

MID-OHIO REGION PORSCHE CLUB OF AMERICA



Die ffene Strasse

Driving Season Begins At MID-OHIO

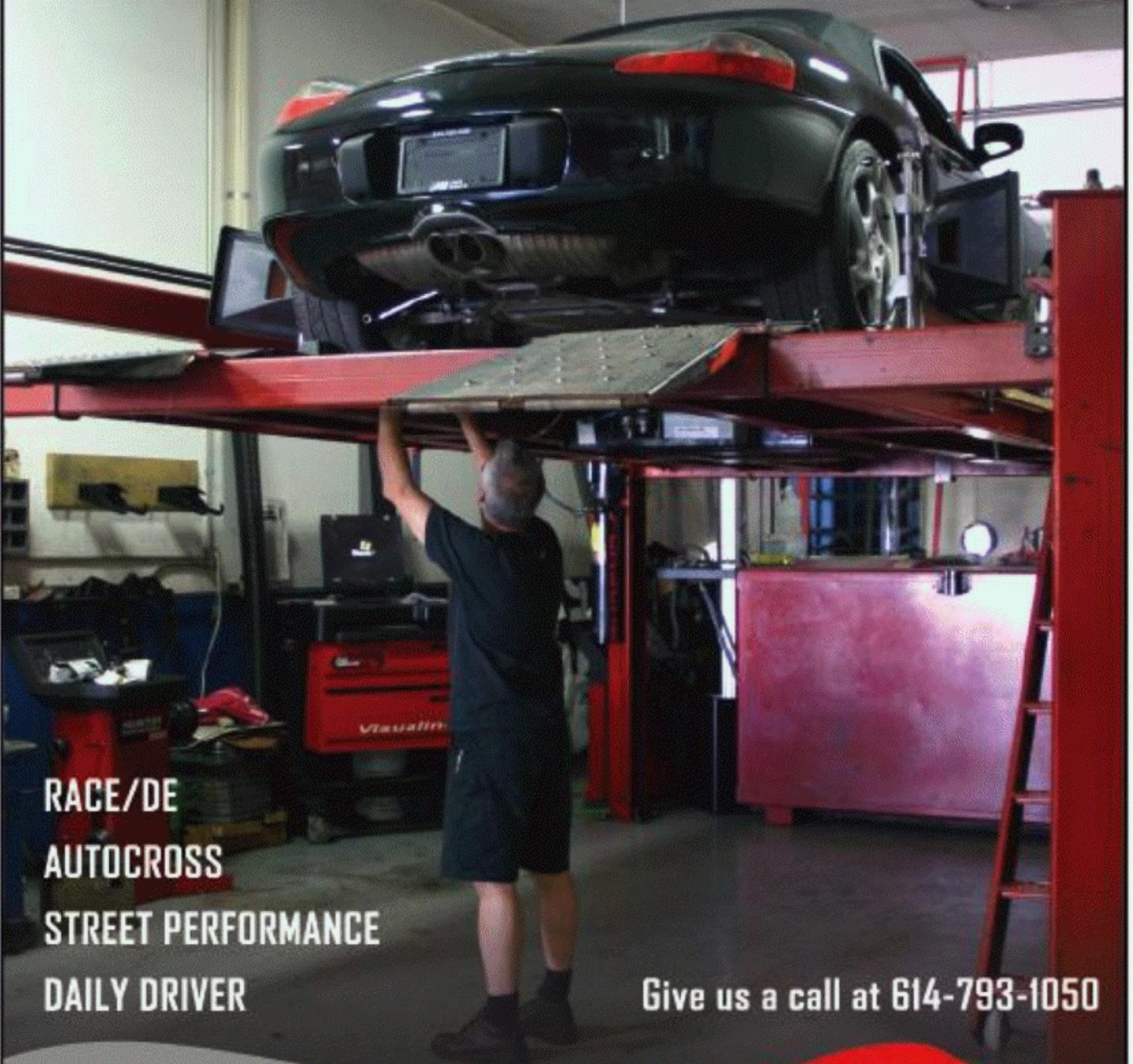
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Die Offene Strasse

(The Open Road)

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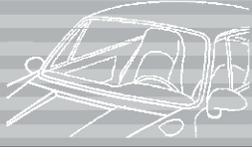
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DER PASSAGIERSITZ

PATRICE HENNESSY
NEWSLETTER EDITOR



I've been writing a monthly column since becoming editor in 2015. While perusing the archived issues of DOS, I've come to the conclusion that my column is a tad, shall we say, longish compared to previous editorials. I might hold the record. Well, what can I say, my teachers always told my parents I was a talker. I preferred the term 'social butterfly'. This month I am limited due to space and I'm having a hard time keeping it short and sweet. Of all the columns I've written, I've gotten the most feedback/comments about the shakeup regarding Top Gear so I thought I'd get everyone caught up on our favorite TV show.

After two delays, Top Gear is scheduled to return to BBC America on May 29. Chris Evans (no, not the guy who plays Captain America. This chap is a 'ginger'.) and Matt LeBlanc (yes, Joey from Friends, how YOU doing) will be the main hosts on the revamped Top Gear, with five other presenters filming segments. They have 16 episodes in the can, which will be spread over two series.



Immediately following each Top Gear segment, will be a half-hour spin-off show called Extra Gear. Host Rory Reid will offer behind the scenes footage, interviews and inner workings of the production crew.

According to the promo, that while the faces have changed, the basic premise of the show remains the same. The hosts are seen driving a range of very different cars in exotic locations with somewhat comic results. The show promises fewer controversies, as in there will be no more comments about lorry drivers or caravans. The track at Dunsfold,

in Surrey, which is home to the Star in the Reasonably Priced Car segment of the show, is expected to be even bigger. The Stig will be back. Plus, Matt LeBlanc is a big fan of Porsches, and we know that Jeremy Clarkson was not. Sounds good to me so far.

Not so fast! There have been a multitude of setbacks along the way. The show's executive producer left after five months, and was followed out the door by the script editor (Jeremy Clarkson wrote all the scripts previously). The newly hired production team didn't know anything about cars and had to ask the writers from Top Gear magazine for ideas. Some of the initial segments filmed were so bad that the footage had to be reshot, hence the long delay for the show's premier. It is said that Chris Evans has trouble talking and driving at the same time and that he and Matt LeBlanc are not on the best of terms, which is british slang for 'can't stand each other'. Add to that, footage circulating around the internet of Chris Evans being carsick after a high speed jaunt on mountain terrain and you have to wonder if Top Gear will be worth the wait.

