

DER PORSCHE BRIEF

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DESTIN CAR SHOW 2007

The October 13th, 2007 Destin Car Show was staged by the Destin Porsche Club and the North Florida Region of the Porsche Club of America at the Destin Commons Mall. The Show was bigger, better and had much larger attendance than the great show last year. The show again was organized by the Destin group led by Alabama Charlie McPeak and Dominic Damiano. Over 112 cars were entered, and a large sum was raised for the Sacred Heart Hospital in Destin. Congratulation to the Destin group for a great event.

Rather than describe what went on here are a couple of pictures:



NORTH FLORIDA REGION
PORSCHE CLUB OF AMERICA



THE RACE REPORT

Evelyn and Tom Vlasak

This is the story of the finish of our racing season but one must begin at the beginning.

The 2007 racing season started in January at Sebring with the first SCCA national points race of the year. We went down with high hopes and the opportunity to have our goddaughter and her family visit with us during the race weekend. Unfortunately, a malfunctioning MSD spark box, and my forgetting to reset the ignition timing after replacing it resulted in a burned piston about half way through the race. No finish and no points,

After repairing the engine, which included a new piston and a refurbished cylinder, we ran four more nationals (Daytona, Road Atlanta and Roebing Road). At the end of the double national July 1st weekend at Roebing we had four podium finishes, was 3rd in points in the southeast and qualified for the Runoffs at Heartland Park Raceway in Topeka, Kansas.

Preparation for our trip to Topeka started the week after the July race at Roebing with disassembly of the car; tear down of the engine and shipping of the transmission for overhaul. The engine was refreshed with new bearings, rings, gaskets, and the pistons were sent off for ceramic coating. The transmission was upgraded. In the last weeks before we were to leave for Topeka the final touch was a new paint job. We left on Saturday morning October 6th (missing an FSU home game).

It is 1107 miles from our house to Heartland Park. We traveled about 20 hours towing our race trailer with our motor home to get to Kansas. Once we got north of Tennessee the roads became progressively rougher, I don't know if it is the winter weather or lack of maintenance money, but formerly secure parts were rattling loose as we traveled.

We arrived on Sunday October 7th just before noon and were able to register, get through tech inspection and park our race trailer in our paddock space. We were lucky because we were on pavement. With 800 competitors about half had to park on grass, and it rained very hard several times during the week making for a very muddy paddock work area. The rest of the facilities are first class, with several shower buildings, snack bars and a very large tech building.

Heartland Park is a combination motor-sports facility with a 2.5 mile 14 turn road course, a NHRA drag strip, and a stock car oval. The track is very challenging and technical. There are three blind turns after hills, combinations that do not flow smoothly, and the track is tight with several 2nd gear turns, and I did not use 5th gear all week. This was the second year that the Runoffs were held here and after the 2006 Runoffs, two sets of turns were changed to provide higher cornering speeds due to complaints from competitors. Heartland Park has a website where you can see the track layout and other information.

The Runoffs are the amateur national championship race at the end of the SCCA season (see SCCA.org for additional event news.) The top three drivers in each division that completed at least 4 national races in each of 26 classes are invited. The race groups had a varying number of cars, from about 16 cars to over 40 depending on how many qualified drivers made the trip, the west coast and southwest were well represented. We had 22 cars entered in our GT2 class and 21 actually showed up. Practice was very limited to accommodate the 26 classes.

On Monday, Tuesday and Thursday we had 10 minute sessions (about 5 hot laps) and on Wednesday we had a 20 minute session. Not nearly enough to learn the track well. We raced first thing on Sunday morning the 14th and started from the 18th grid position. There was a serious crash in the first turn immediately after the green flag that took out the lead car when two other drivers tried to win the race on the first lap. After 6 or 7 pace car laps while the mess was cleaned up, racing resumed, and we worked up to 12th where we finished. Porsche Cup cars finished 1-2-3.

At this time, the Speed Channel is scheduled to show the GT2 race on January 2, 2008 as a one hour segment on each of the Runoffs races. Check their website for any updates and the time if you want to watch us in action.

We are now planning on our next season, and if we qualify will go back for another shot at Heartland Park. We will plan to go a few days earlier to get some track rental practice days in addition to the very limited practice provided in the Runoffs schedule.

If you ride by our shop in the evenings and see the lights on, stop by, there is always some kind of interesting work going on.

Here we are after the car was delivered back to the shop with the new paint.



The 2007 Petit Le Mans and How I Missed Almost All of It

By Barry A. Waters

Most folks who enjoy Road Racing would be 'chomping at the bit' to have 100% access to Road Atlanta during the Petit Le Mans. You can just smell the history, and the incredible cars and world class drivers abound – all well within touching and elbow rubbing distance. How could anyone fail to do their utmost to take all of this in given the opportunity of having it handed to them on a Silver Platter?

If you're like me, your total failure to take full advantage of such an opportunity could be attributed to three things: Not being as young as you used to be, being susceptible to the lure of clean sheets and cool AC at the hotel room and, finally, having the excuse of participating in your 'First-Ever' race - one which just happened to be the Official Support Race for the Petit and the only race that took place on Saturday morning prior to the main event. Yes, all of the above constitute my excuse and I'm sticking to it!

I've always had a great appreciation for those of you that race or assist those that do. Now that appreciation has doubled! Mindy (my biggest fan and sponsor!) and I have spent a good portion of the last four years 'learning' the 'racing game' from an introductory standpoint. From being given the incredible opportunity to assist in the building of an SCCA GT-2 Class Porsche racecar to helping crew it at several races (Thanks Tom & Evelyn!) to pursuing professional race driving instruction, we've tried very hard to get an accurate picture of what it takes to prepare for taking the plunge ourselves.

