



MID-OHIO REGION PORSCHE CLUB OF AMERICA

# Die ffene Strasse

July 2009

The Open Road



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*Cover photo - Ted Zombek's 1958 356A Super Article and more photos on pages 32 & 33*

MOR Web site: <http://www.morpc.org>  
National PCA Web site: <http://www.pca.org>

## ...from the **Editor**

Greetings, everyone. By the time you read this, we will have had our second "Third Thursday" event at Piranha's Restaurant on Chesire Road near Alum Creek State Park. Carol and I made the first event on May 21st along with Ron and Constance Carr. Even though there were only four of us, we had a great conversation along with some very tasty food.

The Carr's are a wealth of knowledge and were so willing to share and educate a couple of newbies. Piranha's is a great place for this event and they will block-off an area to the side of their building to park and view the Porsches. I can highly recommend that you try to attend the "Third Thursday" gatherings at 7:00 p.m. Contact Gerhard Hilmann at 614-206-1833 if you have a location to host a gathering in your area. Gerhard is hoping to have simultaneous "Third Thursday" gatherings so you can attend one near you.

Another educational event I attended since last month was the Detailing Clinic conducted by Milton Scott at AutoAssets in Powell. Once again, another member was willing to share and educate a group of fellow members. I learned a lot and was able to talk with members who shared their experience and knowledge.

I recently learned that Gerhard is planning a MORPCA rally to the Biltmore Estate and Deals Gap Tennessee from October 8-11. I'm looking forward to another opportunity for some spirited driving and interesting conversations with fellow members. Watch for more details in upcoming issues.

Barry



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Contributions to the newsletter are encouraged and should be in the hands of the editor by the 10th of each month for the following month's issue

# INTRODUCING

## "THIRD THURSDAYS"

July 16th at Piranha's Grill  
located near Creek Lake, just west of  
Africa Rd on Cheshire.  
5192 Cheshire Rd  
Galena, OH 43021  
(740) 549-3366

Throughout the Summer, we will be gathering on the third Thursday of the month at 7:00 p.m. to share in all things Porsche. This is a "bike nite" style event. Come as you are to meet up with other enthusiasts. Grab a bite to eat or just enjoy a cold beverage. Shine and show your pride and joy.

If you would like to suggest a venue for a Third Thursday in your part of town, just contact your favorite local watering hole and check with the manager. Let us know and we will post it on the calendar and include it in our email blasts.

Gerhard Hillmann  
morpcasocial@yahoo.com  
614-206-1833  
Activities Chairman, MORPCA

## MORPCA Monthly Board Meeting

May 6, 2009

Submitted by Betsy MacDonell, Secretary

Members in Attendance: Dave Hayden, Marsha Hayden, Brian Peterson, Karen Koehler, Jay Koehler, Mike Stoner, Ron Carr, Betsy MacDonell, Gerhard Hillmann, Frank Todaro, Barry Lowry, and Ginny Barry.

The meeting was held at the King Avenue Sports Lounge and started at 7:01pm. Betsy read the minutes from the April 1st Board Meeting. The minutes were adopted with minor changes. In the correspondence department, Dave will e-mail Mike the address to Mike so he can send a contribution to the Sue Beal Memorial Fund. With great sadness, Dave announced the death of Chip and Mindee Vance's 5 month old daughter, Katie Mae. The board approved a contribution to the hospice organization listed in the obituary.

Mike presented the treasurer's report with the usual display of columns with numbers. At last count the club has about 65K in assets. He continues to collect registration money for the Club Race and Drivers Education events scheduled for May 15-17. Mike completed the Form 990 EZ for federal income tax and sent it to Dave for signatures.

Frank took control of the meeting with his Driving Events report. At this time the DE will have 2 run groups with a total of 45 participants using 5 instructors. Registration will close on the 12th of May. There will be a Test/Tune event on Friday night August 22nd at Mid-Ohio between 5 and 8pm. This event will not cost the club but it will also not generate any income. Registration for the Putnam Park DE already has 17 participants signed up! Several instructors have signed up for the certification program too. Frank is actively

working on securing some quality raffle items for each DE event. At this time, Bluegrass Track is still not operational. The May events have been cancelled and maybe our October event will be one of the first. The operators are citing problems with EPA permits for the cause of the delay.

Jay gave the Club Race report with an air of optimism. Registration shows the event will host 90 cars for the sprint races and 77 cars for the endro races. These numbers are lower than last year but not by much! The steward approved 2 classes of cars with a total of 55 in each. Brian unveiled the tee shirt design with much acclaim! True Performance has agreed to be the tee shirt sponsor this year and we will print up 280 shirts. Byers Imports is the overall sponsor for the 2009 Summer Driving Series which will get their name on posters, shirts, business cards, and opportunities to offer DE scholarships, garage rentals and rides. In addition, Byers will supply technical assistance at the August DE event. A vote was taken to accept the terms of the sponsorship with motion from Frank and seconded by Mike. The vote passed and everyone thanked Brian for his design and efforts to secure the Byers and True Performance sponsorships.

Dave Hayden reported for Milton Scott that the P2O event is growing and developing new and different ways to involve people and Porsches. The \$100 special parking spots sold out in minutes. The American Cancer Society volunteers will be helping to fill the parking spots and the Society will be the receiptants of the fee. Milton also said the Holiday Inn in Oxford was sold out for that weekend!

