in the Lambo:

<http://www.youtube.com/watch?v=HIsZko92FpM>



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Viva Las Vegas

Written by Brian Hanson
Red River Region member



At last, my every so often holiday travels have taken me to Las Vegas. A first visit after all these many years. Las Vegas that oasis of neon light and glitter situated in a parched landscape not too dissimilar from the red and rocky surface of Mars. Las Vegas that amalgam of tawdry carnival hucksterism and genuine "damn the torpedoes, throw the money at it" glamour. If you've been there, then you'll know whereof I speak. If you haven't, then it's well worth a trip, at least once. If you want to try your luck at games of chance, there are slot machines, blackjack tables, roulette wheels, etc., everywhere you can imagine. But there are also plenty of other things to do as well, with shopping to fit every price range from modest to extravagant, many sightseeing options within the city and throughout the surrounding area, scary amusement rides ("google" Stratosphere Tower rides), good live entertainment, a wide-range of dining experiences (generally, good to excellent), etc. There is even an opportunity to buckle up and take a high-performance automobile for a spin, whether as a passenger or as a driver. A company called "Exotics Racing" operates at Las Vegas Motor Speedway and, on limited days of the week, you can do "ride alongs" or for more money, of course, you can get behind the wheel and drive a car of your choice, from makers such as Ferrari, Lamborghini, Aston Martin, Audi and yes, even Porsche, doing laps around the Speedway track. Ride alongs are \$99.00. Driving experiences start at \$199.00 (Porsche GT3). You can book ahead, via internet, at www.exoticsracing.com

I noted earlier that there is real and expensive luxury at the upper strata of Vegas. For example, the Bellagio Hotel and Resort, when built, cost \$1.9 billion and the sprawling complex surely looks it, when you stroll through the lobbies, shops, casino and grounds. Even so, this paragon of "luxe" has apparently now been eclipsed by the newer Wynn Hotel and Casino. The "luxe deluxe" Wynn boasts a Ferrari / Maserati sales showroom and service facility off the lobby. Not too shabby! (This dealership, by the way, is a partnership of Roger Penske and the Wynn Corporation.) So, if a \$200.00 plus drive is not within your budget or if you can never satiate on things automobile, spend \$10.00 and get a showroom pass. The pass allows you to ogle F430s (including Scuderias), 599 GTB Fioranos, Quattroportes, and Granturismos up close and personal. Then, you can descend several flights of stairs, past the service bays (spotless like you wouldn't believe) to the "used car emporium", where you might contemplate a spur of the moment purchase of a black 2007 Koenigsegg CCX, clearing out for \$1.57 million, or a 2008 Porsche GT2, with a much too up-market sound system, for \$190,000. Perhaps the low-mileage F360 Spyder, in a stunning Grigio with saddle interior? The Challenge Stradale? The Audi R-8? A classic 512 BB? A restored 1967 Chevrolet Camaro? Well then, since nothing appears to take your fancy and before you leave, why not have a closer look at the Penske Sunoco (McLaren chassis / Offenhauser engine) Indy race winner from 1972 or several other "steeds" retired from the Penske Racing "stable" and put out to pasture in the used car showroom?

With the ample supply of exotic machines clearly to be had in Las Vegas, it is surprising that we didn't see more evidence on the street. In my four days in the city, I saw only three Porsches, one Rolls-Royce, one Bentley, one Aston, and one Ferrari driving past. Maybe it was just timing or maybe it's a sign of the recession, which has hit Nevada (and especially, Las Vegas) very hard indeed. Apparently, the city has lost 600,000 residents in the last year or so, dropping the current population to just over the million person mark. Housing foreclosures are at a record and growing, with the city now leading the nation in mortgage loan defaults. Unemployment is affecting 25% of the workforce. The state has a current budget deficit of \$890 million (which seems like a bundle, until you realize that one luxury casino / resort costs that much or more). Ah, but isn't life a "crapshoot", anyway? My bet is that Las Vegas will survive and it will survive, I think, because Vegas represents a whole lot of bang for the vacation buck.

