



Zeitschrift

SONNENSCHN REGION PORSCHE CLUB OF AMERICA

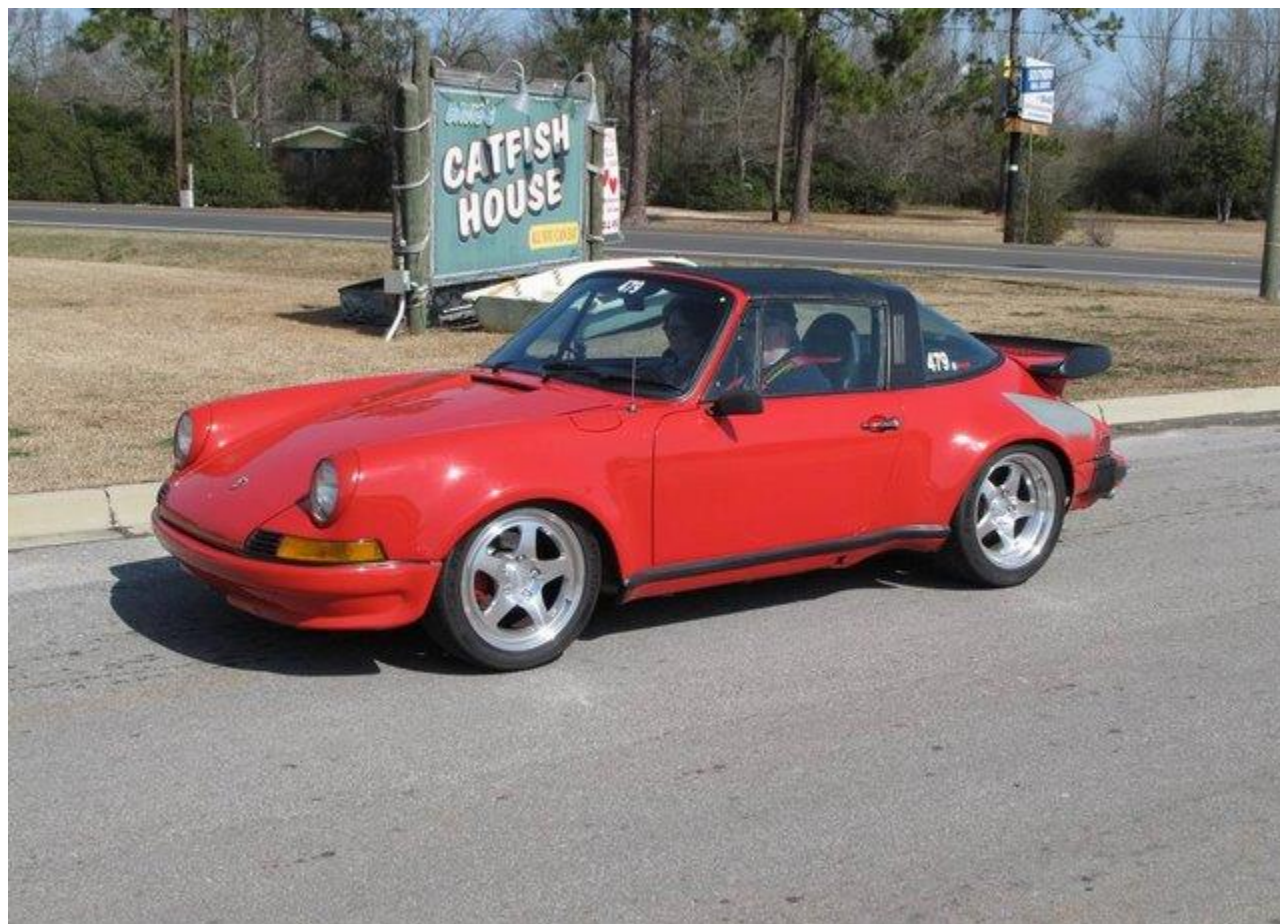
April 13, 2010

Zeitschrift: A newsletter for special drivers of extraordinary automobiles

British Car Club Road Rally to Atmore, AL

2/13/2010 by Wally Lindenmuth

Editor's Note: Bill Mosley graciously invited Sonnenschein to join his wonderful annual event- as noted by Wally Lindenmuth, this was another tremendous success. Thanks Bill!!!



Saturday February 13 dawned cold with a heavy frost most everywhere but it was clear and sunny for the Pensacola-Atmore Road Rally. The event was sponsored by the Panhandle Cruisers and Pensacola Austin Healey Club. Not too many street rods showed up but they were did run in their street cars.