Ginny and her husband Tom were at the MAG service clinic with their membership table and were able to get 5 new members from the event. They reported about 45 people showed up for the event. It appears that our newsletter is not being sent to MAG at present. Barry will forward copies to the dealership when he gets a contact name. The May membership report shows a total of 778 members. Speaking of Clinics, Byers will offer one on Saturday, August 1st to catch the Mid-Ohio August 22nd DE participants.

Barry was pleased to show everyone his solo edition of DOS. The printer, Color Tech, will print extra copies of DOS for the club to distribute to the dealerships. Barry wants to refine a process for checking the calendar listings so they are as correct as possible. He will e-mail the board members, especially the Driving Events people and the Social types. An article about P2O would be nice for the May and June editions of DOS.

Gerhard enthusiastically reported that the Drive and Hike event was a big success. More than 25 cars participated with about 40 people populating the event. Barry took some great pictures of the festivities and will submit them to the Web site and DOS. The First Thursday Event will be held at Piranha's Grill on Cheshire Road (Galena area) on May 21st. This is designed to be a very causal gathering event and the locations will vary throughout the summer.

Webmeister Brian would love to get more information to plump up the site. Please send pictures and stories to personalize it.

Karen had hoped to have examples of the online goodie store merchandize to show at the meeting. The company promised to send some but it did not arrive yet. The sales tax will be collected by

the seller so the club is not responsible.

### Roundtable Discussion

Ron Carr reminded everyone of some important Mid-Ohio Track event dates: June 20th is the Rolex Grand Am Race where there will be a Zone 4 Porsche Platz Car Corral. June 27th is the Vintage Race.

The meeting adjourned at 9:01 pm with a motion from Gerhard and a second from Mike. The next meeting will be held on Wednesday, June 3rd at the King Avenue Five Sports Lounge starting around 7pm. Try to meet for dinner around 6pm.



*Photos at the May Club Race at Mid Ohio  
By Barry Lowry*



## IRAC I Autocross Results Mark Onosko - FTD

Sunny skies with cool temperatures (freezing if you ask our wives) greeted us at IRAC I at the Lakeland Community College in Willoughby, Ohio on May 31st. There were 19 Porsche drivers and 27 X-car drivers. Included in the X-cars were Vipers, Corvettes, BMWs, Minis, Subarus, Mitsubishiis and one cherry Mercury Marauder (glorified highway patrol car). NOR added another new twist to their course layout by adding about a 100 foot diameter 360 degree, mostly off-camber, turn shortly after the start of the course. Times ranged from 61 to 77 seconds. The competition had eight Porsche classes with the following MOR drivers winning their respective class: David Wenger (P3), Jeff Dupler (P4) and Mark Onosko (M). Mark was also fastest time of the day (FTD) with an impressive time of 61.049 seconds. Congratulations to the MOR class champions.

**NEXT MOR AUTOCROSS EVENT.** On Sunday, June 14th, MOR will have an autocross event at the west parking lot of Westerville North High School (950 County Line Road, Westerville, Ohio 43081). Please access the site from Spring Road, just west of the High School. Enter the site from the access drive located between Robert Frost E.S. and Heritage M.S. Registration (8:30-10:30 AM), including an entry fee of \$25.00, will be on site the day of the event only. The first car off will be at 11:00 AM.

**IRAC II** is scheduled for Sunday, June 28th hosted by MOR at the OSU Ackerman Road parking lots. Registration (8:30-10:30 AM), including an entry fee of \$25.00, will be on site the day of the event only. The first car off will be at 11:00 AM. Don't forget, each IRAC participant will receive a raffle ticket for an end-of-the-season drawing for gift certificates.

Observers and novices are most welcome to attend. If you have any questions concerning any autocross events, contact Jeff Dupler ([jdupler@columbus.rr.com](mailto:jdupler@columbus.rr.com)).



Mark Onosko, FTD



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## IRAC II Autocross Results New MOR Autocross Event

We thought that the Memorial Tournament weather jinx was going to get us this year, but perfect weather prevailed for the IRAC II autocross event hosted by the Mid-Ohio Region on June 1, 2008 at the OSU parking lots at Ackerman Road. Mark Onosko set up a challenging course. MOR was well represented having half of the 36 drivers participating. Our thanks go to the NOR and OVR folks and X-Class drivers who filled out the field. Each driver got 6 runs with several “fun runs” added at the end.

The competition had eleven Porsche classes with the following MOR drivers winning their respective class: Jim Rybak (P2), David Wenger (P3), Jeff Dupler (P4), Frank Todaro (P6, Novice) and Mark Onosko (M). Mark was also fastest time of the day (FTD) with an impressive time of 46.244 seconds. Jackie Bergdahl (OVR) was the FTD – Ladies. A special thanks goes out to Cindy Onosko, Pam Rybak and Karen Dupler for their hard work (registration, timing and scoring, and refreshments).

**NEW MOR AUTOCROSS EVENT.** On Sunday, July 20<sup>th</sup>, MOR will have a new autocross event to be held in the west parking lot of Westerville North High School (950 County Line Road, Westerville, Ohio 43081). Please access the site from Spring Road, just west of the High School. Enter the site from the access drive located between Robert Frost E.S. and Heritage M.S. Registration (8:30-10:30 AM), including an entry fee of \$30.00, will be on site the day of the event only. The first car off will be at 11:00 AM. Your participation in this event will determine whether this event or other additional local autocross events will be held. So, show up and run hard.

