

Bluegrass Region Porsche Club of America

# RUMBLE

April 2011





# RUMBLE

April 2011 Vol. 9 No. 4

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The Bluegrass Region  
PCA Board of Directors  
meets on the first  
Monday of each month  
at 6:00 p.m. to eat,  
7:00 p.m. for business.  
Members are welcome.  
See the Calendar  
for details



## President's Message



**Imagining what  
a new GT3  
would be like**

**April 17th Drive  
and Dinner**

**April 15-16 DE**

**President's  
Meeting**

**Web Calendar**

**Apr 2 Brumos  
swap meet and  
car show**

**I** am sitting in the lobby at Blue Grass Motorsport as I write this, a 2011 GT3 black on black just a few feet in front of me.

Like all of the Porsches that we enjoy, it has beautiful lines. Looking at it I think of how the technology has changed since 1974 when our current tech session specimen was built.

The lines are a reminder of the genealogy of this car. No mistaking it for a Toyota Camry!

Thank goodness! Knowing what fun my 997 3.6 is to drive, I can only imagine what this new GT3 would be like to drive.

### Activities

We had some great activities in March. The tech sessions that Jim Brandon hosted have been very informative and fun. We have learned the ins and outs of a 2.7 litre. More sessions will be held on the engine. Jim has it down to one side with the heads pulled off. So we still have the bottom end to go through, so still a lot of fun.

Our March social was at Johnny Carino's. We had a turn out of 23 members and guests.

The P cars got a lot of attention in the parking lot. That happens when you have a collection of beautiful machines sitting together on a nice day.

Well, the warm weather is surely going to be here to stay soon. Our activities will be picking up as the weather gets better.

We will be having our first drive of the year in April. Our monthly member social will be held at Acres of Land Winery in Richmond. The optional drive will be from the old Porsche of Lexington building and we will make our way to Richmond via US 25. It will be a short drive with a crossing of the Kentucky River on the old bridge at Clay's Ferry. The date will be April 17th. Hope to see you there.

### DE

We have several members who will be attending a DE at Mid Ohio the weekend of the 15th. What a great time! This is a great track and is a well run event. If you have never participated in a DE, I encourage you to do so. They are a great way to learn your limits behind

the wheel and are a great way to drive at speed.

### President's Meeting

On March 26<sup>th</sup> Ken Hold hosted a Zone 13 President's Meeting. It was an informative weekend and it was good to meet the other presidents. We shared many ideas on ways to make sure that the clubs meet our members' needs. Our region is on the smaller size, but we do as many activities as the larger regions do with the exception of a DE or Autocross. Chicago Region has 1700 primary members and has activities every weekend of the year! They get good support from 4 of the 5 Porsche dealers in their region.

### Web Calendar

I will be working on getting our activities on the National PCA website calendar. I am working on getting our calendar on our website updated. Hopefully this will be corrected in the next couple of weeks. Until then you can access a calendar on Yahoo Groups at Bluegrass\_PCA. (NOT Bluegrass\_PCA\_Chat).

### Brumos Swap Meet

My family and I will be heading to Florida for Spring Break week. On Saturday the 2<sup>nd</sup> I will be dragging them to Brumos Porsche in Jacksonville. They will be hosting a swap meet and a car show. I am looking forward to it and am hoping to get to snoop around the racing shop!

I hope to see you on the road soon!

—David Patrick





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## MEMBERSHIP PROGRAMS



### Help us identify programs for membership meetings

**M**embership meetings provide time to socialize with fellow enthusiasts, but this year we want to add a new feature to these gatherings.

At the January board retreat set to explore new activities for the club, we decided we would like to arrange programs for our membership meetings held on the third Sunday evening of each month.

We are open to suggestions for meetings going forward, and we invite your assistance to identify programs.

Anything that has entertainment value for our members and carries some connection to Porsche or related car activity is welcome.

Please contact me or any board member if you have an idea for a membership meeting program, and

we will do our best to include your idea at a future membership meeting.

Thanks in advance, and we look forward to seeing you at our next membership meeting!

