



RED RIVER RAMBLINGS



At the 'Porsche' & Apple Fest

Photo by Mark Harris

OCTOBER 2010

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President's COLUMN



Once again, for most of us, it's time to think about winter storage for our Porsche. Soon the cars will be in the storage facility, and you will have lots of free time. Perfect. Why not join the board? I know you want to. Yes, I mean you. Not somebody else. I'm lookin' at you....

All joking aside, Running this club is rewarding, it's fun, and surprisingly it's not THAT time consuming. I've been on the Red River Region board since 2003, and it's time for me to reduce my role in the club, at least for the next few years. If you have just a few hours every two weeks, you have enough time to fill one of the roles. Every one of us plays a role in the success of our club, and I sincerely hope that you will consider running for a position.

To serve on the board, you need to be a member or Family active member in good standing, there's no previous experience needed. We will train. Here is a brief description of each position.

The President chairs all meetings of the Club and of the Directors; supervise the other officers in the execution of their duties and be responsible for filing the annual Regional report to the Porsche Club of America Inc.

The Vice President shall carry out the duties of the President during his absence and perform other duties as requested by The President or the Board. The Vice President shall also oversee the regular publication of a Club newsletter.

The Secretary shall conduct the correspondence of the Club; issue notices of meetings of the Club and directors; keep minutes of all meetings of the Club and directors; have custody of all records and documents of the Club except those required to be kept by the treasurer; maintain the register of members and perform other duties as requested by the President or the Board.

The Treasurer shall cause to be kept such financial records, including books of account as are necessary; render financial statements to the directors, members and others as required and perform other duties as requested by The President or the Board.

If you'd like more information on any position, please contact me or one of the board members.

Tobias Theobald

Matthias Müller Takes Wraps Off New Porsche Speedster



Stuttgart - September 29, 2010 - Matthias Müller, the new Chief Executive Officer of Dr. Ing. h.c. F. Porsche AG, Stuttgart, will be unveiling the new Porsche 911 Speedster as well as the 911 Carrera



GTS Coupé and Cabriolet models at the Paris Motor Show on Thursday, September 30. An event organised by the Volkswagen Group on the evening before this autumn's leading motor show opens its doors will also see the official handover of responsibilities

on the Porsche AG Board of Management. After a successful tenure Michael Macht will symbolically hand the Porsche steering wheel to his successor Matthias Müller. Matthias Müller's assumption of office as Chief Executive Officer coincides with three world debuts. Only the fourth Speedster to have been built in Porsche's history is a model steeped in purist tradition and reflects the forward-looking nature of the brand, while the new Carrera GTS range with wide body and rear-wheel drive underscores all this.

Submitted by Jill Beck, PCA



TABLE OF CONTENTS

President's Column	2
New Porsche Speedster	2
Editor's Column	3
Membership Report	3
Porsche Tequipment	4
911 GT2 RS	5
Morden Corn & Apple Fest	6
911 GT3 R Hybrid	7
Record setting 911 Turbo	8
2010 SCCA Solo Nationals	10
Panamera Gran Turismo	12
Badge Match Quiz	13
Classifieds	15
Local Events/RRR Executive	16

Porsche Tequipment with Four New Highlights for Individual Retrofitting

Stuttgart. Four new retrofit highlights from Dr. Ing. h.c. F. Porsche AG, Stuttgart, are dedicated entirely to the spirit of sporting performance. Particularly the 19-inch Sport Classic wheels in the unmistakable look of Porsche's legendary Fuchs rims developed especially for the 911 Sport Classic built in a production run of just 250 units are an outstanding example of Porsche's history and a striking design feature of the 911 Carrera.

Re-interpreted in individual style, the wheels in five-spoke design with the rim star painted black, the wheel hump in gloss-lathed finish, and the Porsche logo in colour on the wheel hub, are a genuine eye-catcher. Introduced by Porsche for the first time in 1966, these unique wheels are now making an outstanding comeback. The new wheels measure 8.5 J x 19 ET 55 and come together with tyres in 235/35 ZR 19 (front) and, respectively, 11.5 J x 19 ET 50 with tyres in 305/30 ZR 19 (rear) on all current all-wheel-drive models of the 911 Carrera and Targa as well as the 911 Turbo at an all-in price per set of Euro 5,569.20 including VAT (cars with tyre pressure control Euro 5,866.70).

Another particularly sporting feature is the three-spoke sports steering wheel with gearshift paddles for the PDK transmission already well known from the new 911 Turbo. Starting immediately, this unique leather steering wheel with gearshift paddles behind the right and left steering wheel spokes carried over from motorsport is available at a price of Euro 940.10 including VAT also for individual retrofitting on all versions of the 911, Boxster, Cayman, and Panamera with PDK and, starting in August 2010, on the new Cayenne with Tiptronic S.

The high-quality shift paddles are naturally made of metal. Through their stretched sickle shape, the gearshift paddles allow the driver to shift gears manually with perfect ease, from a wide range of individual holding positions on the steering wheel. The driver shifts up on the right and down on the left.

