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BLUE RIDGE REGION

PORSCHE CLUB OF AMERICA



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BR member Dave Snow passes a Turbo at the Zone 2 DE event at VIR.



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Bill Driskell

CONTENTS & INFORMATION

Blau Rain*

**BLUE RIDGE REGION
 PORSCHE CLUB OF AMERICA**

Blau Rain is the official monthly newsletter of the Blue Ridge Region, Porsche Club of America; available only by subscription to BRR members as a portion of the annual PCA dues. For subscriptions for non-BRR PCA members, contact the Editor.

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Annual Commercial Ad Rates: 1/3 page, \$120; 1/2 page, \$180; full page, \$350; inside back cover, \$400. Contact Jerry Hampton at 434-522-5456, or email to tennham@aol.com.

Communications regarding articles, photos, and other material for Blau Rain should be sent to the Editor. **Deadline:** the 18th of the month preceding publication.

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Clip art from PCA. Uncredited photos by the editor.

century
 German translation meaning
 Blue Ridge.

Board meetings are held the second Tuesday of each month at 7:30 P.M. at the Transportation Museum in Roanoke, and are open to the general membership. Please join us.

Cover: BR member Harry Hall's 911 in the "green zone" at Virginia International Raceway during the Zone 2 Driver Education event. Find out how it got there inside.

News News

Want to take this opportunity to thank Dave Hogan, Editor, for a great 1st issue of Blau Rain. Many of us still feel this newsletter is a very important to all of our members.

Thanks to every one of the Blue Ridge members who participated either as a Driver or as a Volunteer in our Zone 2 Driving Event held 3/31-4/2 at VIR. We were in charge of Volunteers and our members stepped forward in time of need to get the job done. We had members from Blacksburg, Salem, Roanoke, Danville and Lynchburg, North Carolina and our best friend Mickey Dowling came back from Arizona. The event was sold out, so hopefully BRR will see a nice portion of the profits. We also collected over \$900 from Charity rides, so BRR will receive over \$300 for local charities. Again, a big Thanks to all who helped make this a great event! Hopefully, by the time you'll read this, you will have had a great time at the April social in North Carolina.

Please don't forget the opportunity to have the BRR Logo placed on a piece of clothing of your choice at either John Norman Clothiers or Sam's on the Market.

Drive the corners.

Ed Clowser
President



Part of the BRR paddock area at VIR during the DE event. The Pro Shop building is on the right in the background.



MARKT



-- **1987 911 Race Car**, '95 3.6 engine with TPC factory installed Supercharger. Welded cage, brakes & suspension upgrades. GT Racing RSR kit, G-50 trans. Fuel Cell, Headers, SS Brake lines, & Fiske FM/10 Wheels. Great DE Car with low miles on engine. Used only twice since supercharger installed. Ready to GO ! \$ 24,975. Call Ed Cincotta 908 705-2652 for more details, or email eachcheckedredflag@aol.com.

-- 1974 Porsche 914 2.0L, Chartreuse/tan, 100,250 original miles. Excellent original condition. Non-working A/C, Stainless heat exchangers, & almost new Bridgestones. Drives extremely well. \$8,500. Call Jeff Wendell 540-982-8218 or 540-353 2536 (cell).

-- 1988 911 Cab. Turbo look body. Fresh engine, black paint, new top, 8 & 9X16" BBS wheels. 90k on odometer. \$27k. Bill Driskell, 540-745-4749.

-- 1987 Porsche 944. White/tan, 5-speed, Boxster wheels (7&8X17), MSDS Stage 1 kit, Colgan bra, orig. Blaupunkt, turbo valance, records. Great shape. \$5,400 OBO. Chris Morganheira 215-431-2968 or lukebusier@yahoo.com.

-- OEM 996 Turbo Wheels, Rear. 11 x 18, ET 45 (996 362 142 10). Blimish free with half used Michelin Pilots mounted. \$550 plus shipping, OBO. Dave Moore, 304-549-4523 (Charleston, WV), or email david.moore@wvds.net.

-- Wanted: Two 16 X 6 Fuchs wheels. Round & not bent. Previously run on winning Porsches at LeMans, Daytona, or Franklin County Speedway a plus, but not required. Mick Michelsen, 540-981-0356, or chathamms@aol.com.