**Robert McClelland**  
rmccle2217@yahoo.com  
859-543-9101

## April 30th "WASH-N-SHINE" in Hamburg

We have scheduled an "informal WASH-N-SHINE" for **10 am to Noon** on Saturday, **April 30th** in the park on Pleasant Ridge Parkway in the Hamburg/Andover area of Lexington. This park is a mile from exit 108 of I-75 not far from the former Porsche dealership location.

More will be posted in Chat, but the object is to clean your baby and line it up in the parking lot of the park (or on the large field if there is overflow. (McClelland will cut the grass low.)

By mailbox fliers, I am inviting my neighborhood to release their caged garage queens for the spring and let someone actually appreciate them. There are a lot of garage queens in this neighborhood. Participants will be invited to vote on their favorite(s).

With 38 eateries in Hamburg, those interested can go to lunch afterward.

If you are sure you will participate, reply to the email announcement when posted; it will help McClelland to know how much grass to cut.

—Robert McClelland



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**Tim McNeely**  
*Membership  
Chair*

## No new members, total membership 195

No new members this past month.

Our membership is at 117 Regular Members and 78 Family & Affiliate Members, making our total membership 195.

Don't forget, because of Easter Sunday, our membership meeting has been moved to April 17. We will be cruising to Acres of Land Winery for dinner in Richmond. It should be a treat. Make sure and RSVP to David Patrick.

Also, please recognize the following Member Anniversary dates:

• Larry Woods	1994
• Ken Partymiller	1988
• Terry House	1998
• Charles Phillips	2000
• Ed Merkler	2001
• Chris Martin	2005
• Jamie Donaldson	2005
• Michael Kennedy	2006
• Mark Cole	2006
• Robert McDowell	2007
• Steven Morey	2007
• Howard Stanfill	2008
• Brant Nystrom	2009
• Tom Bailey	2010
• Justin Wainscott	2010



# CALENDAR OF EVENTS

For more information regarding events, contact David Patrick, 859-229-1376.

**Apr 9** Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road.

**Apr 15-17** Driver's Education at Mid-Ohio Sports Car Course in Lexington, OH, Ohio Valley Region. Contact Event Chair, Gary Nichols 513-732-3352 nichols.surveying@fuse.net or visit our website ovrpca.org.

Registration will be via clubregistration.net

**Apr 16** Drive to Overlook Restaurant in Leavenworth, IN to join Southern Indiana Region PCA at 12:30 pm Eastern Time. See Chat for further details.

**Apr 17** Scenic Drive and Membership Meeting. Depart from the former Porsche of Lexington site. Drive to Land of Acres Winery, Richmond. Dinner at 5:30 pm RSVP to David Patrick,

859-229-1376. Details to be on Chat.

**Apr 30** Wash-N-Shine car show, 10 am—Noon, Pleasant Ridge Parkway, Hamburg. See notice on Page 6 and Chat.

**May 21** TNTubs Car Show and BBQ, \$20, benefit. 9 am, Brush Pines Farm, 1354 Brush Creek Rd., Kingston Springs, TN. Contact Nate Green, 615-351-0160

**May 28** Drive to French Lick for the Supercar Tour event at West Baden Hotel to see an amazing assembly of high-end cars and to have lunch under the dome of the West Baden Hotel. See Chat for further details.

**Jun 10-12** Summer Heat 2011 Driver Education at Putnam Park, Kentucky Region. Contact Jeremy Miller, 502-396-9111.

## Charitable Beneficiary suggestions requested:

The Charitable Committee requests suggestions from members for local nonprofits to be the beneficiary of this year's charitable drive. This charitable effort exists in addition to our annual Paddock Challenge fund raiser to support Kentucky Children's Hospital. Contact David Patrick, ptrckdvd@yahoo.com 859-229-1376

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# Images from the Porsche Paddock at 12 Hours of Sebring

By Lee Wegner



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# Cars & Coffee

Porsche talk & breakfast  
**April 9th** at Ramsey's Diner  
 Harrodsburg Road  
 9:00 am-10:00 am



**T**welve people attended the March C&C at Ramsey's Diner. Included was Bill VanEpps (left) with his 2011 Turbo S with only 300 miles on the odometer. Bill has a long history of Porsche ownership going back to college days when at age 20 he blew the engine, twice, in his '65 356C cabriolet.

