

# THE CITRUS SPIEL

THE OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

Volume 36 - Number 9

September 2010

## Upcoming Events

- |                        |  |
|------------------------|--|
| Sept 13<br>(Mon)       | Monthly Meeting, 7pm<br>Porsche of Orlando               |
| Sept 26<br>(Sun)       | AutoCross at Orange County<br>Convention Center          |
| Oct 16-17<br>(Sat-Sun) | Roebeling Road DE<br>Savannah, GA                        |
| Oct 24<br>(Sun)        | Octoberfest Concours and Picnic<br>Burton Park on SR 520 |

## A Rookie Takes on Road Atlanta

*A Drivers Ed weekend at one of  
America's best tracks*

## Launch of New Boxster Register

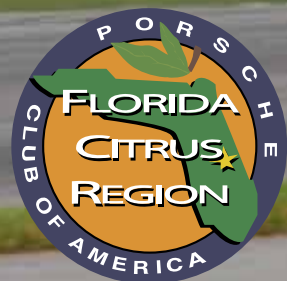
*New online forum for Boxster owners*

## The Ultimate Experience

*Club members explore one of the  
area's finest restoration shops*

## Citrus Region Social Events

*Laura Lee Shields discusses  
her role as social chair*



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<sup>2</sup>Accounts insured up to \$250,000 per depositor per deposit category.

<sup>3</sup>Advertised annual percentage yield (APY) rate is valid as of 8/24/10 for personal accounts only and subject to change daily without notice. CD rate is based on a 5-year term. A penalty may be charged for early CD withdrawal. No minimum deposit required to open. Fees could reduce earnings on the account.

<sup>4</sup>Competitor comparison information obtained from Informa Research Services, Inc. as of August 24, 2010, using Illinois account rates. CD rates assume a \$2,500 minimum balance. The non-Discover Bank service marks are owned by each respective entity. All rights reserved. Deposit accounts offered by Discover Bank. ©2010 Discover Bank, Member FDIC.

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## From the Editor

Welcome to our largest Spiel ever with an even more polished look. We have taken the feedback from our members and the PCA Newsletter Judges and hopefully used that to create a Spiel that is even easier and more enjoyable for our members to read. As always, we appreciate your feedback on both the Spiel and our club. To support our ongoing efforts on the Spiel, we need articles from our readers! If you have a story to share about yourself or your Porsche, please send it in for inclusion in a future Spiel.

Laura Lee Shields has been working hard adding more social events for our group, be sure to check out her column on page 11.

Travis Young - KineticFlow@mac.com

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## Welcome New Members

Total region membership as of 31 July was 506.

Welcome new members:

Charles Como	1997 Boxster	Maitland
Baldev Lalli	2010 911	Orlando
Michael Layton	2006 Cayman S	St Cloud
Brian Matyas	1995 911	Deland
Michael Sheerin	2004 911 S4	Winter Park

Member contact information is very important if you want to continue receiving the "Panorama", the "Citrus Spiel" or any e-mails about upcoming region events. This contact information is maintained on the member database at PCA. There are three ways to update this information:

Call PCA at 703- 321- 2111

On the web at [www.pca.org](http://www.pca.org) or

Send the information to Bill at:

[daviswm@cfl.rr.com](mailto:daviswm@cfl.rr.com)







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## President's Update

Travis Young, our intrepid Spiel Editor, and I have decided to take the next step in pursuit of the Heinmiller Award for the best national newsletter. This issue represents the "prototype" of the next iteration and the style which seems to be currently favored. Please help us in our goal by sending your comments to Travis at [kineticflow@mac.com](mailto:kineticflow@mac.com).



The remainder of 2010 is full of social and track events including a promising co-Region picnic with the Space Coast Region on Sunday, October 24. Two autocrosses at OCCC, our banner Driver's Ed event at Roebing Road, the Challenge Rally for the Russell Home, our Holiday party with special guest speaker and a Warbird Adventure gives the membership plenty of opportunities for driving our Porsches and sharing time with other members and families. Please check the calendar for specific dates and come out and join the fun!