Meanwhile, Jeremy, the hamster and Captain Slow are busy preparing their big budget (reported to be ten times that of Top Gear's) show for Amazon Prime, which will premier in September. The show will be called The Grand Tour. James May wasn't keen on the name and wanted to call it 'Nigel' or 'Roger'. They have been contracted for 3 series of 12 episodes each. Each episode will be shot in a different location around the world. The live studio audience will be housed in a giant tent. There will be no Star in the Reasonably Priced Car or Stig (trademarked by Top Gear) but the show has trademarked 'Speedbird', a name that might be featured in some capacity on the show. The trio will have free rein to do what they want. I can just imagine what that might entail. I don't know about you but I think I will be buying Amazon Prime in the near future.

Patrice

MORPCA Car Corral Set for the

Vintage
GRAND PRIX
of Mid-Ohio

Bill Slone
Concours Chair

A Porsche Car Corral for the Mid-Ohio Region has again been reserved for the Vintage Grand Prix of Mid-Ohio, June 24 - 26, 2016 at the Mid-Ohio Sports Car Course. Come display your car and watch vintage Porsches take on Corvettes, MGs (this year's featured marque), Austin-Healeys, Jaguars, Triumphs, and Alfa Romeos.

Besides regular general admission, Mid-Ohio will again offer a special hospitality package for car club members. The hospitality ticket includes a Weekend General Admission Ticket, access to a VIP hospitality area for both Saturday and/or Sunday, which takes place on the Mid-Ohio Deck, and a lap of the track. Visit www.midohio.com for additional details and to purchase tickets.

Sunday will feature a Concours D'Elegance, & is open to all marques. In past years, the Mid-Ohio Region has been well represented. Come spend the weekend and have fun!

Bill

See you there!

VINTAGE GRAND PRIX
JUNE 26-28, 2015

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- 1st, 2nd and 3rd Place Awards for Classic and Contemporary Marques
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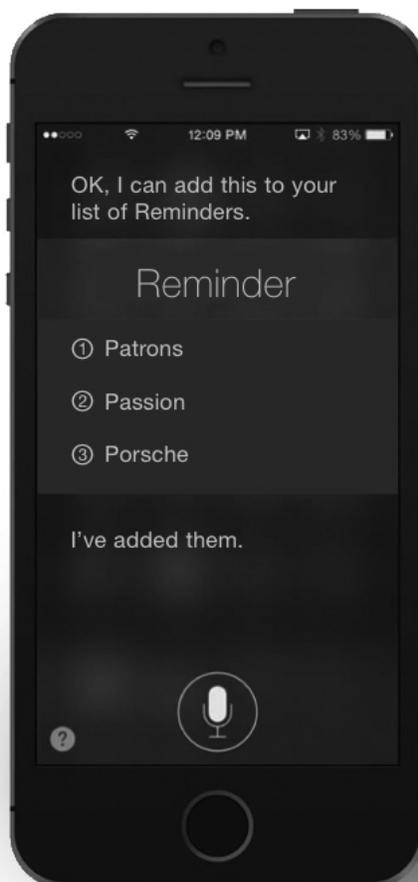
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THE SPIN

BY
BETSY MACDONELL
PRESIDENT



The most anticipated combined Club Race and HPDE weekend has been deemed a total success! All of the participants—both Club Racers and those with Drivers Education—were happy they came to drive at our fun weekend event. The combined schedule worked out to be optimum for the racers to pack up early on Sunday and start their tow home, allowing the DE participants to drive till their wheels almost came off for the rest of the day. While the weather at Mid Ohio did not cooperate on Saturday with cold temperatures and rain, or on Sunday with snow and wind, the event organizers and volunteers persevered these conditions and made the challenging weather seem like mere background chatter! There were many puzzles to solve before and during those three days at the track, and in the end everything worked out. It was truly amazing to watch all the various parts



of this monumental effort come together. To commemorate this awesome event, I took a picture of the overflowing paddock from the top of the tower. I look forward to sharing it!

A big thanks goes out to Kevin Hennessy, Mike Stoner and Bob Curley for stepping up to the plate in the organizational and onsite execution of the event. Many

Looking very official, Ryan Heidenreich tries to stay warm ... but layers weren't enough.

others had critical roles, including Dave Stetson as Registrar, Jeff West as Chief Driving Instructor, and Bill Stevens as Chief Flagging Officer for the Club. Several members that helped out during those three long days, including Ron Carr, Jim Rybak, Todd Baumann, Alan Shultz, Bill Slone, Patrice Hennessy, Don Schmidt, and Greg Adams, were vital to the event's success. Many other members contributed as well (too numerous to list, and you know who you are), and I hope everyone picked up an orange volunteer shirt as a token of appreciation. Thank you all for your volunteer time and talents.

The totally casual Third Thursday gatherings are gearing up with the next one taking place at the Hillmann Estate at Hoover Reservoir on May 19. Gerhard has a German food truck lined up, and the weather looks to be wonderful! Be sure to wear your name tag at these events to facilitate easy conversations with other members. If you need a permanent tag, please make a paper one and give it to Gerhard or me at the end of the evening and we will get one made for you. Just remember to go to the next event and pick it up!

Time is closing in on more big MOR events, namely our two-day DE at Putnam Park in Indiana on July 9-10 and the P20 car show in Granville on July 29-30. Be sure to tell your friends and neighbors about these two fun but very different events! This summer is shaping up to be another blast with activities centered on our cars and on our friends that like Porsches too.

Hope to see you at an event soon!

Betsy





Over the years I've learned that driving a Porsche can be pretty frustrating at times. I'm talking about how other drivers interact with you on the road. While most drivers simply pay no attention at all and some actually wave or give the thumbs-up there are still others who, for whatever reason simply don't like Porsche drivers. Now I could understand this if I drove like an idiot at high rates of speed or if I was weaving in and out of traffic without using turn signals like you see some do. But I don't. I actually try to be as conscientious as I can while driving and while I have been known to occasionally exceed the posted speed limit, I do my best to avoid situations that may anger other drivers into doing something stupid.