-- Porsche Racing Car Insurance. If you wish to explore the possibility of insuring your race car, learn all about it at www.ontrakrisk.com. Contacts are simon.parkhurst@allianz.de (phone 172-725-6165), or hubert.perauer@allianz.de.

EXHAUST NOTES

My first issue of BR has been printed and distributed. Thank you to everyone who sent articles, pictures, etc., and to those who answered my questions about how to get the newsletter published.

The exceptionally warm days of early March were enjoyable. The opportunity for top down cruising was not wasted as we had both our convertibles out several times. It felt especially good to put the Porsche through some back road acrobatics. As many of us awaken our cars after the winter hibernation, the anticipation of being back on the road is exhilarating. Whether you drive your Porsche year round or store it in winter, the approach of spring usually brings thoughts of gathering for our events and socializing with friends not seen for a while. May we all have a safe and fun year.

I attended the Saturday part of the Driver Education event at VIR. The weather was perfect as were the people, track, and cars (the food too). I think BR members escaped the event with cars not "scuffed", but there was one off track incident worthy of reporting. I saw a red 911 headed off track. With grass flying from sliding tires the red streak headed off the track and straight for the Pro Shop. Members and fans yelled and ran in panic from the fast moving car. Other spectators watched in horror as the 911 seemed to be the next Pro Shop customer (I think I saw someone open the front door just in case). There was a collective sigh of relief as the car stopped just short. As a murmur of speculation rippled through the crowd, Harry ran to catch up with his car and take it back to the paddock before *even more* people noticed.

I hope to see each of you at a future event.

There is a new free digital magazine devoted to Porsche. It specializes in daily news about Porsche Ag, new models, pictures and videos, Porsche tuners, Porsche in competition (ALMS, LMES, IMSA GT3, Carrera Cups, etc.) and more. You can read the magazine at: <http://www.porschecarfans.com>.

Remember the words from the Eagles song:
Life in the fast lane, Surely make you lose your mind.

Dave

CALENDAR OF EVENTS 2006
(Blue Ridge Region PCA Official Events in *italics*)

APRIL

- 21 Grand Am Races at VIR
- 22 All Porsche Swap Meet at Hershey, PA

MAY

- 7 *Barboursville Vineyard Tour and Wine Tasting at noon, 3-course lunch at Palladio Restaurant at 1:30 optional, RSVP required.*
- 26-28 Blue Meets Gray 356 gathering at Shepherdstown, WV
- 26-28 Jefferson 500 Summit Point Raceway

JUNE

- 4 *Annual Aircraft and Car Show at New London Airport - 10:30 Parade of Porsches at noon. Aircraft rides and lunches available or bring your own picnic*
- 9 Historic Sports Car Races at VIR

JULY

- 3-4 Star City Motor Madness
- 15-16 *Blue Ridge Region Drivers Education at Summit Point*
- 16 Pittsburg Vintage Grand Prix

AUGUST

- 8 Historic Sports Car Races at VIR
- 17-20 356 Registry East Coast Holiday, Mystic CN

SEPTEMBER

17 *Bike Rides and other activities at Abingdon, VA*

OCTOBER

6 Grand Am Races at VIR
 14 or 15 *Oktoberfest at Mountain Lake, VA German food, beer, music, and dancing*

NOVEMBER

11 *Election Lunch, Peaks of Otter Restaurant, Blue Ridge Parkway*

DECEMBER

9 *Holiday Party and Charity Auction, at Corn Beef and*

Barboursville Vineyard & Wine Tasting

Sunday May 7

The May event is the Barboursville Vineyard and Wine Tasting tour. Lets get together for driving, lunch, and fun. We will be looking for you there. The tour starts at noon and if you want to have lunch there, we will eat at Palladio Restaurant at 1:30PM. Please RSVP to Gary Templeton, 434 525-2973, by April 30. For those who want to go together, see the meeting place and time below.

Roanoke: Meet at McDonalds at the Hollins Road exit, leave at 8:15AM.
Lynchburg: Meet at US29 & 56 at Colleen, leave at 10:00AM.

