



**PORSCHER**

*Vancouver Island Region*

Volume 1, Issue 1

Summer 2008



***In this issue:  
Presidents message  
Events Calendar  
Recent Drives  
Queen Alexandra  
and more...***



# PORSCHER

SUMMER 2008 - Volume 1 Issue 2

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**NEWSLETTER DEADLINE:** is the 15 days before next issue. Submissions received after this date will be used in the next issue of the Porscher.

**SUBMISSIONS:** Members are invited and encouraged to submit articles and photos that would be of interest to the Club. Articles are preferred in Microsoft Word document format and photos in .jpg, .gif or .bmp format. Please limit individual photo file sizes to 400kB or less to aid in keeping the Porscher a manageable size for our Website Director and Internet visitors. Please send submissions via e-mail to the Editor.

[newsletter@virpca.org](mailto:newsletter@virpca.org)

**ON THE COVER:** This month's cover features a picture taken at our Crown Isle event last year. There are tons more photos from these events and more located at (or linked from) the club's official website. Type in the address above into your favourite web browser and enjoy!

## YOUR 2008 EXECUTIVE

President:	Gary Glover <a href="mailto:president@virpca.org">president@virpca.org</a>
Vice President:	Mike Griffin <a href="mailto:vicepresident@virpca.org">vicepresident@virpca.org</a>
Secretary:	Ryan Davies <a href="mailto:secretary@virpca.org">secretary@virpca.org</a>
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Director: (Membership)	Brad Blaney <a href="mailto:membership@virpca.org">membership@virpca.org</a>
Director: (Competition)	Conrad Peden <a href="mailto:competition@virpca.org">competition@virpca.org</a>
Director: (Newsletter)	Al Sherwood <a href="mailto:newsletter@virpca.org">newsletter@virpca.org</a>
Director: (Website)	Virginia MacDonald <a href="mailto:webms@virpca.org">webms@virpca.org</a>
Director: (Up Island)	Doug Hoare <a href="mailto:upisland@virpca.org">upisland@virpca.org</a>
Past President: (2007)	Rick Krockner <a href="mailto:pastpresident@virpca.org">pastpresident@virpca.org</a>

## PCA REPRESENTATIVE

Zone 6 Representative:	Lina Bein <a href="mailto:porscha@bendnet.com">porscha@bendnet.com</a>
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**GET CONNECTED!** View the Porscher in full-colour online at the club's website:  
<http://www.virpca.org/news>

Miscellaneous ramblings... from the executive.

**Presidents Message:**

Greetings:

After a few years of no newsletter, the club has resurrected the idea. The format is to keep it simple yet informative. Al Sherwood has volunteered to be editor/creator of the newsletter. With this in mind, he is not the composer of the articles. We as club members are, he needs our input. Small articles of any Porsche related subjects are of interest. E.g. (How I came to own a Porsche, People I have meet while owning one, History of VIR, What is an Autocross? What is a Concours? Why I drive a Porsche.) These are a few ideas for articles. Pictures are also good.

In the past, our newsletter has won various PCA Awards; I hope that we can give Al the support to perhaps once again win an award. But the first goal is to get the newsletter organized. Looking forward to our New Newsletter. Drive Safe.

Gary Glover  
President VIR/PCA

Thanks for the words of encouragement Gary!

Yes, we are trying hard to get a newsletter out to the membership, it has been a slow start but started we have. In addition to what Gary has mentioned above I would also like to remind any of the members that host or organize a gathering please makes some notes and take some pictures. With the assistance of these 'reporters-at-large' we can share these events with members that may not be able to attend. All submissions are welcome and should be sent electronically to: [newsletter@virpca.org](mailto:newsletter@virpca.org)

"Porscher" is steeped in tradition and had a strong following, I hope to rekindle that interest and make our newsletter one that we all look forward to receiving and reading. Let me know what you think and if you have suggestions we would like to hear them too.

Summer is here and there are lots of reasons to get out for a drive or join in on one of our upcoming events, so have a look inside and see what we have planned and some of what we have done so far this year!

I hope to see you out there!