A Porsche is somewhat of a high-profile vehicle. You can't just hide in the crowd. That is part of the appeal to some but personally I prefer the car for its many other attributes - I like to think that I'm more of a driver than a polisher. I try to drive "under the radar" but these cars can really bring out the crazies and the haters. I can't tell you the numbers of times I have had cars come up beside me at a red light and start revving their engine or pull alongside on the highway and blip the throttle trying to coax me into a race. Despite an overwhelming urge to downshift and drop the hammer, I focus my energy on ignoring them and going on about my business. There was a time when I would take any and every challenge that came my way. Looking back, it's amazing that I lived this long. I guess I am just getting old and things like risk/reward ratios begin to enter my thought process - and that is a good thing.

Common courtesy is another thing I don't seem get a lot of when in the P-Car. I really hate tail-gaters but I've come to expect that regardless of my speed and inability to get over, someone will find a reason to draft me like Dale Jr. at Talladega. I've also learned not to expect cars to move out of the high speed lane when I come up behind them or that semi-trucks will wait until I am practically alongside their car-crushing rear wheels to decide to change into my lane. And forget about leaving a safe distance between you and the car in front. It is a good thing that Porsches come with excellent brakes.

Recently, while traveling up I-71 in our 911, the familiar silhouette of a car with a light bar on the roof appeared in the rear view mirror. We were on the last leg of a four-day road trip with visits to the Tail of the Dragon and the Porsche Experience Center (both are awesome road-trip destinations by the way). My son Connor was at the wheel. We had been casually cruising along with traffic for quite a few miles, so we didn't give it much thought. I told Connor to slide over to the right

lane to let him by but instead he slid in behind us. If you are like me, there is an odd feeling you get in your gut when this happens. Is the cop there by coincidence or has he taken interest in us for some reason? That question was answered when he turned on the red and blue flashing lights. As Connor found a safe place to pull off, we discussed the situation and couldn't think of anything we did that would get us pulled over - except that we were driving a Porsche.

Connor quickly fished out his driver's license and I grabbed the registration and insurance card. The Trooper approached the car on my side, took the documents and asked us if we knew why he pulled us over. In unison, we answered, "No sir." Apparently, someone had called us in for reckless driving and almost running them off the road. Connor and I both looked at each other with surprised expressions and said, "What? No way!" The trooper went on to say the he had been watching us for several miles (several miles?) and didn't see us doing anything wrong. Then he told us to sit tight and left with our papers.



While the State Trooper checked the most recent online wanted posters for our likenesses, what happened dawned on us. About 30-40 miles back, a lady in a newer non-descript sedan came up behind us in the fast lane and tried her best to melt the paint off of our rear bumper with her headlights. Typically I would just pull over and let the tailgating moron pass, but we discussed it and since there was a lot of traffic in the left lane, we decided to just stay where we were until the traffic thinned. Connor flashed the brake lights at her a couple times, but that just seemed to make her try harder so he just held his line and his speed - keeping with the flow of traffic. Eventually the highway expanded to three lanes so she jumped into the open left lane and sped by. Then just as she passed, she swerved over into our lane and slammed on the brakes. Fortunately, Connor was on the ball and deftly slid to the right, missing her by inches. She then sped off again - passing a semi-truck on the right berm in the process. That was a "Holy Crap!" moment for both of us and we talked about what we could have done differently. Eventually we chalked it up to another idiot behind the wheel and to just stay away from them whenever possible.

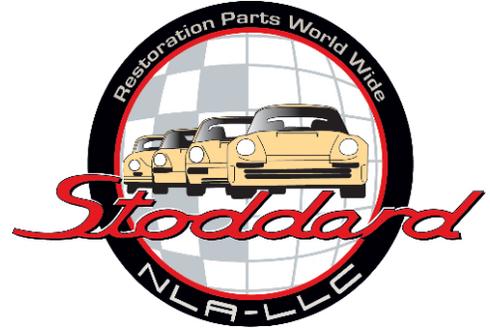
When the State trooper returned, we told him about this incident and sure enough, she was the one who called us in. He simply shook his head and said, "There are a lot of crazy people out there." Then he handed me back the documents (no ticket) and walked back to his car leaving us free to go on our way.

The message I'm trying to relay is to please watch yourself out there. Lately the roads seem to be full of people intent on ruining your day - or worse. This can be especially true if you are driving a Porsche. For some, this alone is enough of a reason to mess with you. Regardless of the car you are in, keep your eyes up and distractions to a minimum. We can't control what other drivers do, but we can learn how to spot potential hazards and avoid them.

When I was a kid, a local traffic reporter always signed-off with the same phrase: "Drive to arrive alive." That is some good advice.



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For The Record

Board Meeting Minutes

Bob Balchick
MORPCA Secretary

May 2, 2016

Meeting called to order by Chip Henderson, Vice-President-6:33pm.

Members Present:

Betsy MacDonell*, Chip Henderson*, Robert Balchick*, Dave Hayden*, Gerhard Hillmann*, Bill Slone*, Patrice Hennessy*, John Peacock*, Mike Stoner*, Sheila Henderson*, Ron Carr, Kevin Hennessy, Bill Stevens, Mike Root.

* Voting Members

The minutes of the April 4, 2016 meeting were approved.

President's Report/Correspondence by Betsy MacDonell

Betsy discussed the Red Brick Reunion in Oxford, Ohio on August 13.

Treasurer's Report by Dave Hayden

The current Vanguard Money Market Account balance is \$46,055. The current Huntington checking account balance is \$84,105, and this represents a year over year change of \$25,622. Kevin Hennessy and Dave Hayden are working on the 2015 Form 990 tax submission.

Standing Committee Reports:

Advertising by Karen England, Chairperson

No Report

Website by Todd Baumann, Chairperson

No report

Newsletter by Patrice Hennessy, Editor

The newsletter is now in color; one cancelled sponsor was discussed.

Social Activities by Gerhard Hillmann, Chairperson

Gerhard reported a great turnout for the Montgomery Inn Third Thursday in April, there has been a lot of interest in the Kentucky Bourbon tour and he has scheduled two dates to accommodate all the participants- the weekends of June 3 and July 22, Betsy MacDonell is working on the liquor permit and other details for the 50th Anniversary at The Ohio State University Airport on September 25.

Concours/P20® by Bill Slone, Chairperson

Registration is at a pace similar to last year, a food truck and craft beer service will be set up at the Denison Town House for the Friday night event on July 29 and Betsy MacDonell is working on the liquor permit, this is where registration is also being held.