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Porsche Tequipment TrafficPro satellite navigation system for the 993, 996 and 986 Boxster (1995-2002). Brand new item in the box with navigation CD's and GPS antenna. This is a plug and play with removal of factory radio unit and use of all existing connectors. Route guidance information is delivered visually on the dotmatrix display as well as in the form of voice output via the standard audio speakers. This unit triples as a radio/CD/Navigation system. Long since discontinued, dealer list was: \$1,421.33 USD. Porsche part #: 000-044-900-78. Now only \$599 which is competitive with high end aftermarket units which stick to the windshield. This one fits where it belongs and is OEM. Note: can be used with any Porsche model with some modifications. Call Kevin @ 254-5178 or email: porscheclub@mac.com



European Leather Cream. As a show car competitor people often ask me what products I use to make old cars look like new. Recently, I was able to secure one of those product lines I use direct from the supplier and pass along wholesale savings to club members. European leather cream direct from Italy for your cars interior. Three jars. One to clean, shine and protect against environmental elements; one as a conditioner and softener, and one as a color restorer. Urad (the world's number one selling leather care product of its kind) is used on the type of quality hides you'll find in your Porsche, no matter how old they are. It can also be used on your leather furniture, jackets, purses, and boots and shoes. It even brings back old parched vinyl from the dead. \$60 for all three which includes the tax. Call Kevin @ 254-5178 or email porscheclub@mac.com.



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For Sale: windshield washer fluid tank (used) for 944, complete with cap, cap nozzles, internal hoses (one with screened pick-up). Out of a 1984 944, but will likely fit a number of other model years. \$20.00 Contact Brian Hanson via e-mail at brian_hanson@mts.net

AUTOS FOR SALE

FOR SALE 1985 guards red Porsche 911 Carrera cabriolet. The vehicle has just turned over 50,000 original miles. Many upgrades including steering wheel with Porsche decorated horn button. After market custom leather front seats with red leather inserts. Two month old Goodyear Eagle GT F1 (highest performance tire Goodyear makes) all 4 tires. 2000 Porsche Carrera factory rims. Aftermarket Porsche waitail for high performance "look". Aftermarket pioneer sound system with CD player and removable face plate. Newer manual top with 2 separate covers. Optional exact replica of this Porsche in smaller go cart with a 6 hp Honda engine. Perfect for kids, or to enter show and shines. Manitoba safety expired, will safety again. Priced for quick sale at only \$19,900 O.B.O. Call Mario @ 336-2746



If one does not fail at times, then one has not challenged himself.

Ferdinand Porsche

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RED RIVER REGION CALENDAR of LOCAL EVENTS

- WSCC auto-x June 12 and 13 at St. Andrews airport.
Contact Winnipeg Sports Car Club for details.
- PCA Auto-x - June 19th - 12 noon - Springs Church
- WSCC auto-x June 26th on the Gimli Road Course.
Contact Winnipeg Sports Car Club for details.

Upcoming events will also be posted on our region web site - redriverpca.org

**SEE THE PCA WEBSITE FOR EVENTS FURTHER AFIELD
CONTACT INFORMATION ON ANY OUT OF TOWN PCA EVENT
www.pca.org**

Next club meetings:

- (A&W across from Polo Park) - 7:00 p.m. Wednesday, July 7th, 2010
 - (A&W across from Polo Park) - 7:00 p.m. Wednesday, August 4th, 2010
- Check web site for location.

Please feel free to join us earlier for or refreshments before the meeting begins.
As you plan a vacation or a business trip, look for a local PCA event there before you leave.

IT IS ALL THE SAME CLUB; FEEL FREE TO SAY HI & JOIN IN

For questions about any event in this calendar, please email events@redriverpca.org

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If you have an article and or photos you would like to submit for publication in Red River Ramblings, please contact Ray L'Arrivee, Editor at newsletter@redriverpca.org