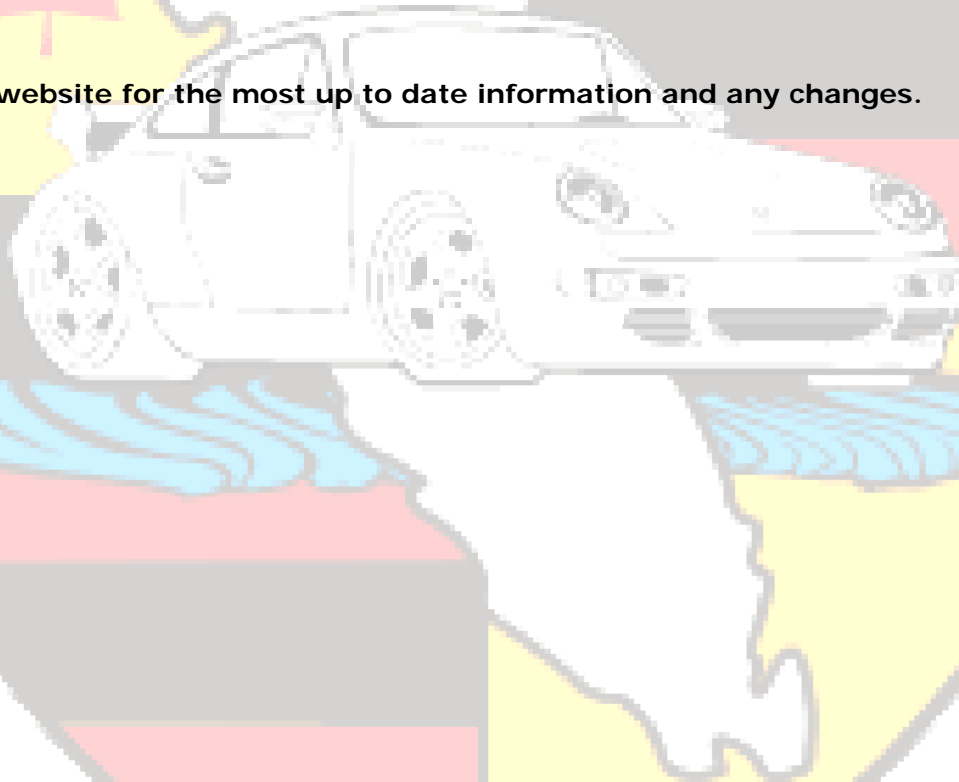
Al Sherwood

Editor

## Upcoming Summer Events; 2008

August 5	Monthly Meeting	7PM	Shark Club, Pond Room(6:30PM dinner)	<a href="#">Gary Glover</a>
August 16	AutoX	8AM	Western Speedway	<a href="#">Conrad Peden</a>
August 24	Charity Event	8AM	Queen Alexandra Hospital, Victoria	<a href="#">Ernie Yakimovich</a>
August30-Sept 1	AutoX	3 days	Bremerton Wa. PNWR PCA	<a href="#">Ernie Kowal</a>
September 7	Breakfast Drive	TBA	TBA	<a href="#">Gary Glover</a> <a href="#">Rick Kroeker</a>
September 9	Monthly Meeting	7PM	Longwood Brew Pub, Nanaimo	<a href="#">Gary Glover</a>
September 13	New Members Picnic	11 AM	Crow and Gate Pub	<a href="#">Gary Glover</a>
September 21	AutoX	1:00PM	Western Speedway	<a href="#">Conrad Peden</a>

Please visit our website for the most up to date information and any changes.





  
**QUEEN**  
**ALEXANDRA**  
 FOUNDATION FOR CHILDREN

Money raised allows the QA Foundation to support Ledger House, the mental health hospital for children and youth.