I want to thank Vern Knoll, longtime member, for inviting us to tour Ultimate Motor Works and feed us lunch. The feedback was very positive and Sue Belt has written an article for this issue. And it's always fun guessing what kind of exotic car Vern will bring to the next Club meeting. Will he cruise in regally in the Bentley or Rolls; or stop conversation in the Lambo!

Reminder: The process of electing Officers for 2011 kicks off this month. Nort Northam, a founding member of the Florida Citrus Region, is the Nominating Committee Chair and will select two more members who will then present by the 20th of October their slate for next year's leaders. The process culminates at the November general meeting where final nominations from the floor are taken and a final vote held.

Chuck

### Contacts

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# Meeting Minutes

## August 2010



The August 2, 2010 meeting of the Florida Citrus Club of PCA was called to order by President Chuck Hennings at 7:15 PM. The meeting was conducted at Porsche of Orlando 9590 S Highway 17-92 in Maitland.

The meeting was attended by approximately 50 club members and their guests. Several new members were present and were introduced to the group. The club membership currently stands at 506 which continues to indicate stability over the past several years.

Club Treasurer Pete Brotsch reported that the club remains financially sound with strong registrations for the October DE being largely responsible.

Ross Evers, DE Chair, reported that registrations for the club's October 16 - 17 DE at Roebling Road is nearing capacity. Additional instructors were asked to register for the event. Registration may be completed at <http://www.clubregistration.net>

Several of our members participated in the recent Porsche Parade in the Chicago area and reported positive feedback from the experience. The 2011 Porsche Parade will be in Savannah, Georgia and will be hosted at the Westin Savannah Harbour Golf Resort and Spa. Since the venue for the 2011 Parade is nearby, we anticipate a significant number of our club members will plan to attend. It is also anticipated that our club will be participating with support for driving events during the Parade at Roebling Road. Additional information concerning the Parade activities will be forthcoming.

Travis Young and Chuck Hennings solicited articles for the upcoming editions of the Spiel. The delivery procedure and format of the Spiel continues to be refined.

Webmaster Mel Saiz reported new videos posted at the club website (<http://flc.pca.org>). The club goodie store remains open for business as well. The schedule of upcoming club events is maintained at the website to keep members informed.

The club autocross series will be starting again with tentative dates of September 26 and October 30, both dates at the Orlando Convention Center. The Challenge Rally for the benefit of Russell Home is scheduled for November 14. The Holiday Party is scheduled for December 11 at Sonesta Hotel in Orlando with a guest speaker and support for Toys for Tots.

Several attending members reported that the Wine Tasting event recently conducted in Windermere was enjoyed by everyone. The meeting adjourned at 7:40 PM.

Steve Williamson - Secretary and Insurance Liason



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# Upcoming Calendar

Your guide to Citrus Region Events

September 2010						
Sun	Mon	Tue	Wed	Thur	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

## Monthly Meeting

Sept 13 at 7pm  
Porsche of Orlando  
1st Monday of Each Month



## AutoCross

Sept 26 at 9am - 4pm  
At Orange County Convention Center... See Page 13



## Cars & Coffee

Sept 18 from 9am - 11am  
at House Blend Café  
Gathering of car-nuts on the  
third Saturday morning of each  
month in Ocoee for all car makes.  
[www.houseblendcafe.com](http://www.houseblendcafe.com)

Oct 4 (Mon)

**Monthly Meeting  
at Porsche of Orlando**

Oct 8-10 (Fri-Sun)

Festivals of Speed Orlando  
<http://www.festivalsofspeed.com>

Oct 16-17 (Sat-Sun)

**DE at Roebeling Road  
Almost Sold Out!  
See page 13**

Oct 21-24 (Thur-Sun)

HSR Sebring Historic Fall Classic  
[www.hsrace.com](http://www.hsrace.com)

Oct 24 (Sun)

Oktoberfest Concours, Swap Meet,  
and Picnic at Burton Park on SR520  
with Space Coast region

Oct 30 (Sat)

**AutoCross at OCCC  
See page 13**

Nov 14 (Sun)

**Challenge Rally**

Dec 11 (Sat)

**Holiday Party**

Dec 18 (Sat)