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ZONE 2 DE AT VIR

The annual Zone 2 spring Drivers' Ed event at VIR was held March 31 – April 2. For the first time ever, BRR-PCA was a co-host region, which means more Blue Ridgers attended than ever before. I think we had over a dozen driving (about half of those also instructing) with a handful more visiting during the weekend. There were a total of 221 drivers registered in five run groups, so the track was more crowded than usual. In addition to the usual range of Porsches, we saw a variety of other marques on track, including Lotus Elises (6), BMW M3s (6), Ferraris (2), Corvettes, Mazdas, Mustangs, a Ford Cobra, and a VW. At least six new Caymans showed, at least half of those silver.

The temperature was just about perfect this time; we got some rain, but only at night, just as it's supposed to be. Many of the Blue Ridgers parked in the paddock near the enclosed trailers of Eddie Fort and Mickey Dowling (yes, Mickey came from AZ for this). A picnic table between the two trailers with the two trailer awnings extended constituted a cozy dining and hangout area.

Our group had it's share of car problems; Gary Bell had a flat tire repaired in Danville, Charlie Schlepner's clutch died, Eddie discovered that Pagid Orange brake pads are too fat to fit (they needed a bigger hammer), and Harry Hall's 911 rolled backwards across the street on its own, to finally stop at the shrubs in front of the Pro Shop.

My new Cayman (Humpy Wheeler) and I didn't have very good drives on Friday; we were sitting ducks for most in the Black run group, so Ed Clowser didn't get his money's worth when he rode with us. We took Charlie out Saturday morning for a much better drive, and my solo drive later was similar. So, in spite of experiencing brake fade about 20 minutes into each run session, I left VIR quite satisfied with the car. We got 29.7 mpg going down, 9 mpg while on track, and 25.4 mpg coming back.

I left Saturday afternoon so I could attend an autocross in Salem the next day, so I missed the big dinner at the track that night, and also the staged reenactment of Harry's car rolling back to the Pro Shop so photos could be taken.

Jim Michaels

BLUE RIDGE REGION BOARD MEETING April 11, 2006

DRAFT MINUTES WITH INITIAL REVIEW BY THE BOARD Rev. 1.1

VISIT THE WEB SITE— www.brr-pca.org

ATTENDEES: President Ed Clowser, Dick and Caryl Hatch, Dave Snow, Gary Bell, Jerry Hampton, Eddie Fort, Bill Driskell, Jeff Wendell, Dave Hogan, and Mick Michelsen.

MINUTES: No minutes were taken at the March meeting due to the absence of the Secretary

TREASURERS'S REPORT: Eddie Fort reported a balance as of March 31, of \$10,003.21. There was \$120 income from the month in advertising. Expenses for the month were \$781.19 which included major expenses of \$770 for the Blau Rain. This included new software programs.

WEB SITE: Mike Roberts was not in attendance. The board noted that the web site needs to be updated.

TRACK: Track Chairman Gary Bell reported we now have a contract for the Summit Point event.

There was considerable discussion regarding our share of the proceeds for the recent Zone II event. There were only 3 regions participating. It was estimated our share should be in the area of \$4000. The Blue Ridge Region assisted Tim Costa, Tech Chair for all three days of the event. Tim did a great job managing that portion of the event.

Blue Ridge members also assisted with waivers and paddock safety. Blue Ridge Region hats off to all the chairs and workers for their hard work in putting on a highly successful event.

After discussion, it was decided to sign the contract and proceed with the Summit Point event in July. Our track costs will be about \$10, 000.

MEMBERSHIP: Ed Clowser reported we had three new members. Evan Fort of Hardy with a 2003 Boxster joins his parents Eddie and Terri as a Porsche owner. Rob Kidder of Roanoke, with an 84 911 which he has owned for 20 years, and David and Tammy Philpot of Boons Mill, with a collection of 914s.

BLAU RAIN: There were good comments from various board members on the first issue of the Blau Rain under Dave Hogan's hand. 230 copies were printed and all were sent out. There was discussion on various ways to reduce printing costs, as the newsletter now must be electronically printed and mailed from Salem.

SOCIAL: Several members reported a great tour to Old Salem/Kernersville, NC. Trip was great, but same apparently could not be said for the food. The next event will be the Barbourville Vineyard Tour and Wine Tasting on May 7.