The newly developed Aerokit Cup available on all versions of the 911 Carrera Coupé shows a close and direct link to the fastest brand trophy in the world, the Porsche Mobil 1 Supercup. At the front of the car the most outstanding feature is the new apron with its striking trim bars in the centre air intake and the characteristic spoiler lip. At the rear the unique rear lid with the wing fitted in position takes up the highly successful design of the former model. It almost goes without saying that all components have been optimised in Porsche's wind tunnel to improve both driving behaviour and aerodynamics.

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While so far the Aerokit with its particularly sporting look was not available to drivers of the 911 Cabriolet and Targa (997), the new, striking Sport Design front apron now closes this gap, with the spoiler lip matched aerodynamically to the regular rear spoiler. Naturally, the new front panel also fits on all other versions of the 911 Carrera and 911 Targa in the 997 model series. Finished in the same colour as the car itself, the front apron in Sport Design blends harmoniously with the overall contours and silhouette of the 911.



Porsche 911 GT2 RS

Most Powerful, Street Legal Porsche Ever

Ultimate 911 extracts 620 ultra-efficient, twin-turbocharged horsepower from 3.6 liters; dramatically improved power-to-weight ratio and increased fuel economy

The time: seven minutes, 18 seconds on the Nürburgring-Nordschleife.

The power: 620 hp. The weight: 3,020 lb (1,370 kilograms) in road trim with all fluids on board. The car: the new 2011 Porsche 911 GT2 RS.

90 More Horsepower, 154 lbs Less Filling

The latest 911 is the fastest and most powerful road-going sports car ever built in the history of Porsche. With horsepower (hp) up by 90 and weight down by 154 lbs (70 kilograms) in comparison with the previous 911 GT2, the new 911 GT2 RS has a power-to-weight ratio of just 4.9 lbs (2.21 kg) per horsepower, by far the best power/weight ratio in its class. These are the ideal ingredients for an ultra-high-performance sports car with supreme agility and truly blistering performance on the road. Perfectly illustrating Porsche Intelligent Performance, the 2011 GT2 RS achieves a reduction of approximately 5 percent for both fuel consumption and CO2 emission reduction when compared with the previous 911 GT2.

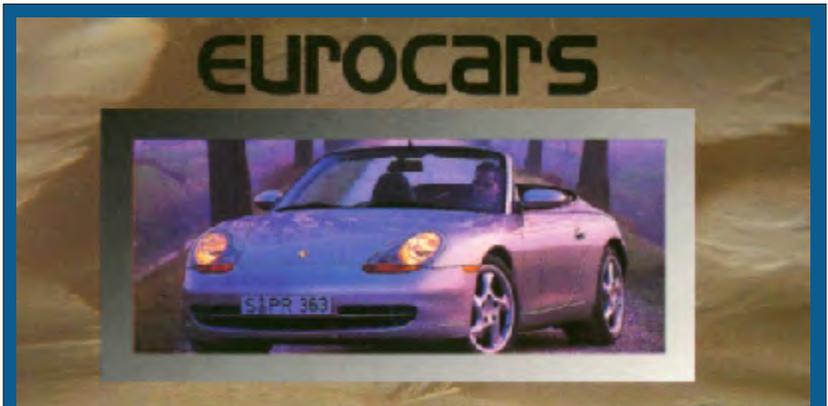


The 3.6 liter six-cylinder boxer engine features two variable turbine geometry turbochargers and provides power to the rear wheels exclusively through a six-speed manual gearbox. Equally impressive stopping power comes from Porsche Composite Ceramic Brakes (PCCB).

Unique Tires, One of a Kind Performance

New tires were specifically developed for the 911 GT2 RS and measure 245/35 ZR 19 at the front and 325/30 ZR 19 at the rear, delivering cornering performance to match the straight-line speed.

Extreme cornering dynamics are ensured by the setup of the springs, Porsche Adaptive Suspension Management (PASM), unique anti-roll bars, specific engine mounts and recalibrated Porsche Stability Management (PSM),



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whose stability and traction control functions can be switched off individually.

The combined effect of these developments is evident on the racetrack. In fact, the ultimate 911 accelerates from 0-60 in 3.4 seconds, boasts a top-track speed of 205 mph and laps the famed Nürburgring-Nordschleife racetrack in just 7 minutes and 18 seconds.

Carbon Fiber, Limited Production

In its looks, the new 911 GT2 RS stands out clearly from the other 911 models through the lavish use of carbon-fiber-reinforced (CFR) components with a matt-black surface finish, even wider wheels (including flared wheel arches at the front), new light-alloy wheels with central locking and "GT2 RS" model designations on the doors and rear lid. Matte-finish carbon also graces the redesigned front spoiler lip and the 3/8th of an inch (10 mm) taller rear spoiler lip - which both enhance aerodynamics and provide extra downforce.

The interior of the 911 GT2 RS also exudes sporting performance in virtually every detail. Lightweight two-piece bucket seats made of carbon-fiber-reinforced plastic are standard, as are lightweight door panels with fabric straps instead of traditional door handles. The basic interior color is black, which contrasts with red elements, such as the seat center sections, the roof lining and segments of the steering wheel rim. The gearshift and handbrake lever are also finished in red alcantara.

Limited to just 500 units worldwide, the 911 GT2 RS will be available in the U.S. October 2010 and will have a MSRP of \$245,000. The GT2 RS is made its world debut at the Moscow Auto Show on August 25th 2010.