**Porsches and Planes  
See box on right.**

## Porsches and Planes! - Saturday, Dec 18th

Kissimmee airport - Warbird Adventures  
(<http://www.warbirdadventures.com/>)  
Your Porsche Club is heading out to the hangars at the Kissimmee airport for a Warbird Adventure! Join other members (including members from other regions) for a Porsche car show, picnic, and museum tour! Discounted flights are also available for the more "adventurous" members! David and Dianne Wilson host the event on Saturday, December 18th. Admission is \$5 (discount rate) for members and guests. We also receive 15% off of any flights (helicopter or T-6). Bring your Porsche as we will have a mini-car show with voting for Peoples Choice! All Porsches will be parked in a reserved area on the hanger. Contact social chair Laura Lee Shields, [LauraLeeXOXO@aol.com](mailto:LauraLeeXOXO@aol.com) for any questions.

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# The Ultimate Experience

*Club members explore one of the area's finest restoration shops*

By Sue Belt, photos by Nilo Argudin

About 60 of us met Saturday, Aug. 14 at Ultimate Motor Works in Longwood, caravanned to their nearby Restoration and Body Works and returned to the showroom for Bubbalou's Bodacious BBQ, courtesy of Ultimate owner Peter Cohen.



*Variety of Porsche models attending event*

We're state of the art, all computerized. We have a clean shop (nearly spotless) with A/C for the Techs and humidity control. The Paint Shop is temperature controlled to bake the paint and we do our own color match with environmentally safe PPG Waterbourne Paints." There's a parts assembly room, too, with plastic curtained rooms to keep out dust from individual projects.

"We do collision repair and award winning restoration work and would like to branch out to other high end vehicles. We work with all insurance companies, but we work for you," he stressed. "We have your best interests in mind to repair your cars. The shop is open 8-5, Monday-Friday."

Free to roam about, we looked over the Paint and Primer Booths and several project cars, including three restored antiques they show--a Pierce Arrow, a



*Members listen to Vern Knoll describe Ultimate showroom*

Vern Knoll, Ultimate's Club representative, gave us a tour of the expanded and remodeled showroom. Bentleys, Rolls Royce and Lamborghinis are showcased in individual manufacturer-themed rooms. A flying buttress/flowing wave ceiling connects the contemporary venues.

Tim Dykes, Manager of the Body Works, said, "We're proud of our shop and like to show it off. We're a certified Lamborghini, Rolls Royce and Bentley repair center where we guarantee repair for as long as you own your vehicle. Our technicians will knock your socks off! They even make parts in our metal workshop. We're also certified in aluminum repair--there are aluminum structural pieces in many new cars."



*Fantastic restorations in work*



Packard, a Rolls Royce (they made the fenders), and a restored 1965 Rolls Royce Silver Cloud.

Several Lambos being restored: a red 400 GT, a black 350 GT, a Jarama, and a Gallardo. There's also a V-8 Maserati Bora and a rare project car--a 1938 Horch 853A Special Roadster (one of three known to exist of only eight of this body).

Thanks to Nilo Argudin for the pictures here and on our website. Attendees included: Michelle Knoll, the Belts, the Sanfords, the Argudins, the LaPianas, the Washingtons, Mark Peebles, Nort and Chuck with Jere Pile, our Warbirds Museum rep. and even a member on an old Triumph. It truly was an ultimate experience!



Photo Gallery from Ultimate Motor Works Tour

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# *A Rookie Takes on Road Atlanta*

***A Drivers Ed weekend at one of America's best tracks***

By Travis Young - photos by Colour Tech South

After several Drivers Education events with our (and a neighboring) Porsche Club at Roebing Road, I wanted to experience the challenge of a new track. Many articles have been written about Road Atlanta and how challenging it is. Some people have even called it one of the best tracks in the country. So, even with a 7 hour drive each way to the track, I decided that would be my next DE in August. The Peach State region extended a warm PCA welcome to all the attendees and I also had a chance to meet up with other members of the Cayman Registry (an online PCA group dedicated to the Cayman) in between runs.

The first two sessions on Saturday (for beginners) are touring laps at low speed (around 80 on the straights) to familiarize yourself with the track, and it was welcome. There are a few turns that have a



*Navigating the Esses at Road Atlanta*

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Roebing Road kind of feel, and those instantly felt at home to me. The others though, were something quite different, and the elevation changes provide a few blind curves and moments that you just have to learn and trust that the road is going to be where you remember it was once you can see it.