Also attending the March C&C were Steve Womack, Neil and Michelle Fisher, Ed and Corbin Stevenson, Ben Prewitt, Bob Lovejoy, Gary Hackney, David Patrick, Jim Brandon, and Paul Elwyn.

The next Cars & Coffee will be held on April 9th at Ramsey's Diner. Join us for Porsche talk and breakfast!



## March membership meeting draws 17 people to Carino's Italian

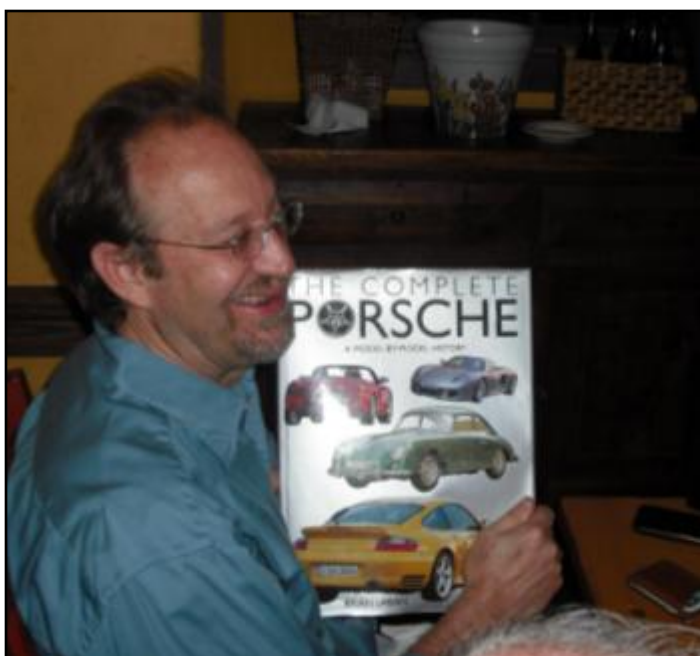


**S**eventeen people attended the March 20th membership meeting held at Johnny Carino's Italian Restaurant on Rojay Drive.

We lingered in the sunshine around our cars prior to dinner where we inspected the latest Patrick machine, an '06 Cayenne S.

Following dinner, Tim McNeely won the door prize, "The Complete Porsche."

Attending were (above) Jenny and Brian Wooldridge, Trish and Tim McNeely, Maureen and (photographer) Paul Elwyn, Mary and Mark Doerr, Scott Wooldridge, Jamie Donaldson, Michael Kennedy, Ed Steverson, David, Delaney, and Patricia Patrick, Robert McClelland, and Jim Brandon. Not pictured is Aubrey Wooldridge.



# TECHNICAL

Taking a closer look

## 2.7 engine clinic #1

March 5th, Jim Brandon's Garage



Phil Doty, Robert McClelland, and Bradley Smith examine the 2.7L CIS engine prior to disassembly.

**Text by Jim Brandon  
with photos  
by Ken Partymiller**

**N**ine club members and one visitor met at Jim Brandon's garage on 05 March to begin the disassembly of a 1974 2.7L engine.

Over the next few months we will completely disassemble and then re-assemble the engine as a familiarity and earning

experience.

After re-assembly, we plan to construct an engine test stand and then run the engine to learn more about the various adjustments and settings that affect engine performance.

During this first session the group removed the ignition system, the CIS fuel system, the air cooling system (alternator/fan and shroud), and engine oil cooler.

The exhaust system and heat exchangers had been removed previously but were reviewed by the group for fit and function.

As a practice session, the upper and lower valve covers on the right side were removed and several members tried their hand at setting the .004" (.1mm) valve clearance on #4 intake valve.

Even with the engine removed, this task can be a little

"finneky" and requires some practice to get the correct feel.

During the next session we will review cam timing and then remove the left side cam housing and head assembly.

Attending the first session were Phil Doty, Ken Partymiller, Judd Campbell, Ben Prewitt, Henry Burke (visiting from Louisville), Bradley Smith, Larry Woods, Robert McClelland, David Patrick, and Jim Brandon.



# TECHNICAL

Taking a closer look

## 2.7 engine clinic #1

March 5th, Jim Brandon's Garage



The group reviews the engine with CIS assembly removed as we get ready to remove alternator/fan and shroud.