**IRAC III** is scheduled for Sunday, August 10th hosted by MVR at the Owens Community College parking lots in Perrysburg, Ohio. For more information concerning this event contact Greg Herr at [greg.herr@us.0-i.com](mailto:greg.herr@us.0-i.com) or see page 38 of the May 2008 Die Offene Strasse. Don't forget, each IRAC participant will receive a raffle ticket for an end-of-the-season drawing for a set of four (4) tires. If you have any questions concerning any autocross events, contact either Jeff Dupler ([jdupler@columbus.rr.com](mailto:jdupler@columbus.rr.com)) or Dave Wenger ([mallshopperdeb@sbcglobal.net](mailto:mallshopperdeb@sbcglobal.net)).

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**Mid-Ohio Region is hosting the  
Inter Regional Autocross Championship  
IRAC V Autocross**

**Sunday, August 23, 2009**

**OSU Parking lots located at the intersection of  
Ackerman Road and Fred Taylor Drive  
Columbus, Ohio 43202**

**Schedule:**

**8:30-10:30      Registration (\$25) and Tech Inspection**  
**10:30 -11:00    Drivers' Meeting and Tech Session**  
**11:00 --        First Car Off**

The OSU North Parking Lots are conveniently located just east of the intersection of SR 315 and Ackerman Road. SR 315 and the Ackerman Road exit can be accessed from all of the major freeways in Columbus (I-270, I-70, I-670 and indirectly from I-71). Inserting "Ackerman Road, Columbus, Ohio 43202" into your favorite internet map program will get you all of the directions that you need. There are ample lodging choices and restaurants (fast-food included) nearby, if you elect not to BYO lunch. Water and soft drinks are complimentary. Temporary toilet facilities will be provided.

A Tech Session will be conducted as a part of the Driver's Meeting. All participating drivers will be required to attend this Tech Session. The Tech Session will select a specific Porsche model car and review the specifics of the technical inspection required for that car. Each IRAC event will select a different Porsche model for this inspection. Questions and answers will be a part of this activity.

Participants will be entered in an end-of-season drawing for a gift certificate. You'll receive one chance for each IRAC event in which you compete this year.

Pre-registration is not necessary, but if you're planning to come or have any questions please contact: Jeff Dupler ([jdupler@columbus.rr.com](mailto:jdupler@columbus.rr.com))

## Meet Mr. Louie Letizia

By Jim Mudra

If you have purchased a new Porsche in the state of Ohio, you know you can count on your dealer for quality service, when needed. The dealers not only want you to be happy with your new purchase, they want to be sure you have a great after sales experience, as well. Porsche Cars of North American is there behind your dealer to assist in this goal. You would do well to know the man behind the dealer, making sure your Porsche experience is all you want it to be. Meet Mr. Louie Letizia.

Louie is the “Regional After Sales Manager” for Porsche Cars North America for the states of Ohio, Indiana and Kentucky. Should you have any issues with your new Porsche, be it warranty, service or parts he is there to be sure your issue is resolved fairly and to your satisfaction. With his 15 years of retail dealership and 22 years of manufacturer experience, he helps the dealers in his region make sure they are doing the best job possible in after sales.

As a young boy from Mansfield, Ohio, Louie first became interested in cars hanging around his father’s Taxi Cab garage on weekends, checking the oil, gas-sing up the cabs and washing the fleet of over 45 units. As a student in Junior High, he saw his first Porsche 911 when one of his classmates father came to pick up his child after school. Louie didn’t know what it was, but knew he liked what he saw. That interest in the car grew, as a few years later at the age of 15, his brother, who helped his father manage the taxi cab and bus company in Mansfield, dropped Louie and his friend off at the Mid-Ohio Sports Car Course one weekend. He was given the job of driving the bus around the track between races to take food and water to the corner

workers and to take photographers to places around the track to do their work. He didn’t even have his driver’s license yet. Watching the sleek Porsche cars race there only heightened his interest in the marque. He would hang on the fences throughout the track, loving the sounds of the flat six engines and vowed to own a Porsche someday.

After graduation from High school, Louie briefly attended Ohio University. He returned home realizing what he wanted to do was to become a Porsche technician at the local Mansfield Motors Porsche/Audi/VW/BMW dealership. He was hired on as an apprentice and within 4 years became a fully trained Master Porsche Technician. He holds the credentials of ASE and Porsche Master technician, which is required by Porsche. There he worked his way up to Service manager. He then purchased his first Porsche, a 1969 911T coupe.



At Mid-Ohio the IMSA series came to race in the old Camel GT series. In those days the garages did not exist. The area where they now stand was a field of grass and gravel. At the end of the day, after practice and qualifying, the teams would look for a

local garage to work on their cars for the next day’s race. Several Porsche race teams would come back to Mansfield Motors to work on their cars. The Brumos Porsche team of Peter Gregg and Hurley Haywood was one of the teams. Louie met and “pocket watched” Jack Atkinson and Mike Colucci work on Peter and Hurley’s 935. Eventually he was asked to help crew in the pits. The other teams that used the garage at Mansfield Motors were that of Michael Kiser and Toad Hall Racing running 911’s. It was times like these that

## Mid-Ohio Region Presents Driver Education at Putnam Park Road Course July 10, 11, & 12, 2009

Mid-Ohio Region is hosting its annual driver's education event at Putnam Park Road Course in Mt. Meridian, Indiana. Putnam Park was built in 1991 and the Mid-Ohio Region PCA was one of the first groups to utilize this excellent circuit for high performance drivers education. The track is a 1.8-mile long, ten-turn road course with an excellent layout. The entire circuit can be seen from the pit area. It is a favorite of professional racing teams doing their testing and of club racers alike. Because the track is relatively flat, has high visibility, with plenty of run off room, it makes for a terrific place to begin your high performance driving experience. Putnam Park is great for experienced drivers as well and offers positive and negative camber corners, several high-speed corners, and a downhill main straight.