Sonnenschein was well represented with Porsches who braved the cold to make the Rally to Atmore. There were all kinds of car's attendance from Austin Healey's, XKE Jags, Cooper's, MGB's, a Miata (who ran with his top down), Mustang and lot's of Corvette's. I would guess there were about 50 cars in attendance.



four
fun
in
Mini

The route left Burger King on 9 Mile Road and took back roads all the way to David's Catfish House in Atmore. The total distance was around 70 miles. We saw some very beautiful countryside between Pensacola and Atmore and luckily no snow. Some of the bridges we went over had been sanded from the night before.

The rally was a "do at your convenience" and was not timed. Since the event was not being timed, I started off well behind the last car that I saw leave. It was not too long before we closed up on about 10 cars that were more interested in seeing the sights than maintaining the speed limits or maybe British cars can't go the speed limit.



The farther we went the more cars caught up and we had about a 30 car caravan following the lone Mini, and he missed a turn which caused those of us who were following him to miss also. I was able to back up without too much difficulty and make the turn. A number of Corvette's that had been following behind made the correct turn and moved out. It was good to start driving at the speed limit for the rest

of the rally.

The rally finish was at David's Catfish House in Atmore where I had a very nice lunch of Catfish, Cheese Grits, & Cole slaw. They had a number of door prizes.

I felt that with the lack of challenging secondary roads to choose from in Florida and South Alabama there are some and this was a fun event even in the cold.

Even though it started out cold with the sun shining it turned out to be a very nice day. My car does not have a heater and we didn't get frost bite.

Sonnenschein Autocross at Jack Edwards Airport

3/13/2010 by Pete Mellin

A Fine Day at the Airport!



Saturday, March 13th was one of the best days I've spent at an airport without using an airplane. Wally Lindenmuth, Sonnenschein VP and auto-cross enthusiast extraordinaire, laid out a most excellent autocross course for us at the Jack Edwards airport in Gulf Shores. He also exerted his considerable influence with those in charge of weather, and made the event so appealing that we had 25 cars participate. Interestingly, of the 25 cars (mostly Porsches) only three were air-cooled; an early 911, a 964 and a 993. We had some great water-cooled examples too.

We were put into three run groups, with 6-8 cars in each group. The large smooth (very smooth!) area the airport loaned us allowed room for tech inspections and areas to unload personal stuff (ice chests, folding chairs, toolboxes, spare clothing, etc.). We also had plenty of room for run group lines, which made for a very orderly process to get on and off the track. Additionally, there was a substantial buffer area between our cones and the nearest airplane. (Driver Meeting Item #1 - Do not hit an airplane!)



First car blasted off on schedule at 10:00 AM, and thus began a thoroughly enjoyable day of wringing out cars and drivers (mostly drivers), and our usual socializing. I met a handful of new people and I hope they will continue to join us. I forgot to keep an accurate log of the following important events, but we had several strong candidates for: 1) Best Slide/Spin of the Day, and 2) Most Cones Collected in One Run. One exceptionally

spirited driver nearly won both events on the same run! Names will be withheld of course, to protect the contenders. Our course workers, timers, and starters worked well, and we were running a car every minute. This efficiency put us slightly ahead of schedule, so Run Group 1 got in a few extra runs in the morning. That put us ahead in the afternoon, and when the dust settled from the final run, we each had gotten to make 7 runs, and we had cleaned up the course and departed the airport by 3:00 PM. It was hard to believe so much action could have been stuffed into an 800' x 250' chunk of asphalt!



We owe a special thanks to Kel Jones, (airport manager who accommodated us so well and stopped by several times to visit), Patrick Shed (arranged for Subway to provide lunch), and our event chair Wally, who put in a great deal of time and energy to produce an outstanding autocross.

Our next autocross is in May, and then we will resume our monthly autocross schedule in September. Hope you can join us; it is guaranteed to put a smile on your face!

Fairhope Arts Festival

3/20/ 2010 by Lindy Kirkpatrick



If we meet any more often at the Winn Dixie parking lot on Blue Angel, I fear they will start charging us rent. The day was windy and a bit chilly, but the ever resourceful Sonnenschein group dressed for the in the parking lot,



occasion. After the brief camaraderie we caravanned to Big Daddy's Restaurant on the Fish River in Fairhope. The cool and windy conditions became noticeably more so on the river. Folks returned to their Porsches for more and more jackets. Big Daddy's staff loaned blankets to a few of the distaff members of our group. They were much appreciated- hooooorrah for Big Daddys.