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# European and Classic Car Picnic

resto rods, muscle cars, and motorcycles

Sunday, August 24<sup>th</sup> 2008, 10am - 2pm, QA Centre, 2400 Arbutus Road

Face Painting • BBQ • Tom Thumb Safety Program pedal cars • Magic shows • Imagination Craft Station • Inflatable Bouncy Castle • Silent Auction

**Admission for show vehicles \$10 at the gate • Spectator admission by donation**

**Show vehicles gather at Clover Point at 8:30 am for 9:30 am departure to the QA Centre**

**For information call 250-721-6855 or visit [www.queenalexandra.org](http://www.queenalexandra.org)**

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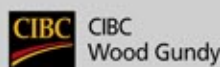


  
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Christie Phoenix  
Insurance

With thanks to all sponsors, participants, volunteers, spectators, and organizers particularly the Vancouver Island Region Porsche Club of America.

## Autocross...

...the most fun you can have in your Porsche!

Vancouver Island Region hosts many Autocrosses each season. We hold out Regional Autocross Championship and encourage all members to run in the events and try to win a class. The camaraderie is great and the competition is close so come out and enjoy your car. We also have driver training events to help members and guests feel more comfortable and safe in their cars.

To show our appreciation for the local competitors support we have created for the 2008 Autocross season the, **Run for the Refund!**

**DOWNLOAD THE REGISTRATION FORM FOUND ON THE VIRPCA WEBSITE, FILL IT OUT AND BRING IT WITH YOU TO EACH EVENT; ALL YOU WILL HAVE TO DO WHEN YOU ARRIVE IS SIGN THE WAIVER AND GO THROUGH TECH INSPECTION. YOU WILL BE REMINDED TO PRE-REGISTER WHEN YOU RECEIVE YOU EVENT INFORMATION.**

**In 2008 the Region will be hosting the following Autocrosses. All makes of cars are welcome to attend and you do not have to be a member of the Porsche club to compete in our events.**

May 11

June 8

June 28

July 27

**August 16**

**September 21**

**October 5**

RUN FOR the REFUND # 1 - May 11 - 2007 Western Speedway O/A Positions  
Weather Sunny and Cool O/A winner Hamish Sandwith

20	Hamish Sandwith	47.343
20	Jim Sandwith	48.124
34	Chris McCrimmon	48.873
38	Jeremy Moss	48.942
133	Jeff Berg	49.816
122	Bill Coull	50.405
340	Mike Todd	50.409
32	Mike Ericson	50.595
102	Jason Brooks	50.699
32	Greg Warren	50.936
73	Conrad Peden	51.202
15	Rob Riemer	51.203
63	Ian Fraser	51.555
	David Silletta	51.776
27	Jim Mills	52.634
33	Larry Eastick	53.570
555	Steve Pridgeon	56.022
23	George Beokovic	57.966
8	David Barss	58.720

## News from Porsche Parade 2008

### IN THE SIXTH ZONE Parade Charlotte Edition

Greetings to all members of Zone 6! The driving season is on and our zone has activities for all to enjoy!

Parade Charlotte is now history and it was quite a celebration of Porsches! Zone 6 did quite well in the awards department and I would like to share some of our results!

SILVER SAGE REGION walked away with the PUBLIC SERVICE AWARD for its outstanding contribution to the Make-A-Wish Foundation. The region will receive a check for \$1500 for its efforts in this most worthy endeavor.

The newsletter contest zeroed in on Zone 6 for an excellent number of awards!

In Class 1; YELLOWSTONE REGION took second place. In Class II Zone

6 captured FIVE of TEN places: HIGH DESERT - 3rd, WILD ROSE - 4th,

SILVER SAGE - 5th, OLYMPIC PENINSULA - 7th, and CASCADE - 8th.

In Class IV OREGON REGION took 1st

place. In Class V PACIFIC NORTHWEST received 2nd place - just 2.5 points short of 1st place.

The annual Tech Quiz proved that Zone 6 members DO know a thing or two about Porsches...proven by the INLAND NORTHWEST REGION!

There will be more awards listed in an upcoming issue of *Porsche Panorama*.

The next few months will be filled with some Zone 6 highlights including the celebration in Red Lodge, Montana of the 30th anniversary of ABSAROKA REGION. CANADA WEST REGION will host the second annual Sun Peaks event in British Columbia. Please do check region websites for upcoming events that you might like to attend. A Zone 6 Calendar is close to becoming a reality with many thanks to PACIFIC NORTHWEST REGION for its efforts.