Putnam Park is an easy drive, 40 miles west of Indianapolis, just off I-70 near Cloverdale. This event has proven to be great for driving and for sharing with old and new friends.

All drivers will have an instructor riding with them on-track until the driver is comfortable with the course and their car. There will be four run groups to better match students of similar abilities in the same session. Run **Group A** will be for very experienced drivers in higher performance cars. **Group B** will be for experienced drivers new to Putnam Park or driving medium performance cars. **Group C** will be for student drivers with some experience, and **Group D** will be for student drivers with little or no experience.

Classroom sessions are scheduled to discuss several aspects of high performance driving with plenty of time for question and answers. This is an excellent time to learn more about your car and enhance your driving skills. Become comfortable driving your car near the limit, which will improve your overall driving ability both on and off the track.

**New This Year: A Taste of the Track:** An option designed for those drivers who have not yet decided to take the plunge into high performance driver education. Here is an opportunity to get your feet wet without making a significant financial commitment; nor risking your car; nor buying expensive safety equipment. For a small fee of \$25 you can observe and/ or participate in tech inspection; attend the classroom sessions taken by our students and taught by our very experienced senior instructors; and ride with an instructor (in their car) on the track at speed for at least one session. If you do not have a helmet, one will be provided. You really don't need a car to participate in A Taste of the Track – everything you need is provided! However, you will also have an opportunity to participate in touring laps in your car. These are low speed laps following an instructor during the lunch period. Any street legal vehicle is eligible. This is a one day event and we prefer you sign up for Saturday, since there is no tech inspection and only one classroom session on Sunday.

**Event headquarters:** The Holiday Inn Express (765-795-5050) at I-70 and U.S. 231, Cloverdale, Indiana. Rooms are being held under Mid-Ohio Porsche Club at a special rate of \$76 + tax (same as last year). This relatively new motel has an indoor pool and lighted parking with night time security patrol. There is also a parking area for trailer rigs. Other lodging possibilities are the Days Inn (765-795-6400), Briana Inn (765-795-3000), Quality Inn (765-795-3500), and Dollar Inn (765-795-6900). You are responsible for making your own reservations.

There will be a dinner Saturday evening at the headquarters hotel (Holiday Inn Express). No need to clean-up or dress-up. Just roll into the hotel lobby where frosty cold beverages will be waiting along with a buffet. One dinner is included with each registra-

tion. Extra dinners are \$20. Your reservation must be received by June 26th to obtain the room discount.

**Registration Information:** Registration opens May 1, 2009. Please note, the Friday track day is for groups A and B only. This day is solo driving with no instructors or classroom sessions. Both Saturday and Sunday will be all four groups (A, B, C, and D as well as instructor group).

The costs:

Saturday and Sunday (all groups)	
\$300	
Friday only (A and B groups, solo)	
\$150	
Friday, Saturday and Sunday (A and B groups)	
\$375	
A Taste of the Track (Saturday preferred)	\$25
Extra T-shirt	\$15
Extra Saturday dinner	\$25

The entry fees for the two or three day tuition includes one T-shirt and one Saturday evening dinner. If you sign up for Friday only, you get a T-shirt, but no free dinner on Saturday. This year we prefer you use <http://www.clubregistration.net/> for registration and payment. However, if you really want the traditional registration form and/or prefer to pay by check, please contact Marsha Hayden, the registrar at: Putnam Park Registrar, 7392 Preston Road NE, Newark, Ohio 43055; (740) 745-2034; or : [putnamparkregistrar@windstream.net](mailto:putnamparkregistrar@windstream.net) . There is a \$20 cancellation fee for cancellation before Friday, June 26th. No refunds for failing to follow the requirements listed below or for cancellation after Friday, June 26th, unless the spot can be filled

**General Requirements:**

1. Helmet – 2000 or later Snell rated (SA or M) Non-Snell rated helmets will not be allowed.
2. Seatbelts – driver and passenger minimum 3-point (harness preferred). Note passenger seat and seatbelt must be comparable to the driver's side. There are new rules pertaining to 5 and 6 point harnesses. If you don't know ask!

3. Roll over protection required in all convertibles (roll bar or factory roll over device); sunroofs must be fully closed, targa tops must be installed.
4. Cars without tops require arm restraints for both driver & passenger.
5. Minimum 3/32" tire depth or visible tread all the way across the tire.
6. Long sleeve cotton shirts and pants (or driving suit), and leather or canvas shoes. No boots/shoes with lugged soles or open toed shoes.
7. Valid driver's license (must be shown at registration), 18 years or older.
8. No open exhausts.
9. Drivers are responsible for the preparation and safety of their cars. A technical inspection checklist will be available on the Club Registration Web site at: <http://www.clubregistration.net/> . It is your responsibility to download the form and complete this form prior to arriving at the event. You will be required to submit the form at our tech inspection at registration. If you need a hard copy please contact the registrar. It is recommended that a qualified mechanic perform the inspection. All vehicles will be inspected and must pass a basic safety check at the event prior to running.