Engine as a "Long Block" at this point of disassembly



Phil Doty tries his hand at checking valve clearance.

# TECHNICAL

Taking a closer look

## 2.7 engine clinic #1

March 5th, Jim Brandon's Garage



Left: Robert McClelland looks at the locating marks to re-set distributor to proper location.

Below: Group watches cam/valve movement and location of TDC timing marks.





# TECHNICAL

Taking a closer look

## 2.7 engine clinic #2

March 19th, Jim Brandon's Garage

**T**hirteen people gathered at Jim Brandon's garage on March 19th for the second session disassembling for study a 1974 2.7 911 engine with about 150,000 miles.

The second session began with the removal of the upgrade Carrera chain tensioner system recommended for engines prior to 1984. Disassembly continued with removal of the left bank chain tensioner and cam sprocket.

A copy of Wayne Dempsey's book, "How to Rebuild and Modify the Porsche 911 Engines," was used as a reference.

With a dial indicator mounted to the number one intake valve, Jim explained the process of setting cam timing. The cam sprockets offer infinitely adjustable cam timing. All that holds the sprockets in place is the large nut with 100 pounds of torque.

Disassembly continued with removal of the cam carrier and heads as a unit down to the cylinders.

Members then disassembled the rockers, withdrew the left cam and separated the heads as Jim explained the details.

In the next session, members will further disassemble the engine.

Attending were Rolf Modesto, an intern from Brazil with Dr. Spirito; Mike Spirito, Phil Doty, Ken Partymiller, David Patrick, David Hafley, Ben Prewitt, Brad Smith, Larry Woods, Henry Burke, Ken Slone, and Paul Elwyn.



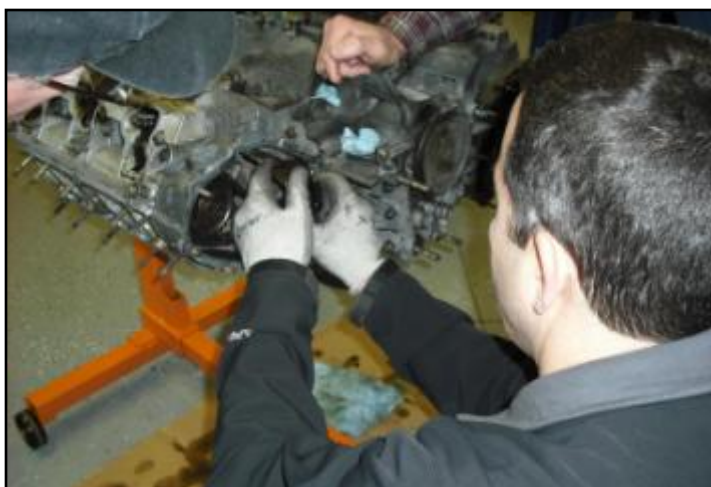


# TECHNICAL

Taking a closer look

## 2.7 engine clinic #2

March 19th, Jim Brandon's Garage



David Patrick removing cam chain idler sprocket.



Dial indicator showing .032" (.8mm) intake valve movement at TDC.



# TECHNICAL

Taking a closer look

## 2.7 engine clinic #2

March 19th, Jim Brandon's Garage

Right: Phil Doty, David Hafley, Rolf Modesto, and Henry Burke observe David Patrick and Mike Spirito removing cam sprocket (below) in preparation for head/cam carrier assembly removal. On re-assembly, heads, cam carrier, cam and rockers will be assembled separately.



Left: David Patrick removes left-bank heads 1, 2, and 3 still bolted to the cam carrier. Also visible in this photo are the aftermarket oil return tubes with o-ring seals, a replacement solution for leaking original one-piece return tubes with accordion seals. Above: Beginning in 1974, the 911 cylinders are Nikasil-coated aluminum without steel sleeves.