Driving Events by Chip Henderson & John Peacock, Chairpersons

Club Race has 74 racers and 30 volunteers, planning is going well for the event which is in 2 weeks; Putnam Park on July 9 has 28 registered drivers and Gerhard Hillmann is working with the Central Indiana Region to partner with them for this event; Indianapolis Motor Speedway on August 19 is almost sold out, food and complimentary services are

being planned and a meeting with the Speedway will occur after May; the first Autocross event will be May 22 at Circleville Raceway Park. Head and Neck Support devices (HANS) were discussed, they are not yet a requirement for driver's education events but may be in the future.

Technical by Jeff Brubaker, Chairperson

Betsy MacDonell reminded everyone of the Honda NSX launch June 11.

Philanthropy by Mike Stoner, Chairperson

No Report

Membership by Sheila Henderson, Chairperson

This month there were 7 new members for a total of 955.

New Business by Chip Henderson

Ron Carr received the wristbands for the volunteers and attendees for events this year.

The meeting was adjourned- 8:40 pm



<https://www.facebook.com/porsche/photos/>

2016 Arthritis Foundation Cruise-In & Classic Auto Show

July 7, 8, & 9, 2016

Mike Buccicone

This is one of central Ohio's premier car-related events – attracting more than twelve hundred display vehicles each year. The unique Dublin setting is perfect for a car show – with Porsche having Saturday's prime parking area in the grass, under the trees by the pond. This year's Porsche class will include the show within a show people's choice awards and for the first time in many years, full judging by National PCA Judges.

On Saturday, July 9th, the main event, you'll have a full day at the exciting Classic Auto Show, with 55 judged classes of automobiles on display.

Saturday morning the gates open from 7:30 a.m. The Porsche classes this year includes 5 classes of People's Choice judging



and will take place from 10 am to 1:00 pm. There will also be 4 classes of concours judged cars with awards presented from the stage at 5 pm. As in the past, you can opt to display your Porsche without being judged.

The 1st Place winner and the Award of Excellence winners from each of the 5 classes of people's choice will be announced and receive their awards at the Porsche display area by 3:00 p.m. The Best of Show Porsche award and other judged concours classes will be announced from the main stage at 5 pm. A very special heartfelt thank you goes to Chip Vance (MORPCA Member) of Auto Assets who has generously stepped up to sponsor all of the Porsche class awards again this year.

We invite all of our Porsche drivers, including those not actively participating in the show, to come out to the Dublin Metro Center to enjoy plenty of lawn parking in the shade, great eats and the wonderful fellowship that is always the hallmark of the Arthritis Foundation's Classic Auto Show & Cruise-In.

Also, as part of the show weekend, on Thursday July 7th, the 5th Annual Rolling Legends Tour to Washington Courthouse will depart at 10am from the Dublin Crowne Plaza. This year's tour will wind its way through some of Ohio's most scenic highways and byways to SugarCreek Brandworthy-Food Solutions. Registration includes touring, exclusive access to view a private collection cars and a catered lunch for two.

Plan also to attend the Friday, July 8th Cruise-In, which has become the largest event of its kind in Ohio. More than 1,200 street rods, muscle cars, vintage cars, European exotics and other cruisers from the 1900s to the present will make their appearance. Beautiful 6-foot-high trophies will be awarded to the Top 100 Cruise-In cars. A huge variety of terrific food will be available at the concession stands, so plan to come early and spend the entire day with your family and friends.

Contact Mike Buccicone at buccicon@gmail.com for further information. Online registration is open at www.arthritisautoshow.com.



2015 Show Winners

Mac McGregor 1984 911 Best of Show 2015 (Judged)

People's Choice

Keith McMillan	1986 930 Turbo	MORPCA Member
Steve Springer	1972 911	
Jim Sander	2001 911 Turbo	MORPCA Member
Doug Braden	1982 928	

Judged

Jeff Kinnell	2012 Boxster	MORPCA Member
Joe Igel	2015 Cayman GTS	MORPCA Member
Rob & Brenda Ellis	1958 Convertible D	MORPCA Member
Trey & Jennifer Whaley	1982 911 SC	MORPCA Member
Mike Buccicone	1988 928 S4	

Back by
Popular
Demand

Third
Thursday

Montgomery
Inn



Michael Angelo, Dave Wells, Mike Herboltzheimer



Dave Stetson and Bill Campbell



Ryan Heidenreich, Dean Cooper, Brian Peterson, Gerhard Hillmann



Jose Isern, Bruce Schwartz, Hal Grossglass, Bill Slone



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Chip Henderson, Bill Stevens, Kevin Hennessy



Betsy MacDonell, Bruce Schwartz, Gerhard Hillmann

**April 21, 2016
6:30 PM**



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Get to know A Porscheophile "Star" & Their (un)Reasonably Priced Cars

Steve & Martha Southard

What type of Porsche do you park in your garage?

Several 914-6's, Blue, Tangerine & TBD, 72 911S Yellow, 14 Cayman S Sapphire Blue

When did you join and what was your first club event?

1970 and who remembers back that far

What was your first Porsche and what could be your next Porsche?

1970 914-4 bought new. I can say that over the years I have owned every model of Porsche from a 356 to a 962. Too many to remember all the cars

What was your?

Driver's License test car: Jeep Wagoneer with 3 in the tree. Passed the test first time.

First Car: My first car was a 59 MGA...and I still have it. Restored to better than when I had it in high school

What Porsche would you possess "if you win the lottery?"

I probably wouldn't go buy another Porsche. Not to say that they aren't nice but in my opinion I have already owned the pinnacle of what Porsche has offered over the years

What is your favorite car movie, car song, racing series, or other car related thing?

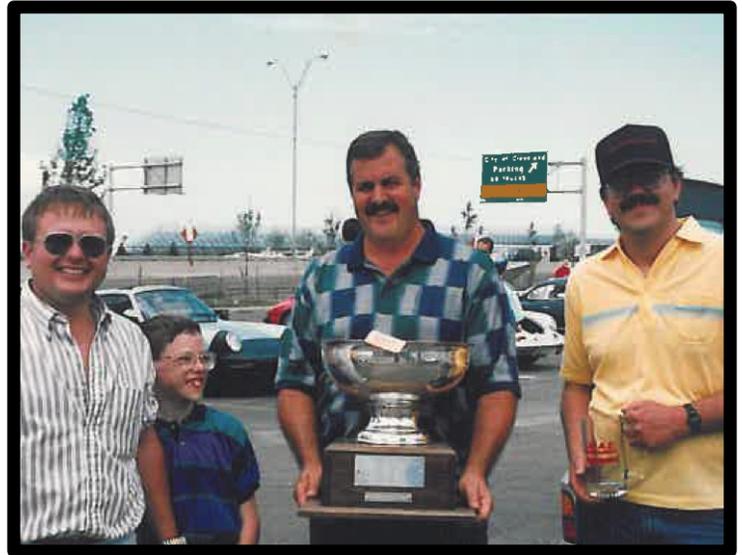
James Garner in Gran Prix or maybe Steve McQueen in Le Mans

What Club activities do you take part in?