**If you have any questions about the event, please contact:**

**David Hayden, event chair person at (740) 745-2034 or e-mail at [davidehayden@windstream.net](mailto:davidehayden@windstream.net)**

**Marsha Hayden, event registrar at (740) 745-2034 or e-mail at [putnamparkregistrar@windstream.net](mailto:putnamparkregistrar@windstream.net)**

**Mid-Ohio Region's Web site at [www.morpca.org](http://www.morpca.org)** 

## Le Mans 24 Hours: Double pole for Porsche RS Spyder and 911 GT3 RSR

11 June 2009 - Stuttgart. A perfect start to the French long distance classic: At the qualifying session for the Le Mans 24 hour race, Porsche race cars claimed pole position in both the LMP2 class for sports prototypes as well as in the production-based GT2 category. Competing for Denmark's Essex racing as a regular driver, Casper Elgaard (Denmark) qualified the RS Spyder on pole in the LMP2 class in 3:37.720 minutes. The second RS Spyder, fielded by the Japanese NAVI team Goh and manned by Seiji Ara (Japan), followed in second, a mere 0.082 seconds slower than the pole-sitter. With these brilliant times, the two vehicles left the rest of the LMP2 field a good four seconds behind them on the 13.629 kilometre circuit.

At the top of the GT2 category, the situation was equally as tight. Porsche works drivers Joerg Bergmeister (Germany, Flying Lizard team) and Marc Lieb (Germany, Felbermayr-Proton) were separated by just 0.03 seconds with their two Porsche 911 GT3 RSR at the head of the field. The 77th running of the long distance classic takes off on Saturday, 13 June, at 15.00 hours. Porsche is excellently represented in the race. Aside from the two sports prototypes, which last year celebrated a double victory, international customer teams field a total of five 911.

The 2009 Essex squad, which last year came second in the LMP2 class, consists of pole-sitter Elgaard as well as his compatriot Kristian Poulsen and Porsche works driver Emmanuel Collard (France). "Although we couldn't work on the race set-up because of the rain during yesterday's free practice, the RS Spyder felt very good right from the start in the dry today. The balance was just right. We've made great improvements with the Michelin tyres compared to last year. They are perfect for the car." Essex team's RS Spyder surprised fans in Le Mans with a completely new look. The green paintwork symbolises that the car is the official "Michelin Green X Challenge" ambassador. Last year, the RS Spyder won Michelin's efficiency award at the 24 hour race and in the Le Mans

Series as the vehicle with the best overall efficiency in the field, which was calculated from a combination of high average speed and low fuel consumption. The Danes received the right to compete at Le Mans through their result in the efficiency classification from last year.

Seiji Ara of Japan's NAVI Team GOH, overall winner of the Le Mans 24 Hours in 2004 with Goh, was slightly unhappy after narrowly missing out on pole position. "The front position was within reach," said Ara, who last drove in Le Mans in 2005, "but then I got caught in traffic on the fast passage. Never mind! We have an excellent car. Most of all, I'm very impressed with the braking stability of the RS Spyder. It's huge fun to brake for the narrow corners from over 300 kph." Joining forces with Ara is his 20-year-old countryman Keisuke Kunimoto, who won the famous Formula 3 street race through Macao last year, and the German Porsche factory pilot Sascha Maassen. "From the first moment on I was involved in the development of the RS Spyder," said the 39-year-old German. "For that reason my dream and my goal is to win the fastest and most fascinating long distance race in the world."

The two Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France), lent to Audi to contest the race, take up the 24 hour event from seventh in the overall classification. They share driving duties with Audi pilot Alexandre Prémat (France) at the wheel of an R15 TDI in the most powerful class of the LMP1 sports prototypes. "During qualifying we concentrated predominantly on the car's race set-up, and not just on turning out a quick qualifying lap," the German said. "Being new to the diesel vehicle this was very important, particularly because we didn't get a chance yesterday in the wet and there was no pre-testing here on the track in the lead up to the race. Romain and I are very happy to get the chance to drive for overall victory in an LMP1 vehicle. We have received a warm welcome from the Audi crew and feel right at home here. That's not something I simply take

for granted.”

For a long time it looked as if Marc Lieb, Richard Lietz (Germany) and Wolf Henzler (Germany) would bring home an unchallenged top time in the GT2 class. But in the dying minutes of the qualifying, Joerg Bergmeister snatched the pole position away. The Porsche works driver from Germany competes in the 911 GT3 RSR of the American Flying Lizard team with Seth Neiman and Darren Law (both USA). “In the first instance it was important for my two team mates to get a couple of laps in on a dry track,” said Bergmeister. “During the first part of the qualifying we worked on the set-up and only put in some fast laps towards the end on a fresh set of tyres. I turned a relatively decent lap before it got dark. In the second session I continued working on the set-up.”