Dave Hogan said that the Blau Rain will be out in time for all members to read about this tour and meet the RSVP date.

BUSINESS MANAGER: Jerry Hampton reported that Porsche of Roanoke has not paid for their advertising in the Blau Rain and did not appear as they wished to be a sponsor for our Track Event. Sports Car Clinic has indicated they do not wish to continue to advertise in the Blau Rain.

HISTORIAN: No Report

SAFETY: There are issues from national regarding improvements in seats and harnesses used in Driver Events.

OLD BUSINESS: Jeff Wendell displayed a shirt currently available at John Norman Fine Clothing with the new Blue Ridge Region logo. The Board Members were impressed with the fine work. The board approved modification of the colors used in the logo to meet customer preference and the shirt color.

NEW BUSINESS: A special Track Event meeting will be held at 6:30 on May 9th preceding the Board meeting at the Virginia Museum of Transportation in Roanoke.

The next scheduled Board Meeting is May 9 at 7:30 PM at the Virginia Museum of Transportation in Roanoke. All Blue Region members are invited.

And finally, remember your instructor is doing this for you because of their love for the sport, and their desire to help other similarly inclined drivers feel the same way. So, at the end of the event show them you appreciate what they have done for you. Thank them, profusely. Buy them a beer, or if they are really good, a set of Pirelli P Zero Slicks (245 & 305 x 18 for me please).

Wanted

Pictures

Articles

Tech Info

Ideas

Thoughts

Anything

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their weekend too, and many like to spend some time amongst their friends and family.

First time out in the car, take it easy! Impress your instructor with your smoothness, knowledge of the line and self control. Don't think or act like you are the next Fernando Alonzo, you are not. Nothing can start you out on the wrong foot more than charging headlong into the first turn with cold tires and an instructor who does not yet know your abilities. Show me how you can be smooth, and I'll show you how to go fast. If you are ragged and inconsistent, don't expect me to work on advanced techniques that require precise control and have a small margin of safety. You will spend the weekend plodding around on the line until I feel comfortable with you. And this is really the issue, comfort. Drive within your comfort zone and I will be comfortable too, and probably more receptive to you going faster. Here is the real truth: we go as fast as we do because we feel comfortable with what we are doing, not because we are scaring ourselves to death. I don't like my student scaring me either.

Do not be afraid to ask questions. Your driving skills need to be built upon a solid foundation of knowledge and repetition. If your instructor assumes you understand a particular skill, but you do not, it may very well impact all of what they are trying to teach you. Remember it is more embarrassing to slide off the track and crash your car than it is to ask the same question a dozen times until you understand the answer.

Be patient with your instructor. Just like not everyone can be a great driver, not everyone can be a great instructor. The difference is one has to have a prerequisite amount of driving knowledge, skill, and seat time in order to be an instructor, and so they have much more experience than you do. Even if you may-not agree with everything they tell you, there are things you still may learn. I still try different lines and techniques because I never know when I will find something just a little better than what I have been doing for years. Be receptive to different ideas. Just like you always hope to get an instructor that you really click with, we hope for the same in a student.

LONG/ROCKENFELLER LEAD ONE-TWO PORSCHE-POWERED DAYTONA PROTOTYPE FINISH AT GRAND PRIX OF MIAMI

Patrick Long of Las Vegas, Nevada, and Mike Rockenfeller, the German-born driver now living in Monaco, lost the lead several times after starting the Grand Prix of Miami from the pole, but piloted their Alex Job Racing/Emory Motorsports Porsche Crawford to 4.89 second victory.

Second was the Porsche Crawford of Christian Fittipaldi of Brazil and Lucas Luhr, another German-born driver living in Monaco. Luhr, a late substitute for team owner Eddie Cheever Jr., who was too busy with Sunday's IRL race to drive this weekend, passed defending Rolex Grand-Am champion Scott Pruett on the white flag lap to finish second. It was the first one-two finish for Porsche in Daytona Prototypes since the inception of the series, and Porsche's first win since 2003.

