

April 2007

Inside Zeitschrift

"Size does matter"

Calendar of events

Message from the President

Pictures from around the club

Member spotlight

Zeitschrift



March 17th was the day of our first spring event and a very successful event it was. The beautiful Florida sunshine and weather was just enough to bring out 34 members and their cars. The day started with a nice pleasant drive from our rally point in Pensacola to the Marriott Grand Hotel in Fairhope for a wonderful St. Patrick's day lunch buffet.

It was our first trip to the Grand Hotel since Hurricane Ivan damaged it a couple of years ago. After the lunch the group drove a short distance over to the Fairhope Art Festival. We were invited to park our cars with the British car club only 1 block from the festival. The sunshine made for a nice walk to see over 400 vendors display their art and products for sale. If you didn't join us on this event you really missed a truly fun day.



Dean McCrary

I M P O R T S

P O R S C H E

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From the President...

March was a very good month for us, for two reasons. First was the Fairhope trip, which has become our best-attended event of the year.

We had 34 people for lunch at the Grand Hotel, and then we had 17 cars caravan over to park with the Mardi Gras MG club, which hosted us at their annual Fairhope car show.

Sitting on the grass in the shade, with sports car all around, was a great way to spend the afternoon. Too bad we haven't found another road trip/lunch/festival event like this one to do at other times during the year. But let's keep looking!

Our other good news is the annual membership results sent to us from the national PCA. Of the 139 regions that make up the PCA, we were 5th in the factored growth (scaled for size) category. Maybe that means we're doing some things right, or maybe it just means we're a pleasant group to be around. Or maybe both.

Whatever the cause, I'm pleased to see new members arrive, and even more pleased to see them participate. Our membership is up by about 15 members to 122 as of last month. We continue to have a core group of about 30 members who constitute 90% of the

participants in our activities.

Our roster of 122 places us in the Small region category. Some regions have over 1300 members, with the largest being Northern New Jersey at 2266. They have more people on committees than we have members! But size, as we tell our wives,oh, never mind.

Hope to see you out and about

Pete

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I began getting interested in cars when I was about 5 years old. My Dad used to change the oil and do the "tune ups"...points, plugs, rotor, and distributor cap on our '59 Ford Galaxie 500 and '56 Chevy Bel Air 2 door sedan.

He used to sit me up on the inside fender well while he was doing his thing, and I used to watch and ask questions. When I was 11 or 12 I started doing the oil changes, which expanded into brake jobs and other things.

My first car was the family car...a '62 Ford Galaxie 500 2 dr sedan with a 292 wide block V-8 and a slush box 2 speed auto tranny. I started driving it when I was 15 with around 68,000 miles on it, and turned over 100,000 my senior year in high school. I kept the car for another 10 years or so, and bought a car like it for parts in 1977. I rebuilt the engine with 144,000 miles on it, because I wore the compression rings our past their service limits...it kept blowing compression into the oil pan which blew oil out the ventilation tube. I had to put a quart of oil in it every 400 miles! I continued driving that car until it had 178,000 miles on it, and I was finishing my last semester of dental school when I got a used 1981 Mazda RX-7 with the 12-A engine. I was hooked on sport cars, and still enjoyed working on them. By the way, I saw my old '62 a couple of years ago here in Pensacola, and it is still driving around town!



Move forward 20 years, and I took the Porsche Driving Experience, Porsche Masters Driving Course, and Bob Bonduant Grand Prix driving course all in 2004. I had a 1993 300 ZX Twin Turbo which I kept upgrading to get it to handle the turns and "S" curves at Barber Motorsports Park. I had upgraded it to 410 HP, 430 torque at the rear wheels, with 22 pounds of boost. It was a great straight line car, but it never could handle the turns, and I bought my current 997 at the advice of my girlfriend the end of 2005. I love the car, and Porsche sure knows how to make a high performance car which is trackable "out of the box". You literally need not modify it one bit to get the performance out of it that you desire. Of course, you CAN modify it if you wish to get MORE performance out of

it. Since I made my purchase, it has opened up many new avenues for me. The camaraderie that exists among all other Porschephiles is like no other I have experienced. I enjoy the sunny day drives, but I also enjoy the DE events that I participate in. As far as improving my skills on the track, I try to concentrate on them when there, but it is the speed that I enjoy the most. The ability to never worry about speeding tickets is a plus!

I have met a group of very nice people, and have formed some really great friendships in the process. All in all, it has been a plus. The only question I have is...what model to buy next?! GT-3 or Cup car? Such a dilemma!

PETE



When it comes to tires size does matter.

Well...if some is good, more is better, and too much is just right. Right? Not always.

ABS systems as well as traction control systems use wheel speed sensors to detect the speed of each wheel individually.

We got a customer complaint of the ABS warning light coming on at 46 mph on a 1997 911C2.

The ABS system does two self checks each time the vehicle is started. First the system checks the static components like battery power,

warning light condition, and wiring. The second test begins when the vehicle begins to roll. The rolling test looks for signal from the speedometer as well as the wheel speed sensors.

Finding the system to be in good condition the system will turn off the ABS light and the ABS system is then online.

In the example given above the system finds all in order until road speed reaches 46 mph at which point a speed differential is detected. The problem looks to be the rear tires. The rear tire size installed on the vehicle is a bit too tall resulting in a lower indicated speed compared to the correct size front tire. It takes the 46 mph to go beyond the speed variation percentage programmed into the ABS control unit.

When the system sees the rear outrunning the front it shuts the system down and

turns on the warning light.