Marc Lieb was also satisfied: “Our whole package is very good with a great team, great car and great drivers. So, we’re feeling quite optimistic for the race.” Taking up the race from sixth in the GT2 class is the IMSA Performance Matmut team with the two Porsche works drivers Patrick Pilet (France), Patrick Long (USA) as well as Raymond Narac (France). The second IMSA-911, with drivers Horst Felbermayr Jr., Horst Felbermayr Sr. (both Austria) and Michel Lecourt (France) head into the race from 14th, ahead of the 911 GT3 RSR of the Endurance Asia team with drivers Darryl O’Young (China), Philippe Hesnault (France) and Plamen Kralev (Bulgaria).

### Qualifying result LMP2

1. Elgaard/Collard/Poulsen (DK/F/DK), Porsche RS Spyder, 3:37.720 minutes
2. Ara/Kunimoto/Maassen (J/J/D), Porsche RS Spyder, + 0.082 seconds
3. Kane/Leuenberger/Pompidou (GB/CH/F), Lola Judd, + 4.004
4. Erdos/Newton/Dyson (GB/GB/USA), Lola Mazda, + 4.232
5. Pla/Amaral/Smith (F/P/GB), Ginetta-Zytek, + 4.292
6. Biaggi/Bobbi/Piccini (I/I/I), Lola Judd, + 5.128
7. Ojjeh/Gosselin/Peter (SAU/F/A), Zytek, + 7.110
8. Lahaye/Ajlani/Moureau (F/SYR/F), Pescarolo

Mazda, + 7.312

9. Barazi/Bennett/Moseley (DK/GB/GB), Zytek 07S, + 15.263

10. Noda/Pourtales/Marsh (J/F/GB), Lola Mazda, + 15.352

### Qualifying result GT2

1. Neiman/Law/Bergmeister (USA/USA/D), Porsche 911 GT3 RSR, 4.03.202 minutes
2. Lietz/Lieb/Henzler (A/D/D), Porsche 911 GT3 RSR, + 0.030 seconds
3. Melo/Kaffer/Salo (BR/D/FIN), Ferrari F430 GT, + 0.854
3. Bouchut/Lebon/Rodrigues (F/F/F), Ferrari F 430 GT, + 0.882
5. Malucelli/Ruberti/Babini (I/I/I), Ferrari F 430 GT, + 1.020
6. Pilet/Narac/Long (F/F/USA), Porsche 911 GT3 RSR, + 1.446
7. Bruni/Compagnon/Russo (I/ARG/ARG), Ferrari F 430 GT, + 1.736
8. Bell/Kirkaldy/Sugden (GB/GBGB), Ferrari F430 GT, + 1.966
9. Cocker/Drayson/Franchitti (GB/GB/GB), Aston Martin Vantage, + 3.280
10. Simonsen/Farnbacher/Montanari (DK/D/I), Ferrari F 430 GT, + 3.410

### 24 Hours of Le Mans

The 55-strong grid line-up for the Le Mans 24 Hours is made up of two different sports car categories: Sports prototypes and standard sports cars. The technical regulations of the long distance classic are the basis for the European Le Mans Series (LMS), in which one RS Spyder competes in 2009, and the American Le Mans Series (ALMS). All race cars take off at the same time in Le Mans. There is an overall classification and classifications for each class.

The four classes in Le Mans:

LMP1 class: Sports prototypes with up to 700 hp and a minimum weight of 900 kilograms. Power to weight ratio: ca. 1.3 kg/hp.

LMP2 class: Sports prototypes with around 440 hp

Continued from page 11

caused Louie's love of Porsche to grow. At one point the owner of the dealership asked Louie if he was running a race shop or fixing customers' cars. He replied "this week we are doing both". Brumos would win the race on Sunday, and then stay at the dealership for the next week to prep the car for the following race. All this time would give Louie more exposure on the Porsche product, while working with the team on the race cars late into the night. Louie's attention to detail boded well with the very same philosophy that helped Brumos win numerous IMSA GT championships.

Recently, a group from Porsche AG who is responsible for after sales customer satisfaction, also known as CSI, visited the PCNA headquarters in Atlanta. The group wanted to visit some of Louie's dealerships who have some of the highest CSI scores in the nation. They wanted to meet the "famous Louie Letizia" whose region had the highest CSI scores in the nation and to find out what he was doing to motivate his dealers to this level.

Louie left Mansfield Motors after 10 years to join Volkswagen of America in Chicago, Illinois to work in the warranty claims center as a warranty adjuster for 1 year. He was then promoted to a job as a District Service Manager for Porsche/Audi in Louisville, Kentucky. The unintended acceleration issue that plagued Audi in the late 1980's cost him his job with Audi of America after 4 years. He accepted a position with Mitsubishi Motors as District Service Manager in St. Louis, Missouri for 3 years. Louie states they have good products and great engineering but his heart was not in it. He stated he is "product driven" and "missed working with the German cars he had come to love". He was then hired as service manager for 3 years at the Porsche/Audi/Mazda dealership in Louisville, Kentucky which is now Bluegrass Motorsport. He actively sought a job back home in Ohio. With his retail and manufacturer experience, he was hired as service manager to help improve the after sales operation at Stoddard Porsche in Willoughby, Ohio for 2 years. It was from that position he moved to work for Porsche Cars North American. A position he's held for

the past 14 years.

Asked what the best part of his job is, Louie replies he "loves working with the best engineered vehicles in the world" and "making sure the people who buy the product love it as much as he does". In his position he has visited the factory in Stuttgart several times for new product training. He has been to Spain, Portugal and Mexico for new vehicle launches. And it is not too hard to take a new company car every 4 months. Louie currently drives a white Cayman S.