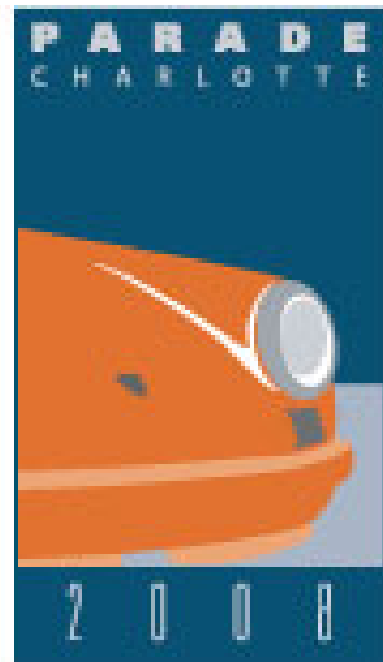
PCA Escape to the Land of Enchantment still has openings so if interested in spending some fun, rewarding days in New Mexico please go to the website shown on PCA's home page. I hope to see some other Zone 6 members in attendance!

Please enjoy your Porsche to the fullest!!!!

**May we drive (safely) forever!**

**Linda Bein**

**PCA Zone 6 Representative**



Recent Events...

...It's not just the cars it's the people!

**Breakfast Run hosted by Brad Blaney**

Our Breakfast Drive on Sunday, April 13, was an enjoyable success! 21 members gathered for breakfast and 11 cars went on the drive.



The weather cooperated, and those with convertibles had their tops down. We left the Chequered Flag Restaurant at 10:30, drove over the Highlands along the very twisty Munns and Prospect Lake roads.



After a short stop at Elk Lake Park, we continued through Mount Douglas Park, Gordon Head, the Uplands and ended our

drive at Willows Beach in Oak Bay at noon. As membership director, it was satisfying to see that almost half the attendees were new members to the club. All very much enjoyed the event!



## Recent Events...

...It's not just the cars it's the people!

### Crown Isle 2008 The Best Yet!

2008 was our fifth year of offering this incredible weekend getaway as our season opener for VIR. Thanks to the endless hours of volunteer time of past organizing committees and even more to this year's committee for all your hard work. Hours and hours of meetings, driving in the rain all winter long to get stuff done, planning, paying for your own expenses.....and voila, another year of many proud, fun and happy moments as our members and guests came together at Crown Isle in Comox.



We had 135 attendees this year, so we were completely sold out. Over 65 beautiful Porsches of every vintage colour and model. Despite the chilly weather our die hard president was out washing his car at 6 am on the Saturday morning, all alone in the morning mist and clouds! Not to be outdone, instead of a few more hours of warm comfy sleep, I had to join him in the parking lot at 6:30 so there were now two dummies out in the cold while everyone else nursed their aches and pains in their warm beds from Friday night's BBQ and welcoming reception.

The Show and Shine and Concours Lite were great, thanks to our judges and organizers.



The Turbo Rally displayed a total lack of coordination and skill as the RC car crashed into every imaginable obstacle. The golf tournament was sold out and many were able to attain new heights of embarrassment. Even Brian Nutt made it around all 18 holes this year, without being gagged or tied up by the others in his foursome, right Mike??

The Saturday drive to Mount Washington culminated in Kurt Gibson, PCA President elect, driving a snow machine.....yup, snow on top of the mountain! None on the road though, so the 50 + cars that took the breathtaking drive up the mountain had a ton of fun, and got to see real BC snow in May.



The Saturday night banquet was fantastic. From the Cones of Shame, the incredible food, the heart warming generosity of the guests in raising money for QA, the silly antics of many and of course the appearance of Brian Nutt's twin brother Floyd the Nerd, a night of fun, laughter and memories was had by all. Kurt was able to re-united with Charlotte the sheep, Linda and Bill had a wonderful farewell after all their years of dedication, and Gary managed to wangle thousands of dollars out of our the room for the QA charity.