# TECHNICAL

Taking a closer look

## 2.7 engine clinic #2

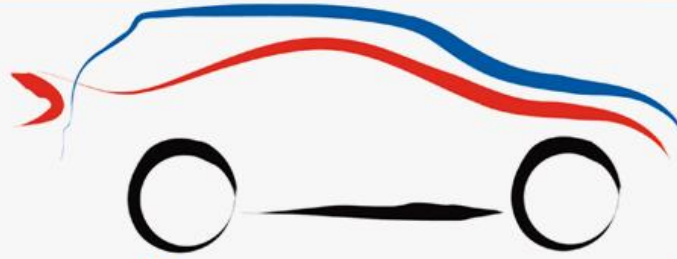
March 19th, Jim Brandon's Garage



Left: Rockers removed, cam withdrawn. This cam at 150,000 miles looks good enough to reinstall. Right: Jim points out the head sealing rings and talks about the piston shape, flame propagation, and head design issues. Prior to the session, Jim disassembled and lightly cleaned some components such as the head chamber.







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## Detroit Tech session: Setting valves, changing 996-997 intermediate shaft and bearing



Richard McClelland at Gilson's Motorsports in Troy, Michigan, site of the Southeast Michigan Region PCA tech session held March 26th. Is the year, perhaps, 1973?

### Photos and Text By Robert McClelland

**O**n Saturday, March 26, 2011, my brother Dick and I attended a tech session sponsored by the Southeast Michigan Region "SEMPCA" (Detroit) of Zone 4 PCA.

The location was at Howard Gilson's "Gilson Motorsports"

in Troy, north of Detroit. The subject was advertised as "Setting the valves on an early 911." But also, as a floater, Howard addressed changing the intermediate shaft and bearing on a 996 and 997. Howard shares his shop space with another Porsche surgeon who restricts his practice to the 356 variety. That area of the shop had a black 356 SC on the lift

that was identified as having a 165 hp engine (on an engine stand nearby and clearly it had been worked over) and having set a track record at one of the local Detroit tracks "that stands today." European offers of \$100,000.

The shop is welcoming and has plenty of space to park not only a car for winter storage (\$150 monthly) but a tired body

for some good conversation before or after a long drive. There are two rows of comfortable chairs facing each other in the back of the shop where at least ten of the approximately fifty (50) attendees took up residence.

A quick count identified nine (9) beautifully restored (or being restored) 356's, one Speedster, and one beautiful, all origi-



Detroit Tech session:

# Setting valves, changing 996-997 intermediate shaft and bearing

By Robert McClelland



Howard Gilson of Gilson's Motorsports in Troy, Michigan, shares a PowerPoint presentation with Southeast Michigan Region PCA members regarding 911 valve adjustment.

Below: The McClelland 1969 911E with wider Fuchs wheels and tires mounted while the original Fuchs are being restored.



nal black 1964 356 "C". Other than the 356 variety, there was a large storage facility, divided by chain link fencing, but open and adjacent to the work area. Lots of classic posters lined the walls joined by a front clip from an early 356. Shelves were stacked with replacement parts for early Porsches. A beautiful original green 1973 911e Targa was in prominent display for all to see. There were several "modern" Porsches as well, including a 996 Turbo and a partially disassembled 997 track car being attended to by its owner throughout the session.

The session was scheduled to begin at 10:00 AM but there was no apparent rush and it started at 11:00. Although the attendance number was large, only about 25 grabbed a folding chair and sat listening to Howard as he used a power point with pictures for the presentation rather than an actual engine. He apologized for not having a "real" engine to work on, but the closest he had was a 964 engine that was not quite ready for the job.

Regardless, there were questions and the presentation was a



Robert McClelland at Gilson's Motorsports in Troy, Michigan.

re-fresher of what Jim Brandon had done for us in late February.

Two things that were brought up that we did not cover at our session were that it would be wise to purchase a small package of extra "reeds" for the valve adjustment tool to replace worn, bent or broken gage metal. According to Howard, the package is not expensive but can make a difference if ours should break during the job.

Second, he advised that the valve cover gasket set he buys,

costing about \$60, comes with new nuts, washers and with a bead of silicone already adhered to the gasket in the proper amount. He pointed out one detail that Dick and I had not heard: Silicone sealant was now being made with RED being for heated parts, BLACK being for oil pressured parts and BLUE being for water/coolant parts.

Howard also had a small tool to turn into the spark plug hole that would make a "whistle" sound as the piston came up on compression so he was sure

Detroit Tech session:

# Setting valves, changing 996-997 intermediate shaft and bearing

By Robert McClelland



which turn the crank was on.