If you buy a new Porsche, let's hope you never have any major issues with the car. But if you do, it is nice to know Louie is there to work with your dealer to make sure your after sales experience goes as smoothly as possible. He is a guy who turned his love of Porsche cars into his life's work. A wise man once said. "If you find a job you really like, you never have to go to work a day in your life". Louie didn't say that, but he lives it. 

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Continued from page 19; LeMans 24 Hours (with normally aspirated engines) and an 825 kilogram minimum weight. Power to weight ratio: ca. 1.8 kg/hp. The Porsche RS Spyder starts in this class. GT1 class: Strongly modified standard sports car with up to 650 hp and a minimum weight of 1,125 – 1,325 kilograms. GT2 class: Slightly modified standard sports cars with 450 to 460 hp and a minimum weight of 1,145 – 1,345 kilograms. The Porsche 911 GT3 RSR competes in this class. 

*Photo of 911 GT3 RSR  
Team Felbermayr-Proton: Richard Lietz, Marc Lieb,  
Wolf Henzler*



# **Don't Miss**

## **The Annual MORPCA Chili and Dessert Cook-Off!**

### **September 19, 2009**

**3:00 p.m. - 4:00 p.m. Driving Tour**  
**4:00 p.m. Chili Cook-off**

**Cook up your favorite chili or dessert and join us for a fun casual afternoon!**

**Try them all: white chili, venison chili, mild, medium and hot!!!**

**Talk shop with other Porsche enthusiasts!**

**We will start at 3:00 with a one hour driving tour around the local area.**

**Please bring your favorite chili or dessert.**

**If that doesn't work, please send \$10 per person.**

**Prizes will be awarded for best chili and dessert.**

**(BYOB)**

*Looking for a Host, if interested contact Gerhard @ MORPCAsocial@yahoo.com*

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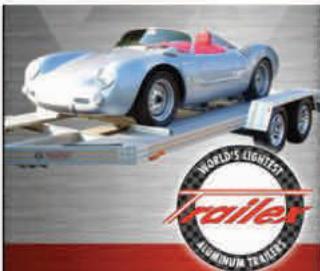
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# 2009 Calendar of Mid-Ohio PCA Events

## JULY

Wednesday	July 1	7:00 p.m.	Board Mtg @ King Ave 5
Fri. - Sun.	July 10 - 12	All Day	DE and Instructor training at Putnam Park
Fri. - Sat.	July 10 - 11	All Day	Arthritis Foundation Car Show
Sunday	July 12	8:30 a.m.	IRAC III - Live Oaks (Milford)
Thursday	July 16	7:00 p.m.	"Third Thursday" Gathering
Saturday	July 25	All Day	P2O (Porsches2Oxford)

## AUGUST

Saturday	Aug. 1	TBD	Byers Clinic
Wednesday	Aug. 5	7:00 p.m.	Board Mtg @ King Ave 5
Sunday	Aug. 9	8:30 a.m.	IRAC IV - Owens Community College
Thursday	Aug. 20	7:00 p.m.	"Third Thursday" Gathering
Fri. - Sun.	Aug. 21 -23	All Day	MORPCA 3 day DE at Mid Ohio
Sunday	Aug. 23	8:30 a.m.	IRAC V - OSU Buckeye Lot at Ackerman Rd

## SEPTEMBER

Wednesday	Sept. 2	7:00 p.m.	Board Mtg @ King Ave 5
Sunday	Sept. 6	8:30 a.m.	MOR Autocross - Columbus Motor Speedway
Saturday	Sept. 19	TBD	Chili Cookoff; Looking for host - if interested, please contact Gerhard at MORPCAsocial@yahoo.com
Sunday	Sept. 27	8:30 a.m.	IRAC VI - Lakeland Community College

## OCTOBER

Thurs. - Sun.	Oct. 1 -4	All Day	Porsche Escape 2009 to the Birthplace of Aviation
Wednesday	Oct. 7	7:00 p.m.	Board Mtg @ King Ave 5
Thurs. - Sun.	Oct. 8 - 11	All Day	MORPCA rally to the Biltmore Estate and Deals Gap Tennessee; Contact Gerhard at MORPCAsocial@yahoo.com for details
Fri. - Sun.	Oct. 16 -18	All Day	Bluegrass DE

## NOVEMBER

Wednesday	Nov. 4	7:00 p.m.	Board Mtg @ King Ave 5
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## DECEMBER

Wednesday	Dec. 2	7:00 p.m.	Board Mtg @ King Ave 5
Saturday	TBD	TBD	MORPCA Holiday Party - Riviera Golf Club

## Porsches2Oxford Set for Saturday, July 25<sup>th</sup>

Hosted by Mid-Ohio Region PCA, the fifth annual Porsches2Oxford event is scheduled for Saturday, July 25th. In 2008, P2O attracted 396 cars from 17 states and 3 Canadian provinces. This year, P2O is hoping to attract upwards of 500 cars to Oxford, Ohio.

Porsches2Oxford, which was the brainchild of Bill and MaryLynn Roe, began seven years ago as Porsches2Pinckney (Michigan) – as an excuse for a group of Porsche-lovers to get together for a drive to dinner. After two years in Pinckney, the event was moved to Oxford. As the home of Miami University, Oxford has the infrastructure to handle one of the fastest growing and largest Porsche-only, one day events in the country. With its quaint brick streets, bandshell, shops and boutiques, overnight accommodations, and plenty of restaurants and watering holes for every taste and budget, Oxford is the perfect venue for a nationally-recognized Porsche event.