After a satisfying lunch we motored to downtown Fairhope for the Arts Festival. We unloaded several 6 packs of the finest English beers we had brought for our hosts and chatted a bit. Many of our group were seen wandering through the arts displays and I believe a few purchases were made (I bought a colorful purse made of sailcloth to go with our new trimaran- Monty and Linda found the most delightful special woven basket).

Thanks to our wonderful hosts- The British Car

Club for their invitation and for a wonderful day in Fairhope.

Some members did other things

Rolex 24 hour race January 30/31





Grand Bay DE 2/28/2010 by Wally Lindenmuth

It was a beautiful day and we had plenty of sunshine and warmer weather. There was a good turn out with around forty cars.



We were broken down into three run groups and we all got about 6 runs. There were a number of Porsches entered with Carlton Bellcase, Daren Bellcase, Gerald Reyenga, Al Mitchell, Eddie Schultz and my old 911. The course at Grand Bay is run on the paved pits of Sunny South Speedway and makes for an interesting course layout.

Everyone had a good time and I even got a little sunburned.



Barber DE March 5-7 2010 by Wally Lindenmuth

The first weekend in March was the Spring DE at Barber Motorsports Park. This was my first trip to Barber and I was very impressed with the whole facility. They allowed check in and tech on Friday evening. I went up early on Friday so I could find the track and get through tech. Barber is where there is the Porsche driving school which I understand is a great experience. They would not allow us to get on the track grounds until after the Porsche driving school was completed for the day.



I was second in line behind a Motorhome from Montana.

There were cars entered from about 10 different states. The parking lot began filling up with trucks and trailers, for a total of 182 cars entered in the DE. They finally let us out of the parking area

and we were able to sign in and get our packets. Then it was off to find a place to park my truck and trailer. I got a nice spot on the first level of pits. There are four Tiered levels of paved pits, track level, First level, Second level, and a Third level above that. I got my car unloaded and through tech inspection fairly quickly. The Birmingham PCA club is very well organized to pull off an event like this.

Saturday dawned early with Registration and tech from 6:00 AM to 6:50 AM and Drivers meeting at 7 AM. Sonnenschein Region was well represented with four drivers making the trip. I was placed in Run group 2 along with Ryan Golom, Deron Bellcase, Carlton Bellcase ran in Group 4. Ryan, Deron and I all had instructors ride with us Saturday which with driving a new track for the first time I don't have a problem with.

Barber is a very challenging course with a lot of elevation changes over the 2.3 mile course. The course has changes in elevation of up to 60 feet and turn One seems to be almost that much but it only drops about 20 feet then back up hill to turn Two then Three which again drops away downhill almost 40 feet. This curve is banked and once your tires are warm can be taken very quickly, just don't shift at the top of the next hill, turn 4 because the car can get light. One car tried shifting at the top of the hill and ended up in the wall. I had bought a different spoiler for the back of car and I put it on after my second session and the car was more stable through this section.



Shift up to 4th gear after you crest the hill and down a short straight to turn five which you can brake late and go in deep and turn left and get back on the gas through turn 6 and back up to 4th gear. Next comes the cork screw turn 7, 7A, & 7B which are blind and downhill to turn 8. I took this turn a little slower than some because it can make you feel a little uneasy. Once out of the corkscrew it was back on the gas and up shifting to 4th gear again for turn 9 and 10 a kink to the left and right which can be taken flat out in fourth gear. You drift to the outside coming of the corner and then set up for turn 11 which is to the left and downhill to turn 12 to the right, let the car drift to the left at the top of the hill then downhill to turn 13 which you need to clip the curbing. Then uphill to turn 14 which you take wide and cut back in tight for 14A then downhill to 15 then a 1595 foot long front straight. I had a Cadillac CTS-V come past me on the front straight; those ZO6 Corvettes with four doors will get your attention.

I got my check ride Sunday morning and got to make two runs by myself Sunday afternoon. I think there were about 40 cars in run group 2 so you learn to motion faster cars around you if you start at the front of the group. It was a very good learning experience and I can't wait to head back to Barber again. I keep playing the course over and over again in my head.

Our Next Autocross event at Jack Edwards Airport will be May 22, 2010 see everyone there.

Upcoming events

April 24th Road Rally

May 8th Euro Car Show

May 22 Autocross

A little humor provided by Rick Howes- watch when you wack your weeds-



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