Submitted by Jill Beck, PCA

Cruise to the Show & Shine at Morden's Corn and Apple Fest



Photo by Mark Harris

There was quite a good turnout for the outing to the Morden Corn and Apple Festival. We gathered at Roxy's Drive Inn in Oak Bluff, ten cars in all, and proceeded on our way to Morden via highway 3. This was not your typical Sunday drive... or maybe it was for a bunch of Porsche owners. Malcolm described our journey as "quite spirited". Spirited indeed! Our group of nine Porsches and one Buick Skylark claimed the road as our own and no one was going to slow us down. While passing some mere mortal in a mini van, I pulled back into the right lane, slowing to a Porsche-esque cruising speed of about 105 mph, when, a streak of red passed me on the left. A 944 Turbo. I believe it was Geoff Reimche, although I can't be certain as it was just a blur.



Photo by Ray L'Arrivee

Upon arriving in Morden (in record time, I might add), we made our way to the Show and Shine grounds only to find that space was limited. Malcolm was able to secure a premium spot for us right in front of the stage, where a band entertained the crowd. Unfortunately, due to rain, they had to pack it in after about four or five songs.

There were many antique, collectible, modified and special interest vehicles on display, as well as some rather unique motorcycles. Despite the rain, the downtown area was well attended as folks enjoyed the food vendors, crafts, and carnival rides.

While we were attending the Show and Shine, Briget and Mark Sawatsky were about a mile or so down the road. They had the enviable task of judging the barbeque contest.

This was the first time I attended the Morden Corn and Apple Festival...and it won't be my last.

Ray L'Arrivee

Check out the unique shifter on this bike.



Photo by Mark Harris



Photo by Mark Harris

A break from the rain.



Photo by Mark Harris





911 GT3 R Hybrid

Porsche Intelligent Performance to make Race Cars even More Efficient

ATLANTA - February 11, 2010 - 110 years after Ferdinand Porsche developed the world's first hybrid, the Lohner-Porsche, Porsche engineers are now expanding this visionary drive concept with a production-based GT race car: Over the past 45 years, Porsche 911 race cars have recorded more than 20,000 victories and on March 4, a Porsche 911 GT3 featuring an innovative hybrid drive will make its debut at the Geneva Motor Show, opening a new chapter in the history of Porsche.

This innovative hybrid technology has been developed especially for racing, differentiating itself from conventional hybrid systems by way of its configuration and components. In the case of the 911 Gt3 R Hybrid, the front axle features two electric motors, each developing 60 kW and supplement the 480 hp, naturally aspirated four-liter flat-six that drives the rear wheels. Instead of the heavy batteries usually found in a hybrid road car, an electrical flywheel power generator is installed inside next to the driver delivering energy to the electric motors.

The flywheel generator is also an electric motor, with its rotor spinning at speeds of up to 40,000 rpm while mechanically storing energy. The flywheel generator is charged whenever the driver applies the brakes, as the two front axle electric motors reverse their role and act as generators. Then, when accelerating out of a bend or while overtaking, the driver can use the extra energy from the charged flywheel generator, sending up to 120 kW of stored kinetic energy to the motors. This additional power is available after each charge for approximately six to eight seconds.

Energy formerly converted into heat upon each brake application, and therefore wasted, is now converted

into additional drive power in a very efficient manner.

In addition to increasing available drive power, depending on racing conditions, the hybrid drive can also be called upon to save fuel. By increasing the efficiency and, accordingly, the performance of the 911 GT3 R Hybrid, reductions can be made to the weight of the fuel tank or the car can make less frequent pit stops, for example.

After its debut in Geneva, the 911 GT3 R Hybrid will be tested in long-distance races on the Nürburgring. The highlight of this test program will be the 24 Hours on the Nordschleife of Nürburgring, May 15-16, 2010. The focus is not on the 911 GT3 R Hybrid winning the race, but rather spearheading technology as a "racing lab." The intent is to provide hands-on know-how for the subsequent use of hybrid technology in road-going sports cars.

The 911 GT3 R Hybrid is a perfect example of the Porsche Intelligent Performance philosophy, a principle to be found in every Porsche: More power on less fuel, more efficiency and lower Co2 emissions - on the track and on the road.

Submitted by Jill Beck, PCA



Setting a record in a Porsche 911 Turbo

by Mark Sawatsky

I was invited by David Richert to attend a track day at Gimli Motorsports Park in my 2004 Porsche Boxster. For those of you who don't know, David began racing karts with the Manitoba Karting Association and moved up to racing for Volkswagen in the Jetta TDI Cup. He is currently raising money to race a Porsche GT3 in the American LeMans Series and I would love to see a local boy racing in the big leagues.

I arrived at the track at 8:00 am and David had muffins and coffee for everybody who was attending. There were around a dozen drivers and the cars ranged from a modified Acura RSX to an Audi R8 and new Porsche 911 Turbo. Some of the drivers had never been on a track before and some had done track days before so David had a meeting with everybody to go over passing etiquette and safe driving techniques. Once the meeting was over, we were turned loose on the wet Gimli track. I was reminded of a video I saw of Formula Atlantic racing at Gimli, it was pouring rain and F1 great Gilles Villeneuve drove through the pack of cars to win. It's a strange feeling to be on the same track that Bobby Rahal, Elliot Forbes-Robinson and Gilles Villeneuve raced on early in their careers.