We aren't active in the club anymore. Too many other things going on. I have held just about every office in MORPCA, was a Zone Rep and Chaired the 1993 Parade in Cincinnati

What was the best car event you have been to & one you still want to go to?

Probably the best feeling in a car was taking the checkered flag at the 24 Hours of Daytona in a car that I owned and drove. That's a really small club to belong to if you think about it. We are going to the F1 race this



MowerCross event, which were held at Steve's parents home



Steve in his "lucky" plaid pants at the track in April 79

Full disclosure, I also had a pair of plaid pants in the 70's-Ed

May in Monte Carlo, something that has been on the bucket list since I was kid.

What other interest do you have outside of MORPCA?

We are retired (mostly), winter in Florida and play golf. We also travel quite bit.

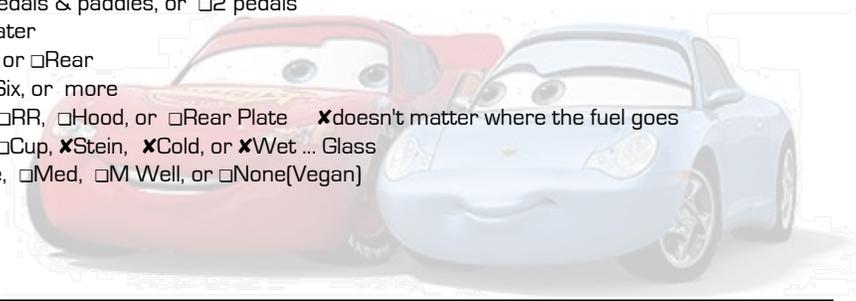
What would you like the club to be known for?

Social & friendships... That's what it's all about. We have friends from all over the world, all through Porsche's.



• Lightning McQueen round:

- How you pronounce Porsche? "Porsh", "Porsha", "Porch", or "VeeDub"
- Prefer your Top: Hard, Targa, or Convertible
- Prefer your Go: RWD, FWD, AWD, 4WD
- Prefer your Control: 3 pedals, 2 pedals & paddles, or 2 pedals
- Prefer your Cooling: Air (oil) or Water
- Prefer your Gears: Front, Middle, or Rear
- Prefer your Gears: Four, Five, Six, or more
- Prefer your Fuel Door: LF, RF, LR, RR, Hood, or Rear Plate doesn't matter where the fuel goes
- Prefer your Beverage: Can, Bottle, Cup, Stein, Cold, or Wet ... Glass
- Prefer your Steak: Rare, M Rare, Med, M Well, or None(Vegan)



January 1975

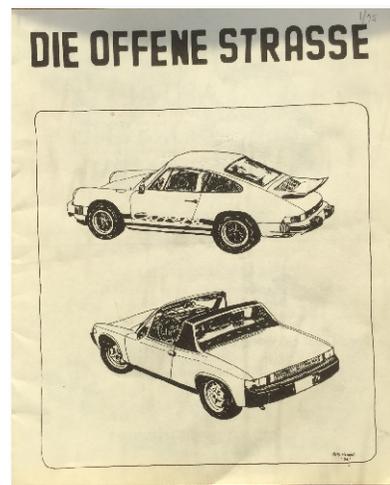
The picture on the cover of DOS, drawn by Mike Kendall, was so well received that it was used for the cover page every month in 1975. Mike drew the images from an advertising brochure by Capital Auto. Emmy Dunkle was the editor in 1975 and Mike handled the typesetting and layout for the newsletter. The featured article was the Christmas party held at MIDVO, which was themed "Midnight at the Oasis".

April 1975

In the editorial, Emmy Dunkle shared a recipe for "Swampwater" but assured the guys that she wouldn't be turning DOS into Ladies Home Journal. Steve Southard had his first outing in his IMSA 911 at PBIR (Palm Beach International Raceway) and came in 3rd. There was a protest with the 2nd place car as it was 25 lbs. under weight. Before the race, Steve had discovered that he needed to add about 150 lbs. to his car so among other things, he put a 14lb. block of lead in the glove box and riveted it shut. Worked like a charm!

August 1975

Mike Kendall was on his honeymoon as was unable to do the typesetting for this month. Emily Pickering wrote an article regarding the July swim party at Little Turtle. Peter Dunkle managed to stay out of the pool although he had several "offers", appropriate attire or not.



Shark Migration Home

Greg Adams
The Guy on the Grid

In my last article, I explained how I came to be sitting in the driver's seat of a Porsche 928 getting ready to pull out of the dealer's lot. I was starting my trip home to Ohio in my Porsche 928. I had a good friend Nick driving my wife's Jetta behind me. I set out into heavy traffic in an unfamiliar car with a bad clutch and a slight incline onto the road. I left a patch that would make John Force proud then maneuvered the car back into my lane, looked up, saw a red light and slammed on my brakes. That was the first time that Nick almost rear-ended my newly acquired 928. I discovered the stories were true, Porsche brakes are amazing, and after the dust settled I sheepishly drove the remaining 100 feet to the red light.

Things went well until we hit Cleveland, Ohio and it started to pour. It was raining so hard that I swear I saw Noah and his ark going eastbound. Visibility was down so low that I could just see the cool headlights on the front of my car. This is when I learned it had been awhile since the windshield wipers had been changed. I turned them on and watched as the rubber blades disintegrated before my eyes, resulting in a very disgusting metal scraping noise. I darted across four lanes of traffic to the nearest exit, resulting in a wave from Nick, which I like to interpret as him telling me I was number one.

Anyway, barely able to see, I got off the first exit and immediately spotted an auto parts store. In a way, I was disappointed that my new exotic car used off the shelf windshield wipers, but at this point I was just happy to find something to help me get the car home in one piece. Armed with the new blades, we set off again. It was still raining hard as we pulled back onto the freeway, but now I could see all the way past the cool headlights.

We rounded a curve just North of Cleveland and I slammed on my

brakes as directly in front of me, traffic had come to an almost standstill. Nick about got me again and I could not help thanking the car Gods that he is such a great driver. In this patch of freeway, the water was covering the road. From my vantage point, the water looked to be about 12 feet deep. It was not, but as we slowly drove through I was concerned it might come in through the doors or kill the engine.