And 'Plunge' we did! After a healthy period of driver instruction with the Panoz Racing School, Mindy and I found ourselves at the Petit with a freshly minted IMSA license facing my first-ever race in the Panoz Pro-Series Support Race. It was quite an honor for the Series to be given the time slot it was and we had an absolute BLAST!

We drew for cars (it's a Spec Series) on Wednesday night and had our first practice on Thursday morning. That practice saw a wicked accident just after the Suzuki Bridge that totaled one car and seriously damaged another, bringing out the Red Flag. Fortunately both drivers were OK – quite a tribute to the strength of the cars and how well the safety regulations work!

A second practice on that afternoon went smoother and gave me more time to get the 'nervousness level' down. On Friday morning I qualified in the wet (it was raining) with a windshield wiper that broke 30 seconds after I turned it on! I decided to keep that qualification and skip a second afternoon qualification (which took place in the dry) because we had to use the same tires in the actual race and, since my dry practice times had me in the back of the 20 car pack anyway, I felt I'd need the tires more than a one or two place improvement in position. This turned out to be a good call on my part!

Saturday morning's race will be something I'll cherish for all time to come. We ran for 45 minutes and it was quite the experience! I started 19th and finished 13th with no contact, no offs, and having only 'scared myself' two or eight times! The cool-down lap after the Checkered Flag was quite a memory. The Corner workers, Medicos and Fire folks at each station around the course had a dance number going on that must have been choreographed by the best experts in show business! What a view out that windshield! I truly felt like I had won Le Mans itself!

Afterwards, Mindy and I ran on adrenalin until about 1:00PM. Since we'd been at the track since 6:30AM I found myself running out of steam and we called it quits.

We did tour and get a few photos in the Hot Pits of the 'real racers' and saw many of ALMS's 'World Class' teams hard at work. How they go for 10 Hours (much less 24 Hours at Le Mans) I'll never know - especially when those clean sheets & AC at the hotel are so inviting...!!!



Rennsport Reunion III

Daytona International Speedway

Rennsport Reunion III was held 2-4 November 2007 at the Daytona International Speedway. This is an every three year event that attracts Porscheophiles from all parts of the world. The factory participates by bringing in race cars from the Porsche Museum—this years featured cars were the 917 and 956/962.. These models were present in abundance, many of which participated in the races held as the centerpiece of the event. PCNA was present and you could present your VIN number and PCNA folks would display the original cardex for your car on a computer screen. PCNA also had a number of cars on display. PCA was well represented and provide support for the event—including corrals by type of car. All the 356s were parked in one lot, Boxster's in another and so on. You could have spent hours in the parking lots talking with owners of a car like yours. You could also make an autocross like run in a Cayman courtesy of the Porsche Sports Driving School. I and told Ian Anderson did this five times..

It was a great time to meet with Porsche acquaintances from around the world and talks cars. Thanks to Tom Gorsuch, the Space Coast Region and Porsche of Melbourne for inviting the North Florida Region to a great party on Friday night at the Shores Hotel. Although none of the NFR folks won one of the great door prizes, every one got a t-shirt commemorating the event.



Region Calendar—NOV/DEC 2007

November

21st—6:30 PM, Social at Gill's Tavern, 2545 N. Monroe Street, Tallahassee. Socials are the third Wednesday of every month at Gill's Tavern

DECEMBER

6th—6:30 PM, Social at Cuvee Beach and Wine Restaurant, 36120 Emerald Coast Highway, Destin, Florida. Socials are the first Thursday of every month at the Cuvee.

15th—**Region Holiday Party**—See below for details

19th—Tallahassee Social Cancelled due to proximity to Holiday Party.

DATES TO SAVE:

Let's hear your preferences for the kind of events we should schedule for 2008.

REGION HOLIDAY PARTY DETAILS

What: North Florida Region Holiday Party

When: 15 December 2007 (Old and new Board Members meet at 6:00 PM, Social Hour begins at 6:30 PM, Buffet {Turkey and Pork Loin and various sides} at 7:30.)

Where: The University Center Club, Doak Campbell Stadium, on Stadium Drive, Tallahassee, Florida. We will be a room on the 6th Floor.

Why: Fun, Door Prizes, Good Food, Porsche Talk. Old Friends.

How Much and How: Cost is \$40 per person. RSVP to Don Boggs, 2058 Trescott Drive, Tallahassee, Florida 32308 with a check payable to NFR/PCA. Please RSVP by December 11, 2007. We have to turn in a headcount by Dec. 12.

OTHER ITEMS OF INTEREST

The Region received the following communication from the Make-a-Wish Foundation.

The Make-A-Wish Foundation® of Southern Florida is hosting a fund-raiser to raise money for children in our territory with life threatening illnesses. We have teamed up with Porsche and are holding a chance drawing to win a new 2008 Cayman S Porsche Design Edition 1. We are trying to advertise our fund-raiser and spread the word to Porsche enthusiasts and clubs throughout the state of Florida. Suggested Minimum Donations for an entry are \$100 and we will announce the winner at the 15th Anniversary of the 48 Hours at Sebring Club Race on February 10, 2008. I'm contacting you to see if you may be able to assist us in helping to spread the word and also what the costs are to advertise our fund-raiser on your website and or newsletter. <http://sfla.wish.org/spev-caymansdrawing.htm> will take you to a direct link on our website.

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