I had been on the Gimli track before but never in the rain and couldn't believe how slick it was. The Boxster is an amazing car but every time I applied the power coming

out of a corner, the back end would step out and I would have to act quickly to catch it. After 10 laps running on the edge and getting lap times in the low to mid 1 minute and 20 second range, I pulled in to chat with the other drivers. The driver of the 911 Turbo races at Speedworld and I have talked to him many times, he offered me the keys to his car and I jumped at the chance. My buddy Kirk and I got in the car and admired the supportive carbon fiber seats and beautiful aluminum accents. It was my first experience with the Porsche PDK transmission and I was pretty excited to try it out. I pressed the button for Sport Plus, which stiffens the suspension, makes the throttle more responsive and shifts the transmission more aggressively.

I pulled out of the pits, made the sharp left onto the straightaway and floored the gas pedal and holy cow!!! I have never experienced acceleration like that and in the time it takes you to read this sentence, I was doing over 200 km/h. Kirk looked over at me and said he has experienced that kind of acceleration only once before, on take-off in a CF-18 Jet fighter!! For the first few laps I used the paddle shifters but sometimes I would be so taken with the brute acceleration, I would momentarily forget to shift, and the genius Porsche transmission would shift anyways, as if it knew what I really wanted. I decided to leave the shifting to the PDK and concentrate on my apexes and braking points. At the end of the straight I was doing 215 km/h, compared to the 160

continued on page 9



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km/h I was doing in the Boxster! Remember, it was a wet track so I left the Porsche Stability Management activated and never once felt it kick in.

I wanted to stay on track until the car ran out of gas but I have a reputation as being respectful of other people's cars and didn't want to wear out my welcome. The rain stopped, the track started to dry out and other drivers offered me drives in their cars. I took the Acura RSX out with the owner and after 5 laps I was running 1:15 lap times which I thought were quite good for a 4 cylinder, front drive car. Then I took an Audi TTS out and was impressed with its brakes but not so much with its DSG transmission, which shifted when it wanted to, not when I pushed the button. I set a best lap time of 1:11.8, or about 4 seconds quicker than the owner of the car had been doing. Then I took out an Audi R8 with an old fashioned manual transmission. It was my first encounter with a gated transmission and it took a couple of laps to get comfortable with putting the shifter precisely in the slot for each gear. It had the best sounding engine of the day and I set a best lap time of 1:08 in this very impressive car.

The track was mostly dry by this point and the owner of the Turbo said I could take it out again if I wanted, so I handed a stopwatch to Kirk and decided to go for the quickest lap of the day, which was a 1:06 set by David Richert in the same Turbo. As before I turned the Sport Plus on, left the PSM activated and let the PDK do its magic. I did a warm up lap to get comfortable with the car and get the brakes and tires up to operating temperature, then went for it. Coming out of the tight turns, mashing the gas pedal resulted in a feeling that I was pulling the front tires off the ground but somehow the car was still going where it was pointed. On the straights I would be shoved hard into the seat until around 160 km/h where there was an even harder shove, which I suspect was the overboost function available only with the Sport Chrono Plus option. At the end of the main straight I was reaching 220 km/h before getting hard on the brakes to make turn 1. Turn 2 is a right hand kink that isn't usually taken flat out by

powerful street cars but here I was, taking it flat out at speeds north of 160 km/h. Then it's hard on the brakes for the tight left of turn 3 and immediately into a tight right and the tight left of turn 5. There's another straight where I was running faster than 160 km/h and turn 6 is another right hand kink which takes some bravery. Turns 7, 8 and 9 are taken almost as one turn and I was back on the main straight, pulling hard G's as the PDK shifted gears so quickly that the turbo boost never fell off. After 3 flying laps I did a cool down lap and pulled into the pits. Kirk came running over and informed me that all the other drivers had crowded around him wondering what my lap times were. My warm up lap was a 1:04.8 and I quickly dropped to 1:03.8 and two 1:03.6's-the other drivers were stunned, as was I. Without even breaking a sweat I had set the all time Gimli lap record for a stock production car. For reference, the all time track record is held by Gilles Villeneuve in a Formula Atlantic racecar at 54.836 seconds. Changes to turn 9 have resulted in lap times being 2 seconds more than when Gilles ran the track in 1976.

After sampling all these wonderful cars, you would think I would be disappointed with my little 227 hp Boxster, but after taking it out in dry conditions and setting a 1:10.0 lap time, I couldn't be happier with the car. It was by far the best handling car I drove that day and could place it exactly where I wanted it, lap after lap..although the power and PDK of the Turbo would sure be a nice addition.