Rockenfeller, who put the car on the pole, was waiting for the green flag at the start of the race when Fittipaldi raced by him into the lead. When there was no penalty forthcoming, Rockenfeller started working on catching the Cheever entry, passing Christian on lap #16, quickly opening a four-second lead.

"This makes up for the disappointment of the Rolex 24 Hours at Daytona, where we were also the fastest car, but could not bring it home to victory. The 10th and M Seafoods Alaska crew, led by Alex Job, prepared this car well, and gave us a good race strategy, and Patrick and I were able to do our job to bring the car home in the lead," said Rockenfeller.

During the race's first full-course yellow, Rockenfeller brought the Porsche Crawford into the pits, and Patrick Long got into the car, but they lost the lead as several cars did not pit. Patrick retook the lead on lap #46 of the #107 lap event, and drove in front until lap #70, when Rockenfeller got back into the car. Because of the pit stop the car had fallen to 10th place, and Rockenfeller, in a remarkable stint, passed the entire field, one at a time, under green flag to regain the lead in 19 laps, and held that lead to the end.

Luhr, who took over from Fittipaldi, found himself in third place, right behind Scott Pruett with 20 laps to go, and got by Pruett on lap #96, but Scott repassed Lucas on the restart after a yellow flag on lap #99, setting up the dramatic white flag lap pass for the final second place finish.

Other Porsche-powered Prototype finishers included the new Porsche Riley of Charles and Robert Mogan (9th), the Red Bull/Brumos Porsche Fabcar of Darren Law and David Donohue (10th), and their team Brumos Porsche Fabcar driven by Hurley Haywood and Roberto Moreno (12th). The GlycoMax Synergy Racing Porsche Doran of Brian and Burt Friselle, which ran in the top five early, finished 41st after retiring with an overheating problem.

In the GT class, Porsches started in the top three positions, but the leading Tafel Racing Porsche 911 GT3 Cup entry of Wolf Henzler/Robin Liddell, which led most of the event, was held up by a lapped Pontiac GT entry, allowing both the Collins/Edwards Pontiac and the Trembley/Hasckell Mazda to get by them. Henzler/Liddell ended up third, five seconds behind the leaders.

Porsche.com



The Fly-Yellow Ferrari team brought 2 cars to VIR for the driver education event. Their engine sound was distinctive.

Long Beach, April 8, 2006

The Daytona Prototype Porsche Crawford driven by Long/Rockenfeller finished 2nd and was the only Porsche DP car to finish in the top 10. In the Grand Am race, the Porsche 996 driven by Elux/Espenlaub finished

The Proper Care and Feeding of Your Instructor

By Larry Herman

You see us frantically running from car to car, and then disappearing into our own rocket ships from time to time. Occasionally, you might even catch us huddled amongst our own, gesticulating wildly and laughing about some driving interplay. We are the illusive instructors, talented, experienced, and full of knowledge to be passed on to others, such as you. The problem is we have a lot to do, but we don't have much time, and so we need to be managed, and cared for, and loved. What I would like to do is explain to you novice and intermediate drivers exactly how you can get the best out of your instructor.

The first and foremost thing to do at the beginning of an event is to seek out your instructor. Most clubs have assigned instructors and usually include that list as part of your registration package. Your instructor most likely will have towed their car there, and will be busy unloading and getting ready. If you get your stuff done right away, and seek them out, it will be one less thing for them to do. It's usually not a bad time to introduce yourself, review your track experience, and get to know them. If that is not convenient for them, they will probably suggest a time to meet before your first run. That time can set the entire tone for your weekend. It gives you the opportunity to discuss your abilities, deficiencies, and goals for the event. It also gives them time to discuss their instructing style, what they will be looking for, and how they can best teach you. It's a good way to understand each other. Some students like a lot of chatter, and some don't. Same with instructors, some talk a lot, and others spoon feed information as it's needed. This helps to put you both on the same page.

Pick up your instructor for your run session where they are set up, and be early. It gives them time to talk to you. If they are involved with something, it helps as a reminder it's time to go out, and once again they do not have to search for you. The few minutes you spend directly before and after your sessions are where a tremendous amount of timely information can be exchanged. Alternatively, you might spend lunch with them discussing the whole morning, but do not be put off if they politely decline. After all, it is