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Racing and Porsches

By David Muckerman, P.E., DEE
Instructor – *Civil Engineering
Entrepreneurship and Design*
Developer - *Unit Processes in Water Treatment*
Co-Developer - *Fundamentals of Environmental and Water Resources Engineering*



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THINGS TO DO

TOYOTA

LAP OF AMERICA

TEXACO Havoline

YOUR LAST GREAT ADVENTURE

One Lap of America 1990

8000 Miles

Nine Epic Days

April 14-22, 1990

Start and finish at Long Beach, California

- ★ Sears Point
- ★ Watkins Glen
- ★ Chimney Rock, N.C.
- ★ Road Atlantic
- ★ Houston Raceway Park
- ★ Pikes Peak
- ★ Toyota Grand Prix at Long Beach

Eligible Vehicles:
Passenger cars, vans and light trucks licensed, inspected and insured for use on American highways.

Special awards for street rods, roadsters and classics.

Sanctioned by IMSA
For rules and entries contact

Cannonball Enterprises, Inc.
P.O. Box 241
Wyoming, New York, 14591
800-255-1817
716-495-6200
FAX 716-495-6286

AUTOWEEK FEBRUARY 26, 1990

I love automobiles and especially automobile racing. It has been 16 years since I last drove in a competitive race. Back in 1990 when I saw an ad in Autoweek magazine, I thought ... wow wouldn't that be fun to do One Lap of America ... especially since it was organized by Brock Yates of Cannonball Run fame. I asked one of my good friends to be my co-driver and we entered the race with my daily commute car – a 1987 Porsche.

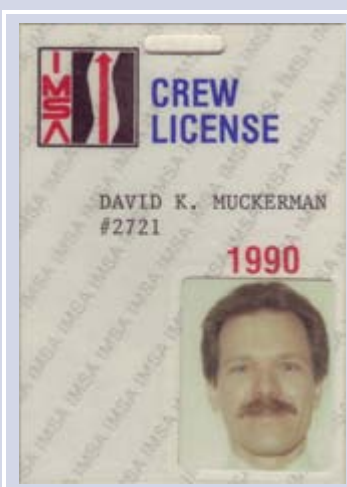
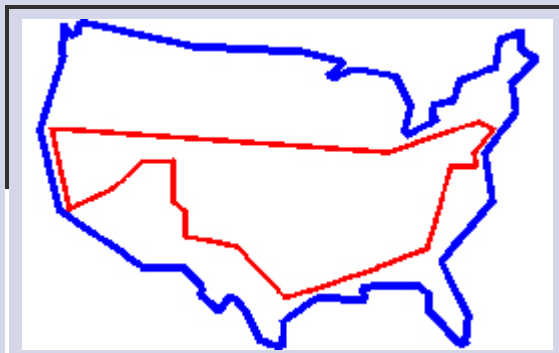
At the time I worked for Roy F. Weston, Inc and their June 1990 *Design Pipeline* newsletter described the start of the race as "On April 14th, 1990 David Muckerman and Thomas Dukes, of Weston's Woodland Hills office, began the race of their lives! Full of adrenaline, motivated by the thrill of competition and the challenge to do something that sane people would not do, they were undertaking the experience of a lifetime; the last great automotive adventure: 8,000 miles in nine days. Coast-to-coast and back again, nonstop with race tracks, hill climbs, and road rallies tossed in, In a Porsche on real roads, the longest toughest automotive marathon competition in the world."

Since we were the only Porsche in the race and a privateer, we received a lot of attention from the ESPN crew and local TV stations covering the race. Three of my short interviews aired on ESPN that week, so I've used up my 15 minutes of fame.

The race began in Long Beach, California with 34 cars starting in 1 minute intervals. From Long Beach we traveled north to race at the Sears Point Raceway (now called Infineon Raceway) where the Porsche liked running fast with real racing fuel. After racing, we started a road rally in Sonoma, California. The trip cross county had timed stops in Salt Lake City, Cheyenne, Lincoln, and Davenport before we arrived at Indianapolis Raceway Park for the first of the week's two drag racing events. The next race at full speed was at Pocono Raceway. This was the first track that I had ever driven with banked corners (up to 14 degrees in turn 1). The experience took my breath away. Normally when you travel

fast through a corner your body wants to shift away from the direction you are turning, but in a high banked corner you are primarily pushed down into the seat. With Yokohama racing tires the car stuck to the track and I could lap without lifting.

After Pocono, we should have traveled on to a media event in New York City, but I stopped for what I thought would be a quick "pit stop" for an oil change at Paul Miller Porsche. The stop began as an ego boosting adventure. Everyone in the dealership from the office staff to the mechanics came out gathered around me and wanted to hear my stories about the race. Only about 10 minutes before I arrived they had seen me on ESPN where I had stated my Porsche was incredible and that it allowed me to keep up with the professional drivers. My elation did not last long; while one of the mechanics was going over my car he found oil in the water system. Just like the space shuttle Challenger, an o-ring failure looked to ruin my week. The manager said he would do what he could and called Germany . Porsche authorized the repairs even though my car was well beyond the end of the warrantee period. The whole Paul Miller shop stopped what they were doing and focused on my car by tearing down the engine and installing new bearings. I missed most of the half-way banquet in Newark, but arrived to tell my story to Brock Yates and the rest of the race teams.



From Newark we traveled south to a media event in Washington, D.C. then began another road rally in Uniontown. After the rally we all met at 5 AM in Marion, North Carolina before beginning a hill climb rally at Chimney Rock. This was one of the busiest days of the week. We also raced at Road Atlanta and Atlanta Motor Speedway that day. At the time I did not think I would ever get a chance to race again at Atlanta Motor Speedway but two years ago I raced in a NASCAR Pontiac as part of the Richard Petty Driving Experience at over 138 mph. Back in 1990 I went faster at over 141 in my street legal Porsche.

From Atlanta we traveled to Talladega then to another drag race at Houston International Raceway and while in Houston we also stopped for another children's cancer media event at M.D. Anderson hospital. Next was a hill climb at Pike's Peak in the snow then we were off to Las Vegas to race where I finally let my co-driver, Thomas, drive at speed on a racetrack. We then finished our "One Lap of America" back in Long Beach. This was the exciting conclusion since we got to take 5 laps of the Long Beach road race course as the final warm up for the crowd before the Indy Cars took over for their event.

Thomas and I agreed before the race we wanted to be like Rocky Balboa and we set our goal to go the distance and finish what we started. With help we did just that, we went the distance and finished the race which is not bad for big league racing on a shoe string budget. I do need to thank my two corporate sponsors; Texaco for gasoline and oil and Yokohama for racing tires. Of course I would never have been able to finish the race without the assistance of Paul Miller Porsche and Dr. Ing. h.c. F. Porsche AG.

Since then I have owned two other Porsches with my favorite being my current 1999 Porsche Boxster. It is a recent purchase and so far I have paid for it from my Norwich development and teaching assignments. As you can see I am proud of being an instructor and associated with Norwich University.