Youtube videos:

Turbo on dry track

<http://www.youtube.com/watch?v=eE0Yec7ZCNg>

Audi R8

<http://www.youtube.com/watch?v=-1inMk0hBo8>

Audi TTS

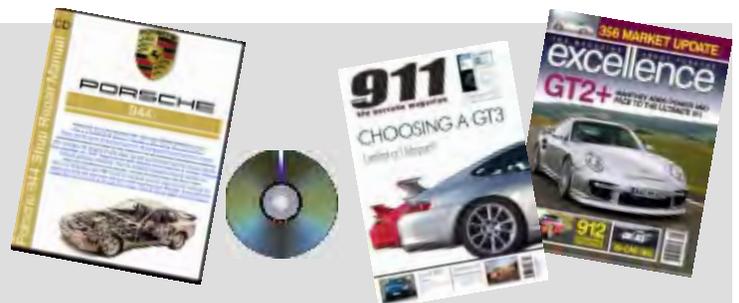
<http://www.youtube.com/watch?v=L7UgOxohDNc>

Boxster

<http://www.youtube.com/watch?v=eQz-pmkP93U>

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From my perspective...2010 SCCA Solo National Championships

by Briget Sawatsky

I can still remember how I felt the first time I pulled up to the line at an autoslalom course. I was like the kid on the end of the highest diving board at the swimming pool. Terrified. People are lined up behind you anxiously awaiting their turn. There's no turning back. You take one last deep breathe and jump. Once you take the plunge for the first time it's so exhilarating you can't wait to go again! That was almost five years ago in my JCW MINI. It was my first year racing with the Winnipeg Sports Car Club and I earned the Rookie of the Year Award. Since then I have had the opportunity to co-drive a Pontiac Solstice and of course our 2004 Porsche Boxster. In 2008, a group of us from the Winnipeg Sports Car Club decided we'd take it to the big leagues... the SCCA (Sports Car Club of America) Solo Nationals. Although many people have no idea what autoslalom (solo) racing is, the Tire Rack SCCA Solo Nationals is the largest race event in the entire world. It regularly has over 1,000 competitors (this year there were 1,170 registered drivers)! The 2008 event was held at Heartland Park in Topeka, KS. It was the first "big event" for all 13 of the Winnipeg drivers that made the trip. No one knew how we would fair against the best drivers of our sport in North America. Of the 13 drivers, 5 returned home with trophies...I was one place out of the trophies in fourth place.

Lincoln Nebraska is home of Cornhuskers Football, the National Guard and one of the largest expanses of concrete in the world.

continued on page 11

Narrows West

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So large, as a matter of fact, that it can be seen from outer space! Beginning in 2009, this was the new home of the SCCA Solo National Championships. In my second year of competition (2009) I performed poorly on the first day but on the second day managed to rise from the ashes to capture 3rd place in my class and had one of the faster times on course! Unfortunately, it had been somewhat of a pattern for me at big events; do terribly on the first day then do fantastic on day two. Why was this so? I really sat down this year and tried to figure it out. It was very frustrating for me since I knew I had the talent but for some reason I was falling apart on day one. In my opinion it takes more than just driving talent to do well in racing. It takes confidence, skill and for me...calm mind. We all know how our thought process is affected in stressful situations. I had always gone into day two of competition in poor standings and thinking, "I have no chance at a trophy so I may as well just go out and have fun". There was a certain amount of "who cares" in my attitude. This year I tried to apply that thinking right from the beginning. I didn't spend hours analyzing the course and driving it in my mind like I had in previous years. I wasn't one of the zombies in grid with the imaginary steering wheel moving like I was at a Grateful Dead concert.



It was day one at the 2010 SCCA Solo Nationals and I was sitting in grid waiting for our class to begin racing. I walked the grid and met all my fellow competitors wishing them luck. They were all great but it was clear many were nervous. Oddly, this time I wasn't one of them. I had figured I was the underdog anyway. Every year the SCCA newsletter has a "pick the winners" where they attempt to do exactly that. Needless to say I was not chosen to win. My competitors included a four-time national champion and two other previous national champions. Not to mention, a pesky Nissan 370z that had recently been fast enough to win the open class in a ProSolo competition. To top it off, our little base Porsche Boxster was not considered the "car to have" against the Nissan 350z and 370z, Mazda RX8 and MX-5 Miata, or the Pontiac Solstice ZOK. Once in the car with my helmet on all the old nervous feelings started to come back. I questioned myself, "Do I really know where I'm

going? What if I get lost? Did we check the tire pressures? Do I have enough fuel? Am I good enough to compete against these people?" I had previously decided that singing aloud helped to clear my mind and so to myself I started singing, "Que Sera Sera, whatever will be will be". It was working....keep singing! Well, my first run was certainly no show stopper but it was good enough to put me into third place with two more chances at it. I was the last to run in my group and the other drivers were all getting faster. I would have to improve my time. I had new thoughts in my mind replacing those negative ones, "I can do this! I'm having a great time! This course is awesome! The car feels great!" My second run put me into second place. Unfortunately, as before the rest of the field was

improving their times and going into my last run I was sitting in third place. My third run was like having an out of body experience. Anyone who races knows this feeling. It's like becoming one with your car and the course. You don't think about your driving. As a matter of fact you almost transcend your mind and have a total calm come over you. I finished my run and looked at the time clock. I had improved my time by nearly a second and heard those

magic words from the announcer, "Here comes Briget Sawatsky on her final run in her 2004 Porsche Boxster with her fastest time today, putting her into first place going into day two!" I pumped my fists as I drove back to my grid space. This was really a new experience for me. Competitors and strangers were coming up to me congratulating me on my time. I could hardly stop shaking long enough to thank them. I went to bed that night with so many thoughts running through my mind I hardly slept.

