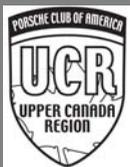
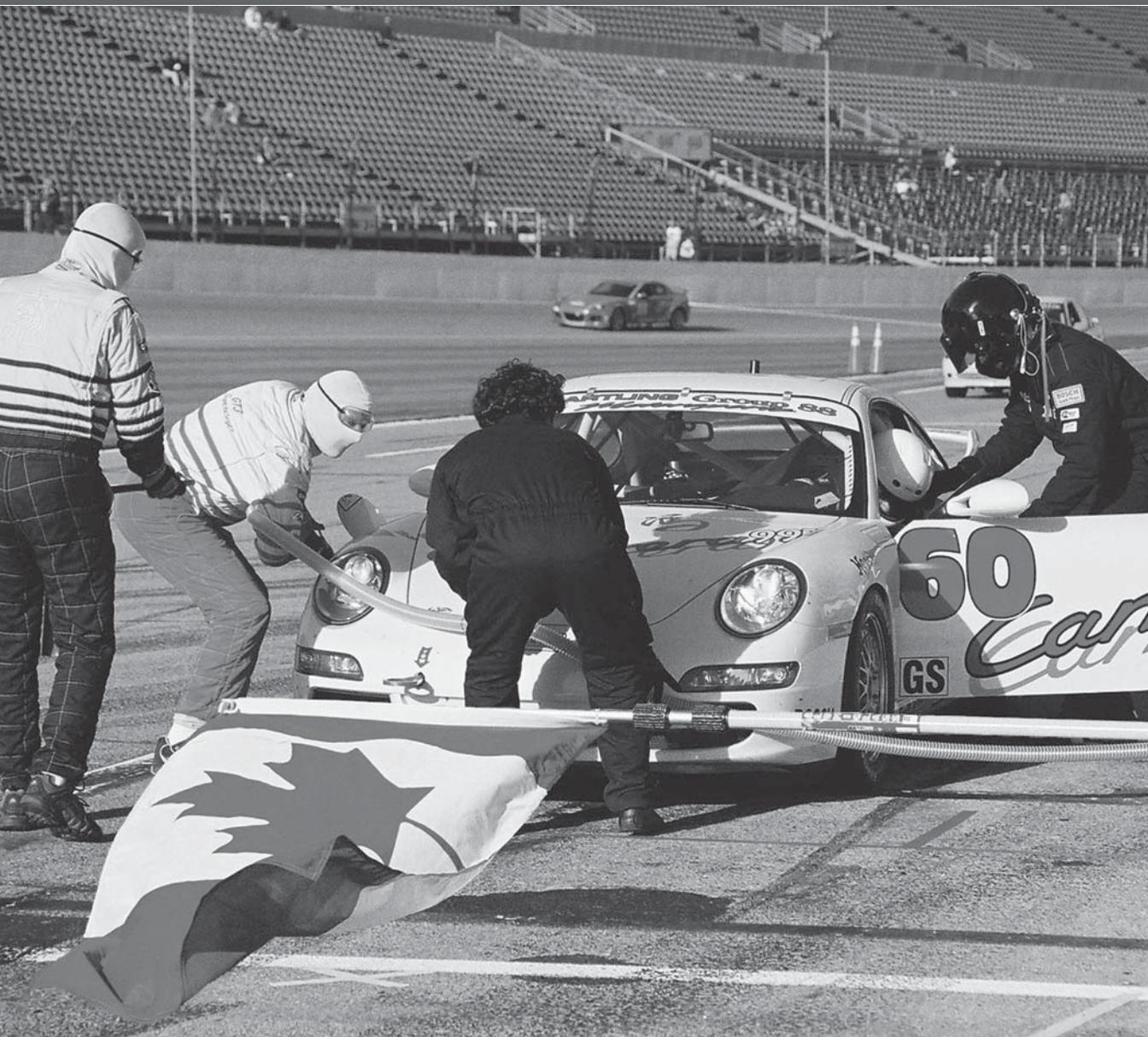


# provinz

The Journal of Upper Canada Region of the Porsche Club of America



March 2006



Photos: Stan Carmichael

## 30 days to sebring

**Story by Stan Carmichael; Photos by Graham Jardine, except where noted**

I can say for a fact now that Sebring is a twenty-one hour drive from Burlington. I don't think I could walk here in thirty days, but thirty days is how long it will have taken Ernie Jakubowski and I to get from our initial test drive in his new Cayman S to completing its first race weekend as a PCA Club Racing "D" class car at the 48 Hours of Sebring.

Ernie took delivery of his new Cayman S on Thursday January 12, 2006. It looked beautiful in Speed Yellow with a black interior. We were scheduled to begin the process of race preparation on Saturday, so we decided we should put some miles on the new car, just to break it in of course and to check out what we were starting with. The car is spectacular, right out of the box. I won't go into too much detail but I will say, if you have ordered a new Cayman S and intend to drive it on track, be prepared to smile.

I would like to share the results of our first weekend, but we are at deadline for this article and as I write this, it is Thursday February 9, 2006 and I have just checked in to the hotel in Sebring, Florida. Porsche's new Cayman S will make its North American race debut tomorrow morning at 9 AM in the capable hands of Ernie Jakubowski and its new MantisSport livery. After four weeks of tear down, analysis, improvising, fabricating and re-assembly we took a beautiful new Cayman S and turned it into a gorgeous new racecar. Hopefully, we will have built a successful racecar.

We worked most every evening and weekends on transform-



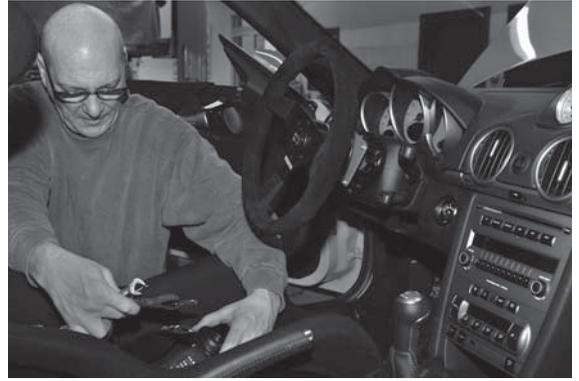
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> ing the “street” Cayman S to a “race” Cayman S. The details of what was done to prepare this car have been recorded and photographed as we worked. Ernie has agreed to share the build process with us, these articles will appear in Provinz in the upcoming months.



We need to acknowledge the support and help we received in order to complete this improbable task. From the guys at Pfaff who helped us learn a new car, the Mantis staff who tolerated us taking up valuable shop space (and my never-ending stupid questions) to the volunteers who gave their time to lend a hand, my brother Bob, Ernie’s brother Gunner, my buddy Tom Dueckman (who has accompanied me to Sebring and will crew this weekend before thrashing my ego to shreds on the golf course next week), Richard Burpee and Bill Comat, who are also with us in Sebring, UCR members, Scott Gerard, Ian John, Andy Wright, Mike Mallais, Graham Jardine and yes, even the President himself, Wayne Spiegleberg put a hand in to getting this job done. What began as an improbable idea in November, a daunting task in December and a hectic and trying labour in January has turned into an apprehensive drive to Florida in February. The car is finished and left the Mantis shop in Oakville Tuesday, one day ahead of schedule. It drew admiring crowds while parked in front of race headquarters at the Chateau Elan this afternoon. Both Ernie and I are very proud of the result to date. Tomorrow we will discover just how good a job we have done.



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