The rally on Sunday proved yet again that marriages and friendships can be fragile when introduced to driving a Porsche looking for illusive clues before breakfast!

Thanks again to everyone for being part of this event yet again, and again a very special thank you to the organizing committee, you guys really deserve recognition for your endless hard work! Circle the May weekend on your calendars again for 2009 as we are going to do it again, and for 2010 watch out for a big surprise.....maybe!!



**By all accounts, Crown Isle Retreat 2008 was a huge success. Thank you to Steve Fairbrother, Brad Blaney, Dave Nickel, and Rick Kroeker for the photos**

## Recent Events...

**...It's not just the cars it's the people!**

### Gold River Drive hosted by Brad Blaney

Early in the morning, on Saturday, June 14, six cars departed Victoria on our overnight tour to Gold River. Four Porsches were accompanied by two Lotus Esprits. In Duncan we met up with one more Porsche and enjoyed a filling breakfast at Jerry's Diner.

Once back on the road, we continued North on Hwy 19 until Parksville, where we turned off onto the seaside route, Hwy 19A. Though it is older & slower, the twists, turns and ocean views make it a much more enjoyable drive than the newer Inland Hwy.

We made a brief stop in Qualicum Beach for a photo stop, then continued North through Courtenay, Comox and onto Campbell River where we met up with another 3 Porsches. One of them a red 924, who's owners were there to enquire about joining the club!

After a short lunch, our now group of 10 cars, started the final dash for the day. We headed West across the island along Hwy 28 to Gold River. The water views continued, though now of Buttle Lake rather than the ocean. About half way along we stopped for a few pictures at Stadacona Park.



About an hour and a half after leaving Campbell River, we pulled into Gold River and checked into our hotel. What a drive, twisty, smooth and not a lot of traffic.



The rest of the afternoon was spent touring the town and then driving the 10 miles or so down to the waters edge at Muchalat Inlet.

Along the way we stopped and took in the sights at the spectacular Tsuxwin falls that run right under the road.



That evening we all enjoyed a couple of brew in the pub, and then headed for dinner. On the recommendation of one of the locals, we decided to try the Odika Restaurant. The 'international dinners' were fantastically delicious. I just know that everyone in our group would highly recommend the Odika, if you asked. And so it was, that after a day of spirited driving, fine dining and camaraderie, we all headed for bed relatively early, in anticipation of more of the same in the morning.

Day 2 of our tour, Sunday June 15<sup>th</sup>, dawned bright and sunny. After a quick breakfast, we departed Gold River at about 9:30.



As was the drive in, the return to Campbell River along Hwy 28 was quick and spirited, with very little traffic to hold us up. After a short stop to top up fuel, we continued to retrace our route back along the coast on Hwy 19A.

We stopped just short of Qualicum Beach for lunch, and then continued into town to attend their annual Father's Day Car Show. They boast that they get over 600 cars to the show. And I believe it! There was everything there

from hotrods, to classics,  
antiques and sports cars  
(though I only saw 1 Porsche).

**Ok Brad, what's up with this, a little  
trouble with the local constabulary?**

Once dispersed in the crowd  
at the car show, there was no  
way to get our group back  
together, so that's where our  
tour ended. And what a great  
way to end a weekend filled  
with driving our favorite cars  
in sunny top down weather,  
gathering with and meeting  
new friends, and eating  
delicious meals! I'm already  
looking forward to next drive!



## Recent Events...

...It's not just the cars it's the people!

### New Members Picnic

The Place: Willows Beach in Oak Bay

The Date: June 25

The Weather: Sunny but breezy

We had an estimated 60-70 people show up, the kids were well represented with about a dozen on hand to help devour the 20 large pizzas that were on hand! We had nearly 40 Porsches in attendance and no one went home hungry. There was a ton of excitement and a lot of new friends made. Nobody even minded that a couple of Ferrari's snuck in! (Just kidding of course, we all love great cars!!).



Some of the New Members

**Interesting Trivia:** In keeping with BC's 150<sup>th</sup> Birthday, PCA's website shows that our region has reached 150 primary members!