The corner that caused me the most grief was going into turn 10A. This turn is entered downhill from a very long straight - where I was typically cruising along at 124mph (I pushed up to 128 a few times, but the car felt really light and all out speed is not my goal for this type of event so why push it). The downhill end of the straight is fairly long and well marked for breaking, but I would always break too early... there is just something in your head that says that slowing from 124 to 60 going downhill in 500 feet is not possible, but yet every time the early breaking just resulted in being way too slow before the turn's entry. Towards the end of Sunday I was a bit thankful that I never got that turn quite right, as I entered the corner and the car just mushed through it. I commented to my instructor that I had no idea what I did wrong, and he agreed and thought it was going to be my by



*High-speed runs around the demanding track.*

best 10A - 10B yet.. we thought some more about it and figured the stock street tires were starting to wax up, so we backed off the corners a bit to be on the safe side as I did not want one of the concrete walls to confirm the tires were tired and ready to head home.

On the drive back to Orlando I wondered just how bad my tires ended up after this weekend (the 2 previous DE's at Roebing Road had taken their toll on the outer edges already). I was a bit shocked after turning the front tires out for inspection to find that the center tread actually appeared to have melted some during the day! Now I see why everyone brings a second set of tires to the track.

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# Socially Spiel

**With Laura Lee Shields, Social Chair**

Greetings fellow Porsche enthusiasts! Have we met yet? I am thrilled to introduce this column to keep you up to date with social events. My hope is that we can take the monthly events we have now, get more members frequenting events and getting to know each other, and blossom into numerous regular events with lots of members willing to take on planning responsibilities (Anyone? Anyone?).

A couple of years ago, when I became a member, I felt somewhat intimidated by the group. After all, I don't even know how to change my own oil (wow...I hope I didn't lose your respect just now). I joined because I wanted to take an Autocross school at Sebring with my parents, Sharron and Dan Shields (Suncoast region). Growing up in the Shields family meant that I needed to know how to Autocross and I needed to do it well. When I turned 16, I participated in two autocrosses (when I say, "I participated," I mean that I was forced. I was told, "If you expect to drive a ve-

hicle in this household, you WILL autocross at least twice."). I even won a trophy (which I still have... remind me to show it to you next time you are at my house). It was a life-changing experience for me, but I was a bratty 16 year old girl and cars did not interest me at the time.

Flash forward approximately 10 years...I decided to take another shot at Autocrossing and by that time, my parents were very active with PCA and they encouraged me to join them. I absolutely loved driving the Boxster and found myself craving more. So here I am. I started receiving the Spiel and I read about the social functions and I wanted to be a part of them. After all, I am far better at socializing than driving. I started contacting people and participating in meetings and event. And guess what? You guys are a great group of people! There is nothing intimidating about it! I urge new members to ask "dumb" questions and do not be shy about jumping right in.

The most important thing happening in the Social arena is charity involvement. The club does a Toys for Tots collection at the holiday party (mark your calendar for Saturday, Dec 11 at the Sonesta Hotel) and a Challenge Rally to benefit the Russell Home (Sunday, November 14). However, we need to do more. I am actively seeking new opportunities for us to give back to the community. Check back next month when I will have some things planned out.

Coming soon, we are planning a Warbird Adventure day at the Kissimmee Airport (potential date: Saturday, December 18) hosted by David and Dianne Wilson. Check out [www.warbirdadventures.com](http://www.warbirdadventures.com). Check out the calendar for future social events! See you there!

As always, I would love to hear your feedback, ideas, questions, comments, etc. and I can be reached via email at [LauraLeeXOXO@aol.com](mailto:LauraLeeXOXO@aol.com) or via phone at (407) 421-1481. I drive a 2002 Cobalt Blue Boxster S named "Bluey." I cannot wait for fall to arrive so I can put the top down and go fast...