As I drove cautiously through the flood, a USS Roadway semi blew by doing 120 mph. This caused a tsunami that reduced visibility and my nerves to zero. Luckily, all seals and hatches held and the engine was still purring. I pushed the steering wheel to try to honk at the truck only to find something else I should have checked. Yep, horn did not work. Despite another unpleasant discovery about my car, I was finally out of the flood and my shark was able to crawl onto dry land evolving once again into a Landshark.

The 928 is not what most would consider an environmentally friendly car.

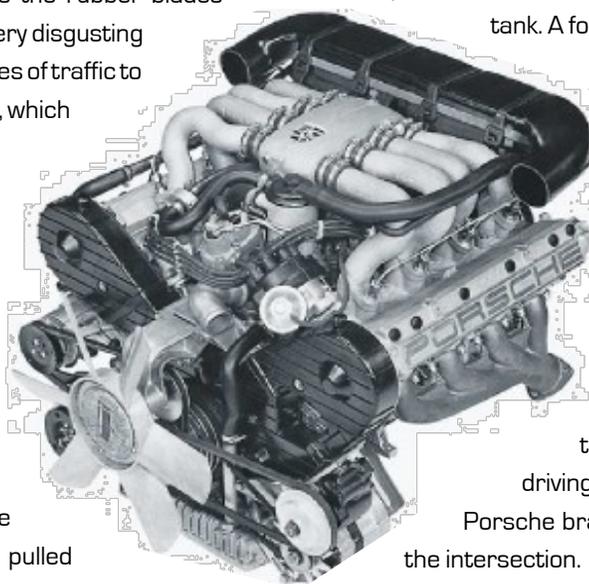
Already I needed to buy gas and we had only just left the rain in Cleveland. We took the next exit and pulled into a BP station. I filled up and checked with Nick, who said the Jetta still had $\frac{3}{4}$ of a tank. A four banger does have it's advantages. This

time when we got on the road again, we had a slightly different combination then when we first set out. Again there was heavy traffic, a bad clutch and a slight incline, but now I was slightly more familiar with my car. We pulled out again and I left another cloud of clutch and tire smoke and just like last time, there was another red light. I slammed on my breaks a

third time and Nick again proved his great driving skills. I was more experienced with the

Porsche brakes now and only had to drive 50 feet to the intersection. With the smell of burned rubber lingering in the air, we were back on I71 heading South.

We could now see Columbus in the distance. It had now begun sleeting mixed with hail, I regretted all the bad thoughts I had about



the rain. This is when I discovered that I should have replaced the rear window wiper also. I turned on the rear wiper only to be greeted by that wonderful sound of metal scraping on glass. I figured I could make it without the wiper, I did have a rear window defogger after all. I turned it on and though I did not know it at the time, the defogger stayed on after the trip and managed to kill the battery. But again, that is another story.

We passed through Columbus unscathed, hit 70 and were on our last leg of the journey to Springfield. However, it had started to sleet and snow. As if our journey hadn't been interesting enough, a red Mustang zoomed past me on the left. Quickly afterwards, he got the apparently un-resistible urge to seek shelter



under the overpass. Unfortunately, his urge took him across three lanes of traffic to the far side of the road. What I remember, before I slammed on my brakes, was the Mustang doing a right turn just in front of me. Even with cheap tires on ice, the Porsche brakes were still amazing, and for the fourth and final time Nick had to use his unbelievable driving skills to save my wife's car. If I had a horn, I would have been blaring it at the guy in the Mustang.

Finally, we made it safely to Springfield and pulled into the alley behind my garage. I pushed the button to open the garage door, which I had actually managed to remember to put in my car, and was greeted with the sound of a breaking door spring. By that point I didn't even care, newly named, "Baby," was home in one piece.

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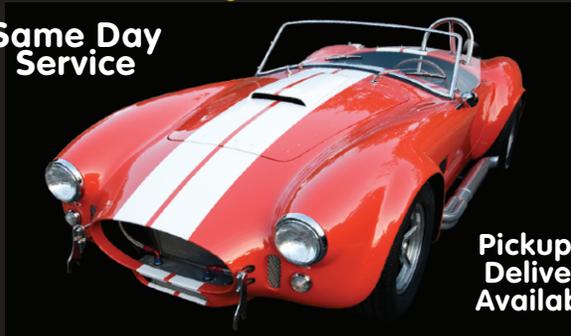


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Life in the Fast Lane

Bill Stevens
Ex-Leprechaun



Well, here we are at the end of 1966. There were a couple of events back in 1965 and earlier 1966, but we'll get to those in future articles. The race we'll hear about this month was the first race that I attended as a race official. Back then, the rules were very strict and members who were under 21 years old could not work in 'hot' areas of the track. So, that first race, the club asked if I would work in Timing and Scoring. But the adventure started before I got to the track. As I was still going to college at the time, and living in New York City, I did not have a car so I had to hitch a ride with another club member. There happened to be another club member who lived in my neighborhood, Dave Rivkin, and he agreed to take me up to Lime Rock Park, the road racing center of the East. In those days, it was not unusual for racers to actually drive their race cars on the street, and drive them to the track. So, what does Dave show up in but his Renault R8 Gordini race car. My first race working and I get to ride up to the track in a full race car, complete with roll cage racing suspension, and 4 point race harness (5, 6 & 7 point systems had not been thought of yet).

OK, this is pretty cool. We had to be at the track by 7:30AM, so we left the city at about 6AM since it was about an hour and a half drive. If you ever have a chance to drive upstate from New York City in the fall, please take advantage of the opportunity. The weather is crisp, but not freezing, and the foliage is unbelievable, with the mix of greens, yellows and reds on all the trees. The route took us up past the Croton Reservoir, and then up the Taconic State Parkway to Poughkeepsie. The Taconic was built in 1925



and you knew it when you drove it. To put it mildly, there are not very many straight sections. So here we were, motoring along at a leisurely 55mph (not exactly quiet since it was a race car), when Dave suddenly downshift, and floorboards the accelerator! OK, ramming speed, here we go! After a minute or two, we start to slow down and turn off onto Rt. 44 to head East to Lime Rock. As we turn off the Taconic, Dave very calmly says, 'Well, we hit 100 for today'. One has not lived until you top out over 100 on the Taconic in a race car!

