



Zeitschrift

SONNENSCHHEIN REGION PORSCHE CLUB OF AMERICA
September, 2012

Zeitschrift: A newsletter for Porsche enthusiasts

From the Prez . . .



Well, it has been a long, hot, and wet summer. We had one member attend The Porsche Parade in Salt Lake City in July. I have asked Walter to give us a write-up and some pictures on his trip. One big thing that we found out at Parade was that the Sonnenschein web site took first place for our size club. Congratulations to our award-winning webmaster, Keith Boring!

There were six members in attendance at the DE at Barber Motorsports park Father's Day weekend in June, and new members Kurt and Dee Krueger went to their first DE at Road Atlanta with his Panamara and her BMW. I have not heard but I think they survived.

I represented Sonnenschein at the Navy Diversity Fair at NAS Pensacola on June 28, which was a lot of fun.

Saturday, August 14 we had about ten cars brave the rain and travel to Dean McCary Porsche for the unveiling on the new Boxster. It is quite a car and I understand that at least one of our members has placed and order for one of the new Boxsters.

We have a number of things going on over the next few months. Saturday, September 15th will be our next autocross at Robertsdale, AL. Hopefully we will have a few more people come out and show us what their cars can do. Even if you don't want to run we

can always use help working corners etc. We are able to set up a challenging course in the parking lot of the Baldwin County Annex. Entries are also open for the DE at Atlanta Motorsports Park. This is a new track facility north of Atlanta that is quite challenging from what I have heard.

We are looking for a new Vice President. Joel Wahlsten has transferred back up to New Jersey and I would like to have someone fill that position. Any volunteers?

I hope everyone has had a safe and wonderful summer and hope to see you all out at some of our events.

Wally Lindenmuth - President - Sonnenschein Region

Blasts From Our Past . . .

Paul Neal's Notes From This Year's Mitty

26 April – I left from Robins GA around 10 am for a 2.5 hours tow to Road Atlanta [RA] arriving about 1230. Atlanta interstate was flowing and clear. RA people would not let any spectator ticketed people park until 5 PM so I drove six miles to Best Western [BW] east of I-85 at exit 129 where the Cracker Barrel restaurant is. I had used Expedia to make reservation for five rooms which BW said were all smoking rooms. I checked into my non-smoking room at 1230 and made a list of the other four rooms with only one smoking room for Ron Davis. I dropped my trailer off at the top of a hill near the vendor tents at 5 PM. I ate dinner with Gus and Ann Fell, Sam Nelson and Bob Lembke at Texas Roadhouse. Ron and Paul Fernandez and Randall did not arrive from Pensacola until after 8 PM. I missed Bill Biondini at the motel for dinner.

27 April – I led Bill Biondini to Road Atlanta (RA) at 8 am but lost Bill after the ticket booth. I went straight ahead, downhill then up the hill to the bridge and Bill turned left at first left for some reason into the outside paddock. Gus and Ann met me at my trailer to pick up the rented golf cart. I set off to find Bill on the far paddock. I could not find Bill and did not have his cell number yet. Attendance was light in the morning. Paul F. bought five gallons of 98 octane 100% gasoline in the paddock pits. They would not let me into the paddock near hot pits because of my spectator ticket even though spectator ticket says paddock entry. When I rolled my car out of trailer, the left rear tire was down and both front fenders were loose at the rear bottom fastener. I reset fenders, tightened the fasteners and added air into tires. One of the air pump batteries was dead but the second battery powered the air pump up to 22 psig setting. When these chores were done, we walked up and down the vendor row. Kumho Tire booth had two brunette models giving away Kumho lanyards with ticket holders in the morning. The parade lap line held about 200 cars for one free slow lap. Triumph was this year's marquee and they were everywhere at the oodles level. By this time, the crowd was heavy and more than the previous years. The touring lap line held about 100 cars for five laps for \$35 payment to Grassroots Motorsports Magazine. Rain drops lightly splattered at beginning of touring lap. For our small subset, Ron drove his 220 hp turbo yellow 510 followed by Robin

Fernandez driving his father Paul's 2000 steel grey roadster and my 510 powered by the spare L20B with 6000 rpm/90 hp long block over carbureted with the dual Mikuni's and Stahl header. Ron took off followed by Robin's quick driving with me trying to catch up. My car had the rear gears [4.375 LSD]. I used all five forward gears and handling to minimize trailing time. The Spitfire behind me was left in the dust any time the queue would open up in front of us. The usual line on back straight to allow attacking of turns 9A and 9B and full speed under bridge down the front straight into turn 1-2. After the touring session, Bill found us at my trailer. We rode around in the golf cart looking at the cars and trailer rigs in the far paddock. Ron, Paul and Randall set up the shade on the turn 7-8-9 straight away. Kumho had a second pair of blonde models for the afternoon session. We left golf cart with Gus and Ann at their motorcoach parked on top of turn 9B-uphill to bridge to store it over night. Bill drove us to local buffet that closed at 8 PM. We went through exit doors not knowing about one way buffet line at 7:40 PM. Rain started at 9PM and was Georgia downpour heavy.