Day two arrived and the weather was certainly not favorable. It was raining on and off all morning and to top it off a driver in a Formula Vee had dumped oil all over the track in the heat before. It was actually the worst oil spill in history taking over two hours of clean-up! I knew my competition was going to be bringing their A-game today. On my first run I broke the tires loose at the start and ended up playing a game of "catch

continued on page 13

Porsche Builds 25,000th Panamera Gran Turismo

Just short of one year after Porsche began selling its all-new sports car for four, the craftsmen who assemble the Panamera in Leipzig celebrate this significant manufacturing milestone

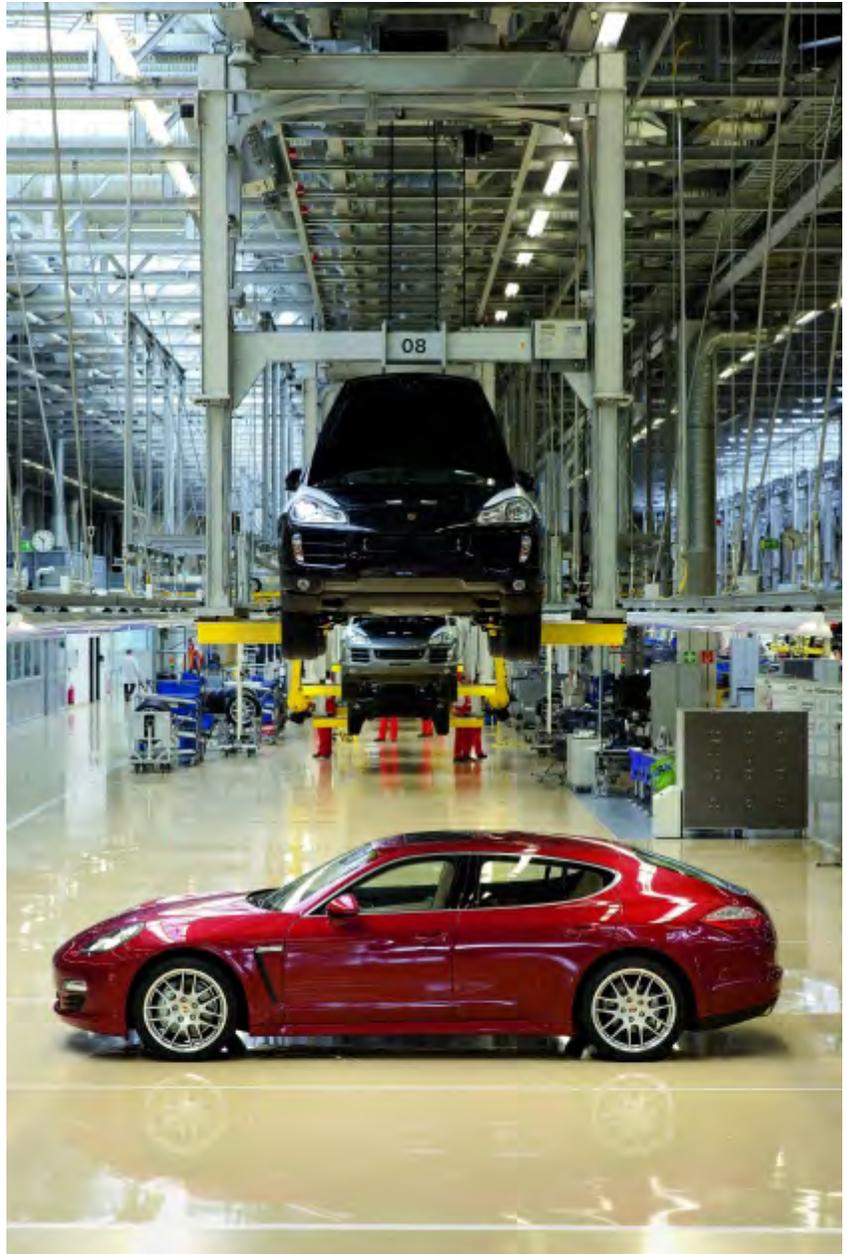
Porsche's approximately 640 employees at the company's state-of-the-art assembly plant in Leipzig, Germany, recently built the 25,000th Panamera Gran Turismo. The employees are not only proud to be a significant part of the successful launch of Porsche's fourth model line, they have reached this milestone while also producing the all-new, next-generation 2011 Porsche Cayenne SUV that is now in North American Porsche dealerships.

The anniversary vehicle, a Ruby Red Panamera sporting an efficient Porsche designed and manufactured 300-horsepower 3.6-liter six-cylinder engine, will be delivered to a customer in the USA. "The benchmark performance of our Panamera V6 models wins over our customers worldwide," said Bernhard Maier, Porsche's Executive Vice President Sales and Marketing. "Even in the USA, a country with a preference for V8 engines, they impress with their efficiency and sportiness. The Panamera combines these aspects with the comfort and exclusivity of the luxury class."

Porsche began selling the Panamera in September 2009 (October in North America). The company first rolled out its 400-horsepower V8 Panamera S and Panamera 4S and the 500-horsepower twin-turbocharged Panamera Turbo, adding the V6-powered Panamera and Panamera 4 in May/June 2010. To date U.S. Porsche dealers have sold over 5,000 Panamera models in the United States.