The rest of the drive was uneventful, except for the wonderful views of the Berkshire Mountains including one of the first Black Angus and Bison ranches in the East. And at last, we arrive at Lime Rock.

First on the agenda for the racers was Tech inspection. There was no such thing as annual inspections or waived classes, so every car had to go through Tech. Take a look at the



pictures of the paddock area! Rather primitive when compared to Mid-Ohio or the Indianapolis Motor Speedway. While the teams were all getting their cars inspected, it was time to learn all about Timing and Scoring. Remember now, this was back in 1966. Computers were those huge things in big rooms with all sorts of flashing lights. Timing and Scoring was done with pencils, paper, and Tag Heuer stopwatches. Our chief of Timing and Scoring and instructor that weekend was none other than the legendary Judy Stropus. From these beginnings, Judy went on to work for the Ford Motor Company during their assault on LeMans, and for Roger Penske on his Trans-Am, Cam-Am and Indy Car teams.

We learned how to read the stop watches, record the times on the timing charts, and calculate the lap times. Once we mastered timing one car, we graduated to timing two cars at the same time, and eventually, if you could handle it, three cars. Now lap times around Lime Rock in 1966 for the fastest cars was around 65 - 70 seconds. So even if the cars were evenly spaced around the track, you had about 20 seconds to stop the split hand on the watch, read the watch, write down the time on the right slip, reset the watch, and calculate the lap time. Often the cars were a lot closer together, so timing three cars was a challenge.



After the practice / qualifying sessions, the races began. Oh, did I mention that since this was the last regional race of the year, the last chance to

earn regional championship points, and the teams has all winter to work on the cars, this race was known as "The Final Fall Fender Bender"! Needless to say, the event lived up to its name. During the third race of the afternoon, they set a new record, having three cars roll at about the same time at different places on the track. Luckily, all of the drivers escaped injury and lived to drive another day.

The rest of the day continued without incident. So after a full day, we headed back to New York, tired but having our need for speed satisfied for the time being. Hope we can survive the winter.

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What's Up With the P20® PIG Trophy?

Bill Slone
P20® Chairperson



In order to explain the P20® PIG trophy, we first have to review the history of P20®.

What is now known as P20® started out as the brainchild of Bill and MaryLynn Roe in 2003, and was a small casual Porsche party located in Pinckney, Michigan. In order to get the event closer to the Mid-Ohio Region Porsche Club of America, the event was moved to Oxford, Ohio in 2005 and became known as "Porsches to Oxford", or P20®. In 2006, MaryLynn Roe lost her battle with cancer, and proceeds from the event were donated to charities fighting cancer. Premium parking spots, called "MaryLynn's Row" were created, and \$100 from each MaryLynn's Row registration went straight to charity. Attendance flourished with the event in Oxford, and increasing donations were raised to fight cancer.

Oxford, Ohio was still some distance from Central Ohio, and given the fact that Oxford was in another Porsche Club's region, there was increasing pressure to move the event closer to home. In 2012, P20® was moved to Granville, Ohio, and, like Oxford, Granville is a picturesque college town which also had the advantage of a wide main street. In Oxford, the trophies were red bricks, which symbolized the red brick streets in Oxford.

But what does all this history have to do with a PIG trophy, you may ask

With the move to Granville, what should the term P20 stand for, and what trophy design should be used? Thee initial response for P20 was easy..P20 would now stand for "Porsches to Ohio". However, about the same time of the move to Granville, the Mid-Ohio Region Porsche Club of America received a cease and desist letter from Porsche Cars North America concerning the use of the word "Porsche" in Porsches 2 Oxford. (Big corporations are very sensitive about their copyrighted names.) After sitting around with a few adult beverages, someone on the P20® planning committee came up with the term "Porsches in Granville", or PIG. That led to the memory of the 1971 Porsche 917 that was painted pink and had a butcher's diagram of cuts of meat (the paint scheme actually came from the Porsche Design Studio). The car was referred to as the "Pink Pig", or "Porker". Since we couldn't use the word "Porsche" anymore, PIG could stand for "Porkers in Granville".



Rather than get too carried away, and knowing that we couldn't call it Porkers in Granville, we quickly trademarked the term P20® (without using the word "Porsche"!). Most people know that P20® is a car show for Porsches anyway, and no explanation was necessary. As a tribute to that P20® planning session, we found a trophy store that could supply trophies with the now familiar pig figure trophy top.

Now you know the story behind the PIG trophy. It is given out to the top 50 People's Choice favorite cars, and remains as a legacy of "A Casual Porsche Party".



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Frank Gillespie
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Thomas Warner
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Tom Perry
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Marc Hollander
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Perrin, James & Brenda 56

Perrin, James & Brenda 56

50 YEARS

40 YEARS

Yaczo, C 37

Burrell, Dick & Jeanna 34

30 YEARS

Bechtold, Timothy & Nancy 30

Duffy, Michael 26

Ellis, Robert & Brenda 25

La Pointe, Philip Amy 22

20 YEARS

Herman, Lon & Logan 19

Snyder, Susan 17

Shultz, Alan & Cindy 16

DeWert, John & Richard 15

Benadum, James & Sharon 14

Davakis, Nicholas & Lani 13

Balchick, Robert & Carol 12

Shanley, Daryl & Nanci 12

Flinn, James & William 11

Kobus, Raymond & Jan 11

10 YEARS

Smith, Craig & Ingrid 9

Pope, Gregory 8

Robinson, Don & Barbara 8

Zook, Glenn & Lois 8

Eckerle, Dave & Angie 7

Reid, Jordan & Andrea 7

Freed, Peter & Elizabeth 6

Kujundzic, Tvrtko & Trpimir 6

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Around The Zone

By Michael Soriano
Zone 4 Representative



Greetings PCA Zone 4 Members,

With summer upon us, there are many events available throughout Zone 4 to entertain you each and every weekend regardless of what types of events you enjoy. There have been several detailing and tech sessions held to get us ready for the driving season. Quite a few regions began their autocross seasons hosting schools designed to teach and develop the basic skills necessary to participate in an autocross. By attending these schools and mastering the basic skills, it helps to encourage the students to participate in future autocross events by giving them confidence. There have been a number of DEs held, as well as several driving tours. And, there are always dinner drives and social gatherings, which provide plenty of opportunities to get together.

This year several regions are celebrating milestone anniversaries. Rally Sport Region celebrated their 20th anniversary at Stahls Automotive Museum, a private collection of extraordinary vintage automobiles tucked away

in Chesterfield, MI. There was excellent participation from the members including a number of founding members. I had the honor of presenting several items to the region to commemorate this momentous occasion.