28 April – We arrived at RA at 8 am with Bill and picked up golf cart after wiping heavy dew from seats. Left rear tire was down again so I drove 510 across road to the vendor fence to plug extension cord into an electrical outlet to charge car battery and change left rear tire with 2010 Hankook 225/45Z13, C71 age hardened but held air pressure. Fog held the temperature down until touring lap time. Crowd attendance was even heavier than Friday afternoon. The parade lap line held about 250 cars heavily Triumph concentration for one free lap. The touring lap line held about 150 cars for five laps for \$35 payment to Grassroots Motorsports Magazine. Ron was first, Paul F. was second and I was third again. A gun metal newly painted 510 with similar driveline to Ron's gridded behind me. I told the driver not to expect to see working brake lights on my car and only 90 hp. Because of the fog, first group of motorcycles was delayed until later. One group was held up by lost oil going into 9A spinning about four more cars. A collision in another run group delayed the planned schedule further. Big parade group took longer than planned so we were rushed down the hill into the very full hot pits. We were emphatically waived through the hot pits and my car was in fourth gear at the pit exit into turn two uphill [blue sky got to know where you are going turn]. Going down the back straight, I check the wink mirrors and no gun metal 510 was even in sight. We made it full speed [for me] down the front straight where the line stopped uphill entering turn two where someone's car was being flat tow trucked out of the way. The first time on cold tires through turn

9A, the three tires from last September stuck great but turning right with the hard Hankook on the left rear made me wait to squeeze the throttle until suspension was completely straight. Gus later that afternoon said I smoked the left rear tire at that time. The queue accorded and undulated for the next five laps. The gun metal 510 was not any factor for the three of us: either the driver was not fast or did not have much experience driving faster than 70 mph or felt high speed handling issues. With fog dissipating in the afternoon, the temperature rose to 88 degrees and we escaped to Gus and Ann's motorcoach and watched the afternoon race groups enjoying the air conditioning and Ann's Bud Lite beer. Bill drove us to find an Italian restaurant using his Gorman but the first restaurant was closed. Bill drove another 8 miles to Little Italy for walk in order and sit down at table food delivery while watching Winston cup race at a one mile track.

The car corrals in between the bridge and vendor row were packed. Of course, the Triumph hoard was abundant. The Datsun corral was dominated by 240/260/280Z cars and roadsters. Corvair club of Atlanta brought ten Corvair's for display plus about ten Corvair's competed. Factory Five had two Daytona Coupes, Cobras and their GTM Supercar. Mercedes and BMW represented the German corral.

29 April – I slept into 8 am, cleaned up and went to continental breakfast. Then I packed up and left the Best Western. Ron had the golf cart so I walked to the turn 8 tent. I was half way up the hill when Sam in his green two door 510 came by the other way. I thumbed a ride and went wherever Sam was going to drive after my aerobic walk. Sam drove to the uphill paddock but had to talk his way into entrance by saying he was crew which he was to Lembke's green 1175 Spitfire GP. I saw Ron and Jeff riding the other way around the uphill paddock entrance. We rode around the uphill paddock where Lembke was loading up to leave at 9:30 am. Bob was happy about passing the Spitfire and seesaw battle with the GT6. We got back to my trailer around 11 am eastern and took my rig to the golf cart area and came back in the cart. Ron had seen me "leaving" and packed to leave. When I returned in the cart, the cars, trailers and tents were cleaned, loaded and southbound. Bill had left also so I drove the cart to the turn in area outside the gates and started southbound at 11am central time for the 6.5 hours long 376 miles long return trip.

Upcoming Events . . .

SONNENSCHNEIN REGION PCA AUTOCROSS

WHERE: 22251 PALMER STREET ROBERTSDALE, AL

WHEN: SATURDAY September 15, 2012

COST: \$25.00 PCA MEMBERS \$35.00 NON PCA MEMBERS

REGISTRATION: 7:00-9:00 am

COURSE WALK 9:00 am

DRIVERS MEETING 9:30 am

**MUST PREREGISTER: Send check made out to
Sonnenschein Porsche Club**

**TO: Wally Lindenmuth 251-979-1830
(wflindenmuth@aol.com)**

**2160 Old Chemstrand Rd
Cantonment, FL.32533**

The Destin Car Club and the North Florida Region Porsche Club of America are deep into our planning for our annual charity car show. It will be held this year on **October 27th** back at Grand Boulevard at Sandestin As always, all fees contributed at registration will go directly to charity. This year we will donate all funds to the Eglin AFB Pet Welfare and also to Children in Crisis. To date, we have raised and donated well over \$120,000 from our annual show. If you need additional information, please email: scottandjan@cox.net

**As always, the above events and more are added often thanks to our webmaster at:
<http://son.pca.org>**

Welcome New Members!!!

Tid Bits . . .

If you ever need anything – anything at all Porsche – please consider our very busy tech director, below; you will not be sorry. 😊



HARRY WILLIAMS IMPORTS
Specializing in Repair Of Porsche Automobiles

Harry Williams
David Mattox



(850) 435-8409
415 Palm Court
Pensacola, FL 32505

hwimports@cox.net
hwimports.com
Hours: 8 - 5 Mon-Thurs

And if you are looking for that “new Porsche smell”, please do consider:



Dean McCrary
PORSCHE

1445 East I-65 Service Road S.
Mobile, Alabama 36606

*****Editor’s note:** I really hope you like your newsletter! Submit your photos, ideas, and newsworthy articles to pca@weatherwax.net. “Cogito, ergo ZOOM!” (“I think, therefore, I go FAST!”).