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# Upcoming Track Events

## Auto Cross - Sept 23 and Oct 30

at Orange County Convention Center

Sunday September 23rd 7:00am until 4:00pm, Sunday October 30th 7:00am until 4:00pm

\$30, includes lunch

Snell 2000 or later helmet required, loaners available

Pre-register at <http://www.clubregistration.net>

*All marques  
and beginners  
are welcome.*

## Drivers Educations - Oct 16 & 17

at Roebing Road Raceway (Savannah GA)

Saturday and Sunday October 16-17th 7:00am until 5:00pm

\$225, includes instruction for novices, t-shirt, and social on Friday night at the host hotel.

Saturday evening will feature another gala at the Cancon Mexican Resturant with a spirited Mariachi band. Cost for dinner is \$20 in advance.

Snell 2000 or later helmet, appropriate clothing, and tech inspected vehicle required, see club website for complete details.

Some space may still be available, register at <http://www.clubregistration.net>

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# Launch of New Boxster Register

## New online forum for Boxster owners

by Miles Beach

In 1995, the Porsche Club of America established the PCA Register program to encourage closer relationships within the PCA. The goal of the program is to enable PCA members to network with one another within their specific model of interest. The PCA currently maintains twenty-four unique Register Groups. Some groups are for lower production, limited edition cars like the RS America 964 or the 74-75 911 Carrera. Others are broader in scope and encompass entire model lines like the 914/914-6 or the 912/912E.

Each PCA Register is maintained and organized by a Register Advocate. It is the job of the Advocate to promote their particular model, gather and maintain a list of owners and their cars but most importantly to foster communication and build relationships between them.

With the advent of internet web sites, a new tool emerged that has greatly enhanced the ability of the Advocate to promote his model and to bring together the members of his registry. Most of the PCA Register Groups have developed a web site to provide contact information on members, share model information, provide answers to Frequently Asked Questions (FAQ's), links to other sites with additional information, postings of events, etc. This online presence has helped to bring individual register members together, who are spread across the country, and increased the participation within the Register groups significantly.

A typical web site is great for providing a single repository of model information. However, the one feature that has been difficult for these lay volunteers to provide through a typical web site is a way for members to network with one another and build relationships – a cornerstone of the PCA with its motto of "It's not just the cars, it's the people" and the primary goal of the Register program. The method typically employed to do this has been through email or commercially maintained discussion board systems that cater to many different models or Marques. However, both of these systems are separate from the Register Web Sites, not PCA specific, and without a means to tie them back to the site. In addition, the commercially maintained discussion boards pay for themselves by providing advertising. They are also public in nature as anyone can join, view and participate in the on-line discussions.

However, as with all technology, web design and the included features and tools for creating web sites has advanced exponentially in the last 5 years. There has



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years ago at the  
beach."*



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also been a surge in online social networking. These advances have opened up a whole new realm of on-line tools and web based software that are geared towards the phenomenon of social and online networking. This, in turn, has provided an opportunity to add the missing element in the PCA Register on-line sites to fulfill the primary goal of the PCA Register program: to foster communication and relationships.

**THE NEW 2ND GENERATION BOXSTER REGISTER SITE**  
The Boxster Register group has had a dedicated Register web site for a number of years and it provided valuable information regarding the Boxster. It included several photo galleries of Registry events but mainly provided information regarding the 986 model line. As noted earlier, it lacked the ability to engage in online networking between Registry members. There were other online discussion forums popping up on the internet but none of them PCA sponsored nor dedicated to Boxsters without online advertising.

As a member of the Boxster Register, I had become acquainted with the Boxster Register Advocate, Bob Purgason (Chesapeake region) via email and I'd expressed to him on a couple of occasions that the web site was beginning to look a little dated and needed a refresh. I told him I had some experience in web design and offered to help out if needed.

The idea of a new Boxster Register site began to form not long after, once the Cayman Register was announced in the PCA email newsletter e-brake in late January. Utilizing one of the available web based bulletin board (Forum) software programs, the Cayman Register was the first Register group to be built completely on and around dedicated web forums in which it's members could meet online to network regarding their model. It was an instant success with over 400 new members signed up in the first month.

Once announced I sent Bob a note indicating that this is what the Boxster Register needed. Bob experienced the Cayman site and knew this was what he wanted for the Boxster site as well. A phone conversation between Bob and the Cayman Advocate, Mike Souza (Connecticut Valley), followed and the New Boxster Register site project was born.