## Recent Events...

...It's not just the cars it's the people!

### Painter's Lodge hosted by Doug Hoare

"Sunshine followed us from The Urban Beet in Nanaimo, where eight Porsches and their owners first convened at 9:30 A.M., all the way up to Painter's Lodge in Campbell River on Sunday, July 20th for lunch overlooking the ocean in the Tye Pub.



Following the Old Island Highway until Courtenay, we connected in Qualicum Beach with two more Porsches and then at the rest stop just



south of Royston with yet another one!



Led by our intrepid VIRPCA President, Gary Glover, and his wife Janice, our "parade of Porsches" was then directed away from the ocean onto the Inland Highway, helping to make up for time lost socializing, to ensure a noon arrival at our destination. Twenty-seven people in all (in 13 pristine Porsches) took part in this event - including several guests and some very

new members. Lunch was superb and, afterwards, the "photo op's" abounded outside the Lodge's main entrance. On the way home, Gary took us along back roads to Oyster Bay and then - eventually - inland to the "new" highway for a speedy return to Nanaimo.

Please stay tuned for details on our next Up-Island Sunday Drive. Tofino has been suggested by our Immediate Past President, Rick Kroeker, as an ideal next destination (what a great time we had there last year!). Thanks, too, go to Carolyn Hoare, our "Crown Isle 2008" Registration Goddess, for floating the idea of Painter's Lodge for July's Up-Island Sunday Drive. A very good choice indeed!"

## Technical Corner, information about your car...

### Synthetic Oils; Should You Be Using Them?

By: Ken Koop—Yellowstone Region

Do synthetics work better in some cars than others? Can you change the oil less frequently by using them? Do they make your engine last longer? Should you be using them in your car? Are they cost effective? Will they make the engine seals leak? Most people do not really understand how synthetic oils work or how they benefit an engine. Let's examine some of these questions to get a better understanding of synthetic oils.

The precursors to synthetic oil actually began during World War II and then became even more important for the aviation industry with the development of jet engines. Synthetic oils are unique in their ability to function very dependably during extreme hot and cold operating temperatures. They also can withstand the rigorous and lengthy high temperature engine operation (without chemical breakdown) that a jet engine places on their lubricating fluids. Because of their extraordinary capacity to reduce friction and wear on jet engine parts, other applications to utilize synthetic oils were quickly looked at. Since these same advantages would obviously be a benefit to the automobile industry, the oil companies began working to bring synthetics to the automotive market. Early synthetic oil applications for road use were developed as problem solvers. Engine oil products from Conoco and Mobil were developed for use in equipment on the Alaskan North Slope due to the extreme cold weather operating conditions. In 1972, Amsoil introduced their synthetic motor oil for automotive applications and shortly thereafter, Mobil SHC was launched for cars in Europe. Mobil SHC went through further development and in 1974 it became the product we know today as Mobil 1. By the 1990's, many other oil companies brought their synthetic oils to the marketplace and sold them along with their conventional petroleum-based products. Mobil 1 is by far, the largest selling brand of synthetic motor oil on the market today.

Conventional oils come from crude oil that is pumped out of the ground. In an oil refinery, crude oil is separated into various "fractions". These fractions become the bases for lubricating oils and fuels. The part of crude oil that form the thick tangled masses of carbon chains are used in roofing tars and blacktop for roads. The very short-chain and ring compounds of carbon are volatile and can be refined to produce gasoline, diesel, lubricating oil and other products.

All motor oils are composed of (1) base oils and (2) additives (e.g. detergents). In general, ***fully synthetic*** motor oils contain 100% non-conventional, high-performance fluids. Whereas, ***synthetic blends*** typically use some non-conventional high-performance fluids, in combination with conventional oil for their bases. It is the unique chemical formulation of synthetic oil that allows them to be highly resistant to viscosity breakdown caused by high temperatures, friction and chemical contaminants. The chemical contaminants that affect a motor oil's life are controlled by the detergents that are added to all oils (both synthetic and conventional). These detergents suspend, absorb or breakdown the contaminants in the oil and are one of the main reasons that oil needs to be changed on a regular basis.