Howard uses a very small torque wrench for re-fits. He uses a short handled screwdriver and goose-necked wrench to adjust the rockers. There is no torque standard for tightening the rocker adjustment nut.

The second part of the program dealing with intermediate shaft bearings was enlightening for me because of the many times I had read the warnings of such problems on early Boxsters and 996's.

One of the points confirmed was that the cars must be driven

to be healthy but that driving a car with intermediate shaft bearing problems would likely disclose the problem early. An early Boxster with as much as 60-70,000 miles was likely to be beyond any worry. But on cars with lower mileage, the concern is real.

The problem is that the seal around the shaft is a "closed" seal which is not designed to allow the engine oil to lubricate it. The seal is closed with a grease product inside that will either leak out or be dried up and not continue to lubricate causing bearing failure which

may lead to the timing chain jumping a cog [ie valve job] or destroying the orifice of the shaft in the engine housing.

There were adequate pictures for all to see the potential.

There is a fix available both from Porsche (that never has acknowledged a problem) including warranty and from LN engineering.

Howard explained that the engine should shut off automatically before damage occurs but that obviously may not be the case.

The question was asked whether it would be advisable to simply have the bearing replaced on any applicable car purchased now before it failed and Howard's reply was "yes" but that when negotiating a purchase of a car that had not been fixed on warranty, it would be wise to negotiate a \$3,000 reduction in price in anticipation.

After about two hours, the session completed and catered lunch brought fried chicken with roasted potatoes and rolls. [Hey Jim, are you listening....?] Because I had to return to Lexington, we left around 1:30. We had driven the 911E, whose wheels went off to California for a re-furbish at Harvey Weidman's place. More on that when they come back.

The experience of going to such a good tech session with a long-established club was enlightening but no more friendly or informative than what our own Jim Brandon does in his garage.

Now, Jim, I think probably pulled pork would be nice....

Robert McClelland

1965 356C

1969 911E

1986.5 928S2

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# Pit Row Sports begins 2011 season at Barber Motorsports Park

By Tom Bailey  
with photography by Kim Shomer



Bob Lovejoy's 996, Bob Schneider's GT3 RS, Brant Nystrom's Cayman S, and Tom Bailey's Boxster S

**S**everal members of the Bluegrass Region PCA and Pit Row Sports made their way to Barber Motorsports Park in Leeds, Alabama to begin the 2011 Driver's Education season.

The Alabama Region PCA did a fantastic job of hosting the event March 5 and 6 at one of the most revered tracks in the country. The weather was

uncooperative as rain washed away most of Saturday and the temperatures were brutally cold on Sunday. But, that did not hamper the spirits of the entourage as a good time was had by all.

Driving at this event were David Ratliff (also instructing), Gary Hackney, Brant Nystrom, Bob Lovejoy, Bob Schneider and Tom Bailey. Coming

along in various other capacities were Bruce, Teresa and Aiden Naude (hauling, hospitality and consulting), Brian Wooldridge, Scott Wooldridge and Shawn Leonard (the mechanics from Foreign Affairs Autowerks) and Kim Shomer (photographer).

We arrived at Barber near dark on Friday, March 4<sup>th</sup>. It was a bit of a unique experi-

ence going through tech inspection in the dark! The next morning is when everything got started. There was the typical drivers meeting where some information and rules were discussed. Then, the recon laps began. This was by far the best manicured track I had ever driven.

The morning sessions were mostly dry, but the afternoon



David Ratliff in the rain in his GT3

# Pit Row Sports begins 2011 season at Barber Motorsports Park



By Tom Bailey  
with photography by Kim Shomer



**Tom Bailey entering the front straight in his Boxster S**

sessions were very soggy. Some of the team members took the opportunity to explore the motorcycle museum on site during the rainy afternoon.

I had never been on the track in the rain before, so I decided to run the wet sessions to see if it would teach me something. My instructor taught me some things to look for on the track in the rain. I must say his advice was good as I never spun and got sideways only once!

The team had a nice dinner and some socializing that night.

The next day found all of the team on the track. Even though it was freezing out, there was some good driving going on,

especially as the track really dried out in the afternoon.

It was my first time being on the track in tires designed for the track. It took me one session to figure it out, but they definitely make a difference. I finally mastered the new set-up enough that my instructor allowed me to drive solo for the final session.