Mike and his team agreed to help Bob create a new Boxster Register site. Soon after I too received a call from a very excited Bob Purgason asking if I would be interested in being on the administration team to de-

velop and administer the new site. I agreed without hesitation. The team was rounded out by John Novotnak, the Pocono region webmaster, plus the two additional members of the Cayman team, Brad Zucroff (Las Vegas) and Sonny Tucker (Roadrunner).

Over the next several months the software was purchased and installed on the PCA servers and work commenced on configuring and customizing it to the Boxster Register needs. When developing the project plan for the Boxster site, we all agreed, "Why re-invent the wheel." From the start it has been a very special partnership for the Cayman and Boxster teams, and we have all benefited from the experience. Sharing ideas, helping each other, building on the relationship, cross training; these are all results of the partnership between the two Register teams.

The New Boxster Register site opened to the general PCA membership on June 1st. On the evening of June 15th it was announced in the e-brake. That night we signed up over 250 members and the membership has been steadily growing since. As of this writing there are over 700 members.

*...to be continued next month!*

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# Member Profile

## Bert and Anne Del Villano

*The following is a short synopsis of the information submitted for Bert and Anne for their nomination as 2009 PCA Family of the Year.*

Bert and Anne are empty-nesters (except for Waldo, their black Lab) who joined the PCA in 1989. After moving from the West Coast to Orlando in 1999, they became members of the Florida Citrus Region and have always been very active Members, and especially so in 2009. (P.S. Waldo is doing fine after his operation with an assist from Bert's daughter, a veterinarian.)

Bert and Anne revitalized the Autocross program for the Citrus Region several years ago but 2009 was their most active. They organized and ran 5 Autocross events for the Club including a rivalry Autocross event with the Space Coast Region and created a woman's division. And with Bert's attention to detail on fiscal matters, each made a profit for Citrus. They are both avid autocrossers and last year Anne came within 2 seconds of Bert's time in their 996.



Bert and Anne Del Villano

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PCA Head Instructor 15 years • Florida Citrus Region PCA Director of Instructor Training 5 years  
HSR Track Orientation Instructor



*Receiving FL Citrus Region's 2009 Enthusiasts of the Year (3rd time)*

With Anne's support, Bert participated in both February's and October's Citrus Driver's Education events, both as a participant and as an Instructor and he instructed at many other Region DE's.

Bert was elected as Citrus VP in November 2009 and took over as Master of Ceremonies for the Citrus 35th anniversary party when the President of FL Citrus was ill, included assisting the guest speaker from PCNA.

They organized a fund raising effort for a Club member with life threatening health issues and took another member, who is wheelchair-bound, and made it possible for him to run an Autocross. Bert also presented the member with a special award at the year-end dinner. They were selected as Club "Enthusiasts of the Year" for 2009 (again) at the dinner. Bert is also a very active Director of his Homeowner's Association.

Bert Chaired the PCA Race Committee for Citrus which included strategic planning, negotiating track costs with Daytona Speedway management, negotiating for the event's major sponsor, leading registration efforts, financial management and organizing



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*Anne Helps with Food and Registration at February DE*

the Autocross. Anne assisted the Stewards making their tasks easier. They volunteered at the Porsche Parade in 2009 in Colorado and hosted a party for other Citrus members and friends. And they volunteered to be the Registrars for Zonefest, a multi-region event held in May in Mt Dora, FL.

*We are extremely proud (and lucky) to have Bert and Anne in our Region and thank them for all their past (and future) service.*



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# Rumble at the Oak Tree

Club Racing  
at Virginia International Raceway  
by David Edwards

This past June, seven Florida Citrus PCA'ers made the trip to Danville, Virginia to compete in the "Rumble at the Oak Tree" at Virginia International Raceway. Mark Peebles, Greg Barrows, Mark Murray, Fred Beasley, Aaron Jones, KC Ladnier, and myself represented our region well, being the largest group of any Florida Region. VIR is a very fast, daunting, and exciting track. Just one problem though; most of us have never driven there before!

After all the fun we had at the club race at Road Atlanta, we started talking about possibly making the trip up to Virginia. Ron Zitza graciously invited us over to help us learn the track. We watched video, learned the subtle nuances of the different turns, and even got to practice on a very real simulator of VIR (thanks Ron Branom!). At that point, the race was soon ap-



David and his Cup Car totally color-coordinated

proaching, and we were all getting excited about driving such a storied track for the first time. There's nothing quite like getting to play on the same field as you watched your heroes do on TV.