Conventional oils lack the performance of synthetic oils in the areas of both low-temperature flow rates (pour points) and high-temperature oxidation stability (flash points). Conventional motor oil is made up of an inconsistent mixture of long and short chains of carbon and hydrogen atoms. In the extreme heat of an engine, the short-chain molecules can evaporate and unstable long-chain molecules can oxidize and break down. Conventional oils also contain greater amounts of impurities such as sulfur, reactive and unstable hydrocarbons as well as other undesirable contaminants that cannot be completely removed by the conventional refining process. Mobil 1 uses high-performance fluids including polyalphaolefins, along with a

proprietary system of additives, which turn the finished oil into a much purer and homogeneous lubricant.

Should you be using synthetic oils in your car? Well that depends on the vehicle's age, mileage and recommendation from the manufacturer. Older vehicles with high mileage tend to have excessive mechanical wear in the engine, allowing for unwanted internal oil by-pass (burned in the combustion chamber by passing through the piston rings). For vehicles with high mileage, it may not be ideal to use conventional or synthetic oils with lower viscosity ratings such as 0W-20/30 or 5W-20/30 because they are very thin and free flowing. The use of these lower viscosity oils could potentially result in higher internal oil consumption in older engines. However, the use of synthetic oils in older vehicles without excessive wear is permissible. One concern that owners of air cooled engines have is the reduction of **Zinc (Z)** and **Phosphate (P)** in the newer (actually all) oil formulations. This reduction in Z & P helps to prolong the catalytic converter's service life. However, these same compounds have been instrumental in reducing wear on valve train components such as cam lobes and valve lifters in older engines. Using higher viscosity synthetic oils such as 15W-50 still retain higher levels of Z & P and are probably still permissible to be used for air cooled engines. The formulations are continually changing, so it is wise to monitor the oil that you use for both Z & P levels.

Many automobile manufacturers use full synthetic and semi-synthetic oils in their engines today. Porsche adds Mobil 1 at the factory to all of their new cars and only recommends Mobil 1 to be used in their cars since it is one of the few synthetic oils that are actually fully synthetic (not just a semi-synthetic blends). Porsche has used Mobil 1 exclusively since the early 90's, in all of their production and racing cars. In general, you will find that synthetic lubricants are used when there is a high-performance engine with tight tolerances; high compression ratios; turbo-chargers; or high operating temperatures involved. For those of you that track your cars, especially on hot days, synthetic oils are much more predictable than conventional oils and are able to prevent the viscosity of the oil from breaking down (making synthetics more stable). It is also important to follow the owner's manual for the correct motor oil recommendations regarding viscosity grades (0W-40, 15W-50 etc) to provide proper lubrication and cooling of the engine parts at all operating temperatures. If you want to use a synthetic oil and your car is still under warranty, check with your local dealer before switching to a synthetic oil to make sure you are able to do so under the warranty specifications (the last sentence pertains to your non-Porsche automobiles).



Porsche uses fairly low viscosity ratings for their newer cars (generally 0W-40 and 5W-40 weight oils). There are a number of reasons for this; the first is that the car will get better fuel mileage with lighter weight oils since heavier oils generate more resistance. Another is that with the use of newer and lighter weight materials inside the engine, tolerances are tighter and lighter oils will flow better between the two materials. With the development of the Vario-Cam Plus system in the mid 90's (which helps to develop more power and better fuel mileage), it requires the use of lower viscosity oils to work properly. Sludge and varnish build-up inside the engine are all but eliminated with the use of

these light weight synthetics. So there is good reason for Porsche to be using them.

Another commonly asked question is; will synthetic oil leak out of my older car's gaskets or seals? The answer is, (according to the Exxon Mobil Corp.) "Mobil 1 does not cause leaks. Mobil 1 was tested in dozens of industry standard and original equipment manufacturers tests to prove its seal performance. It is fully compatible with the elastomeric materials from which all automotive seals and gaskets are made. If an older engine is in good condition and does not currently have oil leaks, then Mobil 1 will provide the same advantages as when used in a new engine".