In line with the Porsche Intelligent Performance philosophy -- more performance on less fuel, increased efficiency and lower CO2 emissions -- all models feature the Porsche Doppelkupplungsgetriebe (PDK) seven-speed double-clutch gearbox and the Auto Start Stop function that saves fuel and reduces emissions by turning the engine off when it is not needed, such as sitting at a traffic light. None are subject to a gas-guzzler tax, and all meet the strict EU5 emission standard in Europe and the LEV standard in the United States.

Next year Porsche will introduce a Panamera model featuring a hybrid drive system similar to what powers the 2011 Cayenne S Hybrid, which goes on sale this fall. Porsche's future also shines with yesterday's announcement to commence series development of the



918 Spyder, Porsche first plug-in hybrid super sports car. Since its U.S. introduction in October 2009, the Panamera has received numerous awards and recognition. The Panamera Turbo was named Playboy Magazine's 2010 Car of the Year. Others include an Edmunds Inside Line Editors' Most Wanted Award, inclusion in Edmunds.com's Top Recommended Vehicles list, two Car and Driver Editors Choice Awards (Sports Sedans and Luxury Sedans), inclusion in kbb.com's list of 2010 Top 10 Road Trip Cars, Bloomberg Car of the Year, the Most Inspired Design award in Ward's Auto Interior of the Year competition, About.com Cars Best New Cars of 2010, and NADAguides.com's Car of the Month for January 2010.

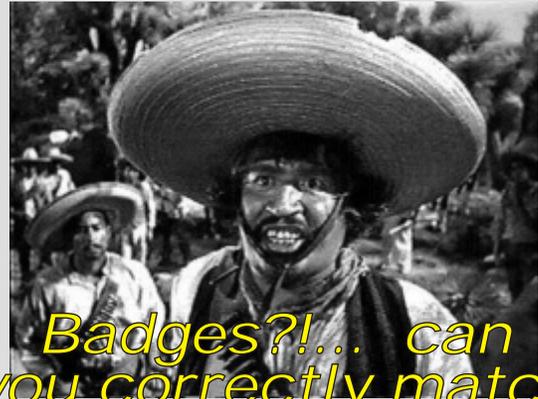
Submitted by Jill Beck, PCA



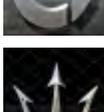
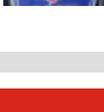
up" with the car. I had a fast run but was saddled with 10 seconds (a lifetime!) in penalties in one section. I still think that even on my best run I was a little timid through that area. The experience of the other drivers was paying off for them. In short order I was pushed into second place behind Jennifer Isley in her RX8 (four time National Champion) by 0.120 seconds. It was the last run. I just needed to do exactly what I did the previous run...only a little faster. This was it. At the line I started to sing again, "Que Sera Sera!" because at this point it was true, whatever will be, will be. I had wheel spin off the line again (darn it! I know that can cost up to 0.300 seconds!). I ran that course for all it was worth. Coming through the finish I looked over at the clock...it was my fastest run so far but was it enough? I listened for the announcer. There was a moment of total silence and then, "Briget Sawatsky will remain in second place by an unbelievable margin of only 1/1000th of a second!" Let's put one millisecond (0.001 second) into perspective. It takes a fly three times longer to flutter its wings and a blink of your eyes is a massive 300-400 times longer! It is the smallest margin of timing used in the Olympic Games. According to Wikipedia only Omega and Seiko are even capable of accurately recording this small period of time. Although it was heartbreak for me I am sure I left many of my competitors wondering who this girl from Canada was. My name will still appear in the books... as the smallest margin a National Title was lost. I can be rest assured that this record may never be beat so forever I will have my name in "the book".

In my three years of competing at the SCCA Solo Nationals I have gone from fourth, to third and in 2010 I came in second. I'll be there again in 2011...and if the trend continues I will come back a National Champion.

Briget Sawatsky
#99 CSL



Badges?!... can you correctly match these badges?

- | | | |
|-----|--|---------------|
| 1. |  | ___ Proton |
| 2. |  | ___ Seat |
| 3. |  | ___ Maserati |
| 4. |  | ___ Renault |
| 5. |  | ___ Holden |
| 6. |  | ___ De Tomaso |
| 7. |  | ___ Saab |
| 8. |  | ___ Vauxhall |
| 9. |  | ___ Peugeot |
| 10. |  | ___ Citroën |
| 11. |  | ___ Smart |
| 12. |  | ___ SsangYong |

Answers on page 15

Members of the Red River Region Porsche Club
are Invited to a
HALLOWE'EN CELEBRATION

October 30th, 2010, 8 pm

By Invitation Only to 83 Blue Mountain Road

B.Y.O.B.

R.S.V.P Lloyd & Yvonne 257-2920
by October 25th, 2010

Costume required for entry

**WHO TERRORIZED THE
STREETS OF 19TH CENTURY
LONDON? ...**



Cleanline
Self Storage

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20% OFF
REGULAR PRICE

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841 Erin St.

Don't delay, space is limited.

Annual Holiday Dinner

The 2010 Annual Holiday Dinner
will be held at

**Gasthaus Gutenberger, 2583 Portage Avenue
on Saturday December 11, 2010**

Cocktails at 6pm with Dinner at 7pm. sharp

Those interested in coming must RSVP to me no later than
December 1, 2010. More info to follow.