The drive up is about 12 hours, so we all caravanned together, stopping part way for the night in Savannah. During our stops for food, we heckled each other about who would be fast, who would be slow, and who would have the most spectacular off track excursions. The trip was long, but it really didn't feel that way some how. Once arriving at the track,





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I was amazed at how beautiful the facility was; all the greenery and trees. Most shocking though, was how hot it was. Track temperatures were said to be over 140 degrees! It was so hot, they gave out cold water through your window net as you exited the track after each session/race!

For me, the first session out was very daunting. I knew the track pretty well in my mind, but the mental and the physical are very different! I've never felt like I was having my doors sucked off the car before! My fellow supercups were blowing past me like I was standing still! And then, the newer cups and ex-ALMS cars were going by me even faster! Luckily, I got comfortable pretty quickly after that, and started into finding the groove of going quickly at VIR.

It's really an amazing experience driving VIR. It has ups and downs, (really) fast and slow turns, blind turns and big straight aways. The sensation of speed is so amplified by all of these things, that it is more roller coaster than racetrack. My most memorable event was having a tire fail. Looking at video, my outside tire ruptured at 120 mph through the fabled "esses" turns. My car slapped violently back and forth, only outdone by my hands and steering wheel sawing back and forth even more. My eyes were as white as golf balls I'm sure; it was terrifying! Luckily, I was able to gather the car back up and limp it to the corner worker station (shade and water!) The high point had to be finally being able to take the rookie "X" off my rear bumper; a requirement to have for your first races. The other drivers seem to give my "X" adorned car a wider berth. Maybe they think I'm going spontaneously turn into them, or something like that. It's a nice advantage, though I guess. However, it is great to be "normal" now!

How did we do? My best finish was third. There are no trophies in club racing, but I did get a really cool mug with third place on it! Fred and Aaron got mugs



Top - Mark Murray and his 986 ready to race  
Bottom - Escaping the summer heat at Sebring

as well. Mark Murray had a great showing for his very first club race (he's hooked), and KC had a great run too. Mark Peebles and Greg fought car troubles more than they wanted to, but all had a lot of great runs at a very fantastic track! Will we be back? Definitely! I might even continue to use that helpful "X" on the back of my car!

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# Tires at High Speed

## Spiel Tech Talk

By Pedro's Garage

Tire inflation specs are based on what the manufacturer considers "normal" driving conditions. But, because of the cars we drive and the Club we belong to, many of us have the opportunity to go beyond "normal" driving conditions at the track during the Driver Education events organized by our PCA and other auto clubs in the area.

Let's try to put it in perspective. Even though we tend to think that properly inflated tires are perfectly round, they truly aren't. Because of the weight they carry (vehicle, fluids and passenger(s)), the bottom half of the tire's sidewalls bulge and the tread flattens where it contacts the road.

But on the top half of the tire, the sidewalls straighten out and the tread curves back into its molded round shape. This difference in shape between the top and bottom halves of a tire is known as "deflection". This deflection will occur with every revolution of the tire, so picture this: A 225/45/ZR17 tire could be considered a standard front tire in a Boxster, Cayman or Carrera. This particular tire has a 25 inch overall diameter and after doing the math we know that this tire will turn approximately 807 times every mile. At 25 miles per hour this tire will roll 5.6 times per second, at 70 mph (speed limit on the Interstate) it will roll 15.7 times per second and at 140 mph (speed right before braking for turn 17 at Sebring) the tire will roll a daunting 31.4 times every second. This means that the tire is changing its shape from its unloaded to its loaded state and back every 3/100th of a second.

This constant tire deflection plus the friction of the tire against the road (track) generates tremendous heat build-up in the tires. Since the tires are filled with air (or nitrogen) which is a gas, Boyles Law demonstrates that if the volume of gas is maintained constant, its pressure is directly proportional to its temperature, therefore your tire pressure will go up as the tire gets used, and the faster the tires spin, the faster the temperature and therefore the pressure will build up.