You would think a system programmed for a 911 would tolerate the back end outrunning the front, (a little humor for us 911 drivers).

The point is that if you deviate from stock tire sizes you really need to do some homework.

Thanks for reading!





A bunch of smiling faces at the Marriot Grand Hotel. From around the table (left) Sharon Wilson, Pete Congiundi, Jim and Miriam McMannis, Chet Neiswender, Cynthia Merritt and Audra Doherty. (Below) Rick and Jodie Howes, Greg and Kathy Christoff, Tammy Bass and friend, Delores Swain and her grandson.

All enjoyed the large lunch buffet at the hotel which is located right on the eastern shore of Mobile bay.

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The Fairhope Art festival was the setting for these pictures. The British car club allowed us to park behind them at the art festival. A very nice showing of the Porsche club (top). The Grand Hotel during the evening hours (above right). Some fresh and some familiar faces at the table, Lloyd Johnson, Gerald and Mary Davis, Emery and Ann Molnar, and Pedro and Baby Del Manzano. Seated (above) on the left is our club President Pete Mellin, Herb Hackman, Brian and Corinne Gates, Hal and Dee Jackson, Monty Willis and Patsy Mellin.



2007 Sonnenschein Calendar

April 1, 2007

<u>Date</u>	<u>Event</u>	<u>Time</u>	<u>Location</u>
April 14	Talladega DE	Saturday	Talladega Gran Prix Track
Apr 21	15 th Annual British Car Show	9:00 AM – 3:00 PM	Pensacola Beach
Apr 26-29	30 TH Annual Walter Mitty Challenge		Road Atlanta – Info only
May 12	EuroCar Show	8:00-3:00	Museum of Naval Aviation, NASP
May 19	Car Show - Sports Cars in The Park (Hosted by B'ham British car club)	All day	Helena, AL (near Birmingham)
June 23	Isle of Capri run (Casino Day)		Biloxi, Mississippi
July 1-5	52 nd PCA Parade	-----	San Diego
July 21	Blue Angel Beach Airshow	10:00 AM - 2:00 PM	Pensacola Beach – Info only
July	TBD		
August	TBD		
September	TBD		
October 6	Destin Car Show	TBA	Destin Commons Mall (Hosted by North FL Region)
November 2 – 4	Daytona Rennsport III	All day	Daytona International Speedway
November 11	PBCA Poker Rally	TBA	TBA
December 2 or 9	Christmas Party	6:00 PM – 11:00 PM	TBA

As a club we are always looking for events and activities to participate in. If you have any input to the schedule please email me at engineer@centerseat.net .

2007 PORSCHE RS SPYDERS COMPLETE 12 HOURS OF SEBRING WITH ONE LMP2 PODIUM FINISH; NEW 911 GT3 RSR (TYPE 997) FINISHES SECOND AND THIRD IN GT2 CLASS

SEBRING, Fla. - March 17 - Porsche Motorsport customers debuted two new race cars - the 2007 Porsche RS Spyder and the 2007 Porsche 911 GT3 RSR (type 997) - at the 55th Annual Mobil 1 Twelve Hours of Sebring, and competitors responded by finishing on the podium in both classes.

Finishing third in the LMP2 class despite encountering a series of electrical problems, the #7 Porsche RS Spyder prepared by Penske Motorsports, was driven by Timo Bernhard/Romain Dumas/Helio Castroneves.

Fifth in class was the #16 Dyson Racing Porsche of Andy Wallace/Butch Leitzinger/Andy Lally. It was second overall during the early part of the race before an accident with an LMP1 entrant, and subsequent transmission issues and electrical problems dropped them back. The #20 Dyson Racing Porsche RS Spyder, with Chris Dyson and Guy Smith aboard, lost 24 laps early in the race due to contact with a GT2 car, and later dealt with a leaky

power steering rack, resulting in a seventh-place class finish.

Finally, #6 Porsche RS Spyder prepared by Penske



Romain Dumas put Penske Motorsports' Porsche RS Spyder on the overall pole position for Saturday's race at St. Petersburg

Motorsports, with Sascha Maassen/Ryan Briscoe/Emmanuel Collard, spent 13 laps in the pits with a broken brake line in the first hour, and then encountered various electrical problems including a failed alternator which cost the team more than 90 minutes in the garage for repairs. The final results showed an eighth place finish in LMP2 for the #6 entrant.

In GT2, the battle for first place was between the #45 Flying Lizard Porsche 911 GT3 RSR of Jorg Bergmeister/Johannes van Overbeek/Marc Lieb and the #62 Ferrari 430 of Melo/Salo/Mowlem -with the two-car tussle going for more than seven hours.

In the last hour, however, in an effort to re-pass the Ferrari, the Lizards pitted to get fresh tires, but the gap created by the pit stop looked like it would be too much to overcome. It was Jorg Bergmeister versus Jamie Melo for the last 30 minutes, with Bergmeister closing the gap to less than one second on the last lap. The cars swapped positions on the last lap, but Melo managed to edge Bergmeister by two-tenths of a second to win the class.

The #71 Wolf Henzler/Robin Liddell/Patrick Long Tafel Racing Porsche 911 GT3 RSR finished third in class, a podium finish for Tafel in their first-ever American Le Mans Series event. Fourth was the Farnbacher-Loles Porsche 911 GT3 RSR of Pierre Ehret/Dirk Werner/Lars Erik Nielsen.

(Article taken from the American Lemans Series website, www.americanlemans.com)



Tomas Enge put the Petersen/White Lightning Ferrari on the GT2 class pole





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