

PORSCHE

# Post

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# North Country Update

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One of the cooler aspects of editing the Post is the opportunity to meet members, attend all of our events and go to car shows to see what is going on in the region. At our Pepe Supercar night back in May, I had the good fortune to meet Richard Schickman, a Metro member from Westchester and the mastermind of the RSR Project. Richard brought one of his recent completed projects to Pepe to compete against the GT2 and GT3's in the showroom.

The RSR Project is an ambitious program to upgrade fading "G body" Porsche's and to bring them back with the soul, looks and performance of an RSR. One of his examples was on display in front of Pepe and we agreed to meet sometime soon so we could examine one of these up close.

So in mid-August, I drove to Sloan Cars in Fairfield, Connecticut to meet Richard with the "yellow one" (photo on page 44) which was ready for sale. The RSR Project is a program to pay homage to the beauty and engineering of one of the most performance oriented air-cooled Porsches, and this was the case today. First, as the passenger, I was impressed by how light and tight this car was, the acceleration was strong and the torque curve seemed to go to redline. The cars are meticulously de-

signed to specs that are a tribute to the RSRs of the 80s. Most of the work is done by local vendors and the cars are built with some unique features like fold out rear windows, no radio, no glove box, door pulls, and manual windows.

The trip around Fairfield can only be described as stomach churning. I got behind the wheel and was impressed by the level of precision in this car (as opposed to my 32 year old Carrera), this 3.2L was bored out to 3.4, and with the racing exhaust, was pushing (claimed) horsepower in the mid 200's which is quite impressive for a car weighing about 2500 lbs. The look and stance of these cars is eye-catching. There is no bad angle to stare at these cars and I must admit it was a treat to see these cars come together.

Richard has sold 7 of his RSRs, with three on the block and a handful more in production. (check out the photos on page 18, his "showroom" at Lime Rock over the Labor Day weekend). Richard is reachable through the Contact Us section of his website and his cars speak for themselves. A blast to own and drive for the price of a new Turbo. Metro is fortunate to have such a dedicated Porsche-o-phile in its ranks.

Visit [www.thersrproject.com](http://www.thersrproject.com).

I am reminding you to register for both the Grand Marques event at Old Westbury Gardens on September 23rd and Driven to America / Tribute to Max Hoffman on October 14th. I will see you there!





***(Track Ramblings, Continued from page 16)***

You may remember the 'likely' from a few paragraphs above. I said that "you may have noticed instances on the track where you enter a corner at a high speed and know you have aimed properly for the apex but your eyes are telling you that your actual course will make you miss the apex. The reason for this is the slip angle. You can likely get the car to hit the apex by dialing in more steering angle." Depending on your speed and if you are on the increasing grip part of the grip curve you can hit the apex by turning more, but if you have passed the peak grip part of the grip curve due to your speed, turning more will simply make your car understeer more and you are likely to go off the track at corner exit. In that case you need to slow the car down to get back some grip. Lesson the throttle a bit, which will have two beneficial effects: First, it will cause weight transfer to the front, giving more grip; Second, it will slow the car which will also give more grip.

The tires you are using and the air pressure you inflate them to are also important elements in the slip angle and understeer/oversteer equation, as are the sway bar construction and settings. There is much you can read and learn about these subjects.

Happy Motoring!

I'll see you at the track. You can always contact me at [fhp911@gmail.com](mailto:fhp911@gmail.com)



**The RSR Project cars by Metro member Richard Schickman at Lime Rock**