The rule of thumb is that the tire's pressure will increase by 1 psi for every 10° Fahrenheit increase in temperature, or 1 psi for every 4 minutes of use during the first 20 minutes of operation.

All of the above to basically say that the faster you go, the higher your tire pressure will be. So, when we're at the track or Auto Cross we must keep in mind that we will have a tire pressure increase as soon as the tires start to heat up. This will alter our car's handling, so we need to carefully monitor the pressure throughout the different sessions during the day.

But how do we know what the ideal pressure is? We should generally start with the recommended pressures from the car's manufacturer. Then, the tires will tell us if they need more or less pressure.

Most modern high-speed rated tires have special markers to show us the optimal tire patch. This triangle tells us where the edge of the optimal tread wear should be.



As you can see on the left, the wear is a little short of the marker, meaning that we have too much pressure. Dropping a couple of pounds of pressure and then hitting the track again gives us the optimal patch, as shown on the right where the edge of the wear is right to the tip of the marker.

Also, always keep in mind that you should never inflate beyond the tire's maximum pressure, stamped on its sidewall.





# Porsche Racing

**Porsche wins 3 of 4 ALMS classes as RS Spyder, 911 GT3 RSR, and 911 GT3 Cup all Victorious at Mosport in Canada**

By Jill Beck, PCA

From the time they unloaded the Muscle Milk Porsche RS Spyder for Wednesday's test until the red flag which ended the Mobil 1 Presents the Grand Prix of Mosport race this afternoon, Klaus Graf (Germany) and Romain Dumas (France) had the fastest car at the track.

Either one driver or the other lead the field in every test session, every practice session, every warm-up, and for the entire American Le Mans Series race, giving the Muscle Milk Porsche RS Spyder its second overall win and third class win of the 2010 season.



In what turned out to be a banner day for Porsche's race cars and their customer-team owners, Patrick Long (USA) and Joerg Bergmeister (Germany) outperformed a tough selection of BMW, Ferrari and Corvette factory race cars in their Flying Lizard Motorsports Porsche 911 GT3 RSR to score their fourth GT class win of the season and close in on their second straight drivers championship.

And, in the GT Challenge class for matched Porsche 911 GT3 Cup cars, the Velox Motorsports Porsche of Shane Lewis/Lawson Aschenbach (both USA) scored the team's first win of the season, and kept Lewis' championship hopes alive as the Tim Pappas/Jeroen Bleekemolen Porsche were second.

The race ended 30 minutes short of the two hours and 45-minute scheduled time as the #8 Drayson Racing Lola clipped the #48 Marquis Jet Porsche 911 GT3 Cup car being driven Luke Hines (England) between turns six and seven, where both cars were at maxi-



mum speed. Hines moved over the let the prototype by, but the Lola had not cleared the Porsche when it sent Luke spinning into the guardrail, pushing it back at least six feet from the race track. Although Hines was okay, after a short period of yellow flag time and a longer period of red flag status, the race organizers determined they could not fix the guardrail up to IMSA safety standards and the race ended with the cars finishing in the order they were at the beginning of the yellow flag (right before the two-hour mark).

The GT battle was another grind-it-out battle, with the Corvettes, BMWs and Ferraris all taking turns leading the race, but the #45 Flying Lizard Porsche 911 GT3 RSR prevailed, not only outthinking the other teams, but showing the all-out speed to keep them at bay once they took the lead.

"This has been an unbelievable season - every win has felt so much different because each one is so hard to get. In addition, it was a great feeling to show that we had the speed as well as the strategy and execution to win - this really gives us a boost for Petit Le Mans. We are a single point ahead of BMW and only 11 points ahead of Ferrari in the manufacturers championship, so there is still lots of work to be done, and there will be some additional Porsches at Atlanta to help us. We don't just want the drivers title - we want it all," said Long, who won the title with Joerg and the Lizards a year ago as well.

Bergmeister, who also won the GT title with the Lizards in 2008 with Wolf Henzler, agrees that the win was important. "With a 22-point lead in the GT drivers standings going into the last race, we have a good lead and this gives us even more motivation for Road Atlanta. The win makes us feel good for the possibility of clinching the championship," said Bergmeister, still the only driver to win ALMS and Rolex Grand-Am championships in the same year.

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