Rally Sport Region President Tim Pott and Zone 4 Representative Michael Soriano

The Ohio Valley Region's 55th Anniversary is this year. On a beautiful night last month, I attended the region's charity event and auction at the Little Red Schoolhouse in Indian Hill. There was a great turnout for this event and a record amount of money was raised. During the evening, we celebrated their anniversary.



Zone 4 Representative Michael Soriano, Ohio Valley Region President Grant Karnes, and Treasurer Herb Beck

Later this month, we will be travelling to Jay Peak, VT, to attend the 61st Porsche Parade; a weeklong gathering that includes competitive and non-competitive events, seminars, workshops, tours and banquets. For those unable to attend Parade, there is another opportunity to participate in a national event. The event previously entitled Escape has been

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reorganized and named Treffen North America. It is a multi-event socially oriented long weekend focusing on camaraderie and friendship. The first one will be in September in Lake Tahoe, and beginning in 2017, there will be one in the spring and one in autumn.

We are continuing to work on coordinating a master calendar, and are giving each region the opportunity to upload their calendar for inclusion. I highly recommend that you regularly visit the Zone 4 website, to check out the events page, which contains a calendar of some of the many events taking place throughout the zone. As many regions notify members of new and upcoming events via email, update your contact information with National to ensure you are receiving these informative messages.

Be sure to check your local region's website and newsletter as well as the Zone 4 website <http://zone4pca.org> for the latest details on the many events close to you that are being planned. Here are just some of the events taking place this month:

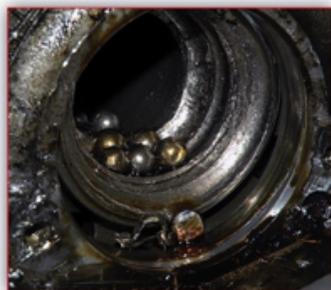
- **June 3-5 is the Detroit Belle Isle Grand Prix Porscheplatz**
- Central Indiana Region's CruZionsville Charity Car Show is June 4
- June 4 is Ohio Valley Region's Autocross at Forest Fair Mall
- Maumee Valley Region's Business Meeting is June 9
- June 11 is Michiana Region's Autocross at TireRack in South Bend
- Northern Ohio Region's Autocross at Euclid Square Mall is June 12
- June 12 is Southeast Michigan Region's Waterford Family Day
- Motor-Stadt Region's Board Meeting at Spagnoulo's in Okemos is June 14
- June 16-19 plan to attend Rally Sport Region's Grattan Weekend Track Days
- MORPCA's Basket to Bucket Drive and Dine is June 18
- Western Michigan Region's Parade Orphans Dinner at Pereddies Restaurant is June 25
- On June 26, join ARPCA members at PNC Park for the Pirates vs. Dodgers game

I look forward to having the opportunity of meeting each and every one of you at events throughout the upcoming year. If you have any questions or comments please feel free to contact me at MSoriano.ZoneRep@gmail.com

Thanks,
Michael



Problem:



Catastrophic engine failure caused by IMS bearing failure

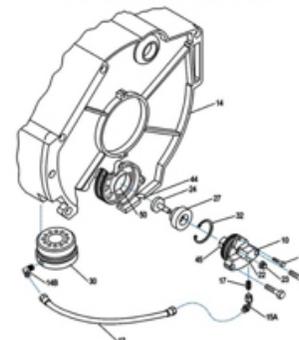


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UPCOMING EVENTS

DATE	START	EVENT
Thu May 19	6:30 PM	3rd Thursday - Hillmann Residence
Red Bank Rd, Galena, OH		
Sun May 22	8:30 AM	Autocross (AX)
Circleville Raceway Park Inc 19413 US Highway 23 N, Circleville, OH 43113		
Mon Jun 6	6:30 PM	Board Meeting
TBD - Contact Vice President		
Sat Jun 11	10:00 AM	Honda Heritage Museum
Honda Heritage Museum Marysville, Ohio		
Thu Jun 16	6:30 PM	3rd Thursday
TBD		
Sat Jun 18		Basket to Bucket - Drive & Dine
Longaberger Co, Newark, OH 43055		
Sun Jun 19	8:30 AM	Autocross (AX)
Columbus Motor Speedway 1845 Williams Rd, Columbus, OH 43207		
Wed Jul 6	6:30 PM	Board Meeting
TBD - Contact Vice President		
Sat Jul 9		Putnam Park - Instructed HPDE
Putnam Park Road Course, 5251 S Co Rd 550 E, Greencastle, IN 46135		
Thu Jul 21	6:30 PM	3rd Thursday
TBD		
Sun Jul 24	8:30 AM	Autocross (AX)
Columbus Motor Speedway 1845 Williams Rd, Columbus, OH 43207		
Fri Jul 29	5:00 PM	P2O® - Registration & Social Gathering
Granville, OH, USA		
Sat Jul 30	7:30 AM	P2O® - Car Show & Casual Porsche Party
East Broadway Granville, OH		
Sun Jul 31	9:00 AM	P2O® - Morning Driving Tour
College Town House, East Broadway, Granville, OH		
Mon Aug 1	6:30 PM	Board Meeting
TBD - Contact Vice President		
Mon Aug 1	8:00 PM	Call for Candidates
TBD - Contact Vice President		
Fri Aug 19		Instructed HPDE - IMS (Brickyard)
Indianapolis Motor Speedway, West 16th Street, Indianapolis, IN		
Sun Aug 21	8:30 AM	Autocross (AX)
Columbus Motor Speedway 1845 Williams Rd, Columbus, OH 43207		
Thu Aug 25		4th (3rd) Thursday
TBD (pushed out a week for IMS HPDE)		
Mon Sep 5	6:30 PM	Board Meeting
TBD - Contact Vice President		

For more Event details, see <http://www.morpca.org/calendar/>

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John Brandt past.president@morpca.org

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CO - DRIVING EVENTS	
Chip Henderson vice.president@morpca.org	

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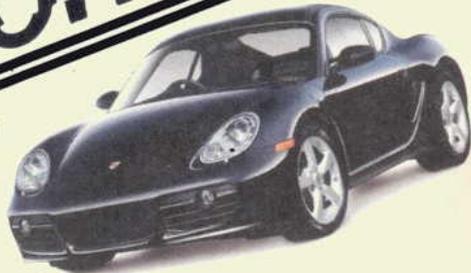
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