The auto manufacturers use synthetic oils for a number of reasons: (1) They provide better lubrication allowing the engine to last longer. Synthetics are able to do this because the molecules reduce friction so much better than conventional oils. They produce less engine wear and provide for greater engine longevity. (2) Synthetic oils give better fuel economy because there is less friction developed between moving engine parts. (3) Engine start-up wear is also greatly reduced with 0W-xx or 5W-xx viscosities, because the fluids can be pumped through the oil system easily and get to the parts requiring lubrication quickly (especially beneficial in cold climates). (4) Synthetics are highly resistant to viscosity breakdown (the ability of an oil to flow during all ranges of operating temperatures) from heat, friction and chemical contaminants. (5) They provide for longer service intervals (5,000-7,000 miles compared to 3,000 miles for conventional oils). For instance, my Porsche Cayenne has a recommended oil change interval of 20,000 miles with the use of Mobil 1. (6) Because of their longer service life, they are also better for the environment since there is less dirty oil that has to be recycled. (7) Synthetics have proven themselves in the most difficult of all automotive applications—racing. Almost every Porsche and professional racing team now use synthetic oils exclusively in their race cars.

One of the only arguments for not using synthetic oils is the cost. They are about two to three times the price of conventional oils. However, because of their superior lubricating properties, the increase in cost is more than offset by improving the engine's performance, lowering the maintenance costs (extending the oil change interval), being friendlier to the environment, reducing fuel consumption and increasing the longevity of the engine itself.

Exxon Mobil Corp. currently makes two different types of synthetic oils; Mobil 1 and Mobil 1 Extended Performance (good for 15,000 miles between oil change intervals). Both offer superior lubricating properties for all of our high-performance engines. Another thing you may wish to consider is the lubrication of the car's non-engine parts (ball joints for steering, wheel bearings and transmissions). Mobil 1 also offers a full range of synthetic gear lubricants and synthetic grease that will out-perform conventional lubricants. With the use of these products, you should be able to keep your Porsche running at its best for a long time.

**Join the Porsche Club of America...  
...it's easy**

Complete the traditional Membership Application available at the back of the Porsche Club of America brochure or **Turbo Charge your application by using the [online process!](#)**

Enjoy the PORSCHE Experience by sharing your passion with fellow PORSCHE enthusiasts. The Vancouver Island Region has a variety of activities and events that is sure to pique your interest, from Sunday Breakfast drives, to hard charging AutoCross. A European and Classic Car Picnic, to Concours quality gatherings that will leave you awestruck as you gaze upon your grinning reflection in the deeply polished surfaces.

**Benefits of Membership include:**

- Monthly issue of [PANORAMA](#) – PCA's award-winning monthly magazine, covers everything Porsche, including road tests, new model news, classic Porsche salons, historical and restoration articles, free classified ads, extensive technical information and great pictures of our favorite cars.
- Quarterly issue of THE PORSCHER – Vancouver Island Regions award winning magazine, covering everything that's happening in our region.
- Discounted admission to a HUGE number of events planned for this year. AutoCross, Weekend Tours, European Car Picnic. See our [Events Calendar!](#)
- Support from a LONG list of sponsors and supporters of our club on Vancouver Island.
- Access to 140 chapters throughout the world! Want to visit the factory in Germany? YOU CAN WITH PCA!
- The experience, technical assistance and camaraderie of fellow Porsche enthusiasts. With PCA, is not just the cars, IT'S THE PEOPLE and the Vancouver Island Region has the BEST PORSCHE PEOPLE you'll ever meet!

For further information, or assistance with the application process, please feel free to contact our Membership Director, Brad Blaney by email ([membership@virpca.org](mailto:membership@virpca.org)) or by phone (250) 592-3914.

**Prefer Canada Post? Drop it in the mail to Vancouver Island Region – Porsche Club of America, P.O. Box 48057, 3575 Douglas Street, Victoria, BC. V8Z 3L6 CANADA, ATTN: MEMBERSHIP DIRECTOR.**