It was a great weekend and the fun had there makes the long drive home bearable!

If you are interested in getting on the track, this is the way to go. Pit Row Sports is on facebook and at [www.pitrowsports.com](http://www.pitrowsports.com).



**Bob Schneider takes on the hairpin in his GT3 RS**



**Shawn Leonard, Brian and Scott Wooldridge of Foreign Affairs Autowerks in pit with Schneider's GT3 RS.**



**The guys at dinner: David Ratliff, Gary Hackney, Tom Bailey, Brant Nystrom, Bruce Naude, Bob Lovejoy, and Bob Schneider.**



**Brant Nystrom and Bob Lovejoy**



## Porsche Sport Driving School

# I have always loved driving a sportscar



Photos and Text  
By Jamie Donaldson

Porsche Sport  
Driving School  
Barber Motorsports Park  
Leeds, Alabama



**I** have always loved driving a sportscar, or at least since I bought my first one in 1962.

Fresh out of high school and preparing for college, I paid the princely sum of \$700 for a used "Bugeye" Sprite. What a joy for a teenage boy, my own ride, and with a 4 speed stick shift! It carried me off to college that fall, and three years later began making many weekend trips between my campus at Transylvania and DePauw University in Greencastle IN, to visit the new love of my life.

Fast forward several years through college, Army draft, marriage, military tours at Ft. Monmouth NJ, Vietnam, Ft. Hood TX, discharge and return home to Lexington. And I was still driving the Bugeye, but when the rust ate away the door frame and hinges, I knew the time had come.

For most of the next 33 years I drove many miles towing a mix of trailers which contained an office, living quarters, and

photo lab, and crew-cab dually trucks were our regular ride.

We retired my photography business in 2003, and soon thereafter I inherited my Dad's Porsche 914, a toy he bought new in 1973. At last, another sportscar for fun and games!

Thus, I began to study the clan of Porsche, an interesting history of automotive lore, and a local PCA club made us welcome at their events.

The 914 was a time capsule, in all original condition, with only 41K miles on the odometer. This novelty coincided with my "rental son's"(nephew) new interest in cars, and we soon were participating in SCCA autocrosses with his Subaru WRX.

This path was much the same as my own in the 60's and 70's, and even included some of the same cast of local characters.

Nephew and his buddies discovered Uncle Jamie had a garage with a big toolbox, and many weekends between events were spent "tuning" cars.

So in 2007 I ordered a new Cayman, a joy toy for me following my wife's death from cancer. The Porsche cars and their people were now welcome support for my lonely times, and my involvement with P-cars led me to renew my interest in performance driving.

As a result, this past winter I enrolled in the Porsche Sport Driving School, from which I have just returned home.

I had driven my Cayman in two SCCA autocrosses, but never fully explored the real performance limits of these special cars. The PSDS is based at Barber Motorsports Park near Leeds, Alabama, and it is the most beautiful racetrack facility that you could ever imagine.

We began with a classroom session on vehicle dynamics and track driving lines, then off to the track for some real driving.

This event includes driving several models of Porsches on skid pad, rapid lane changes

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Jamie in the Boxster S



and braking, autocross challenge, and high speed track laps.

I had reserved a Cayman S as a familiar ride, but also drove a Boxster Spyder and two different 911 Carreras, with 6 speed and PDK transmissions.

Instructors driving Turbo S's led us for many track laps, with individual instruction as well as video recorded laps with both track and driver cameras. They also offered "hot lap" rides with them in their Turbo S's, Panamera Turbo S's, and a rare and nasty GT2 RS! What a great time!!

Driving to the limits and beyond in structured situations really reveals the true natures of these wonderful machines, especially so because we were testing our capabilities with their cars, rather than our own.

The saying about "drive it like it was stolen" comes close to the truth!

I came away from the experience with a healthy new appreciation of the joy and limitations of these fine driving machines. I doubt I will ever track my daily driver, but just having factual knowledge of the possibilities will make me a more educated driver in everyday situations.

I have a new found confidence that these well-designed and assembled machines are truly thoroughbreds, having evolved through a legendary tradition of real world auto-sports, and just sitting in the seat while pulling out of the garage still puts a smile on my face.

Life is good!