Tobias Theobald 1985944@mts.net

SEPTEMBER MEETING

Summer has ended and so have our meetings at the A&W for this year. We appreciate the special touches A&W provided, such as free coffee and root beer and prizes. They also provided free meals to the first 5 RRR PCA members to arrive. We were unable to enjoy our after-meeting drive due to the very wet weather. Make sure to check your emails throughout the winter months to see where each month's meeting is to be held. I hope to see as many members attend the winter meeting as attended the summer ones.

A wet
September
evening.
No drive
tonight.



Photo by Ray L'Arrivee



Photo by Ray L'Arrivee

Another
great turnout,
despite the
rain.

CLASSIFIED ADS

MODELS FOR SALE

Porsche 959, 1:18 scale collectors model, metallic white with burgundy interior and trademark 959 triple-stripe on seats. Brand new in original box, discontinued years ago. This is serial no. 0001 so it is ultra-rare. \$250. Kevin. 254-5178



Porsche No. 1, the first model 356 produced in Gmund, Austria in 1948. 1:18 scale die cast painted silver with red seats. Very hard to come by model beautifully detailed right down to the rims. A nice example of Porsche history for the iconic collector. Brand new in original display box. \$175. Call Kevin @ 254-5178 or porscheclub@mac.com



"Porsche Design" Polizei 4-Car Collection—Made in Germany (Limited Edition 5,000 worldwide) 356C Cabrio (1965), 914/4 (1971), 911T 2.4 (1972), 911 Carrera 3.6 (1996). \$195 for the historic collection of Porsche Autobahn Police cars. All NEW in original boxes. Call: 204-254-5178 or Email: porscheclub@mac.com



"Porsche Design" 1:12th Scale Carrera GT Radio-Control model (This was the last model in existence NEW in box—Dealer Only Order). This Porsche functions like the real GT with detachable roof and a rear spoiler that automatically extends in high speed mode. Call Kevin at: 204-254-5178 or email: porscheclub@mac.com. New in box \$299



PARTS & ACCESSORIES

New adjustable early 944 suspension, coilovers, Konis, used heavy swaybar, new pads and dash cap \$1200 OBO Mike 204-848-7582

Porsche 1987-1990 928 rear bumper lettering. Each large letter (P-O-R-S-C-H-E) fits into the embossed script lettering in the bumper as if it were a factory original. This ALL-WEATHER designer set comes in two different colors to match almost any color bumper. Silver or black. Adds an OEM look you see in newer car models today. Photos available upon request. \$50. porscheclub@mac.com. Kevin. 254-5178.



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.



Porsche Genuine Leather Steering Wheel Airbag. Black with Gold Porsche crest. Nice piece!! \$399. 1/4 the price of a NEW one. Call Kevin @ 254-5178 or email: porscheclub@mac.com



Porsche Genuine Leather-Wrap Steering Wheel. Black. New condition!! \$299 Call Kevin @ 254-5178 or email: porscheclub@mac.com



Porsche 911 993 Illuminated Reflector Bar - The very first of its kind, **ILLUMINATED "PORSCHE"** name. This is a plug 'n play replacement for the existing OEM lens. Now, you can proudly display the PORSCHE brand when you drive down the street or at the next Porsche event. It can be wired to come on in three unique ways: Whenever the car is started or; whenever the lights are turned on; or whenever the brakes are engaged.

There are no bulbs to change or replace. The built-in ballast ensures constant even lighting. Weatherproof, shock proof, and copy proof. The design required to complete this was extensive as Porsche never intended anyone to be creative enough to modify the OEM reflector bar. But it was done using the existing letters as the template. The rest required internal fabrication and testing and refinements to get the effect to be not too dim and not too bright but just right. So yes, it is completely street legal in all states and provinces.



\$899.00 shipped for FREE anywhere within North America. Call Kevin at : 204-254-5178 or email porscheclub@mac.com

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

Free to good home, Blaupunkt AM/FM receiver with Dolby cassette. OE for 944 Turbo. Removed to add CD player. Was working at time of removal. Contact brian_hanson@mts.net

Answers to the "badge match"

- | | |
|--------------|---------------|
| 11. SangYong | 10. De Tomaso |
| 8. Smart | 2. Holden |
| 7. Citroën | 1. Renault |
| 6. Peugeot | 9. Maserati |
| 4. Vauxhall | 5. Seat |
| 12. Saab | 3. Proton |

To place an ad, contact newsletter@redriverpca.org

RED RIVER REGION CALENDAR of LOCAL EVENTS

October 30th: Hallowe'en Party
See page 14 for details

December 11th: Holiday Dinner
Gasthaus Gutenberger
See page 14 for details

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

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

Next club meeting:

(Pony Corral Pier 7,) - 7:00 p.m. Wednesday, Nov. 3rd, 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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It's always a bit surprising the first time a valet tips you.

No one has the capacity to break the rules more than Porsche. And now, the new Panamera 4. The legendary sports car driving experience built for four. The staggering Porsche power is unmistakably present. As is the relentlessly precise handling. And with the addition of a second row of executively seated passengers, there's no end to the rules you can break. Porsche. Some things do get better with age.

The Panamera 4. Experience pure Porsche performance for four.

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www.auto-haus.porschedealer.com



Red River Region Executive



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CAR CLUBS**



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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