The streets of Oxford are blocked off exclusively for our use from 6:00 a.m. to 6:00 p.m. Throughout the day more than \$5000 worth of great door prizes are awarded to those in attendance. In addition, P2O will hold its annual People's Choice car show that this year will give trophies to the top fifty vote-getting cars. For a complete list of the days activities as well as a schedule of events, please visit the new and vastly improved P2O Web site at [www.porsches2oxford.com](http://www.porsches2oxford.com).

This year Porsches2Oxford is hoping to raise more than \$7500 for the American Cancer Society. To do so, the entry fee is being raised from \$20 per car to \$25 – with the additional \$5 going directly to the ACS. The entry fee includes

an event T-shirt and poster as well as a great goodie bag. We will also be selling forty “prime” parking spaces (in the ‘Starbucks block’) for \$100 each. Those ‘buying’ the spaces will get a receipt from the ACS -- and thus any tax deduction associated with their donation. Additionally, we will be giving half of the proceeds of the 50/50 drawing to the American Cancer Society.

On Sunday morning, there is a ‘fun rally’ professionally managed by Scenic Road Rallies LLC through the rolling southwestern Ohio countryside. Participation is limited to the first fifty entrants and does require an additional entry fee.

This year our major sponsors are Porsche of the Village of Cincinnati (formerly Beechmont Porsche), Griot's Garage of Tacoma Washington, Autobahn Extremist of Rocky River Ohio, and Forgeline Wheels of Dayton. Thanks to their support as well as the contributions of our other sponsors, P2O promises to be even bigger and better than in the past -- offering something for every Porsche-lover in the family. ☒



*From the 2008 P2O*

## Werner, Keen Win GT Class and Take Points Lead; Bernhard, Dumas Enjoy Podium Finish at Watkins Glen

WATKINS GLEN, NY – June 6 -- Dirk Werner (Germany) and Leh Keen (Charleston, SC) captured their second GT class victory of the season and took over the points lead while Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France) grabbed a podium finish in Daytona Prototype competition during the Sahlen's Six Hours at the Glen Saturday at legendary Watkins Glen International Raceway.

Werner drove the final segment in the #87 Farnbacher Loles Racing Porsche 911 GT3 Cup entry and took the checkered flag in the fifth Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 event of the season. Keen had broken the track record in qualifying, but the duo did not have an easy time winning their second race of the year.

It was Porsche's 59th GT victory and 247th podium finish in Grand-Am history.

Meanwhile, Bernhard and Dumas put the #12 Verizon Wireless Penske Porsche Riley on the podium for second time this year, finishing just 1.59 seconds behind the dominate Lexus Riley of Scott Pruett (Auburn, CA) and Memo Rojas (Mexico) as the race ended under caution. Pruett started on the pole with a record qualifying race and ended a nine-race winless streak to claim his record 21st Daytona Prototype victory.

Porsche works driver Wolf Henzler (Germany) made a late pass to grab third place, giving Farnbacher Loles a one-two-three GT finish. Henzler drove the #86 Farnbacher Loles Porsche 911 GT3 Cup car with Eric Lux (Jacksonville, FL).

"We didn't drive away from the other competitors," Werner said. "It was a hard battle the whole six hours. We had one lucky situation when we stayed out under a yellow and then got another yellow a little later that gave us a chance to pit when we wanted. We could do consistent lap times. It is always fun to race these

guys, that's how racing should be. You know you can't make any mistakes, and that's fun."

"Right out of the box the car was excellent," Keen said. "We had so much momentum from the past two races, and after Dirk won the pole we would only be going backwards if we didn't win today. We have great momentum for the championship, and are looking forward to next two races. The next race is at Mid-Ohio and we won there last year, so we are feeling good."

The GT competition was so fierce that there 19 lead changes among seven cars, but the #87 Farnbacher Loles Porsche 911 GT3 Cup led 103 total laps, three times as many as any other entry. Werner led four different times for 73 total laps and Keen led twice for 30 laps.

Werner and Keen trailed Spencer Pumpelly (Mason Neck, VA) by one point in the driver's standings, but Pumpelly finished only fifth in the #66 TRG Porsche 911 GT3 Cup entry with teammates John Potter (Salt Lake City, UT) and Craig Stanton (Long Beach, CA). Now, Keen and Werner lead with 151 points with Pumpelly second with 143. Lux is fifth with 135 points.

"It was a great race today," Henzler said. "I am happy to finish on podium, but I needed 10 more minutes. I think I might have gotten second if I had a few more laps. I took everything the car had and I was going faster and faster. Finally there was a yellow at the end, and we happily took third."

The DP competition wasn't as close. Pruett and Rojas led 142 of the race's 188 laps in their Lexus Riley.

Dumas noted that Pruett can pull away anytime he wants. Look at this (as Pruett went by start/finish). It is only three laps after the restart and no one else is in sight. We can not pass on the straight-aways. With

the RPM limit, the 911 Porsches (GT3 Cup cars) are as fast as us.

“We are close, but winning is something else. We have been on the podium twice (third both times) and the whole team and Porsche want to move up. We push very hard. When we are on the track alone, we are OK but as soon as there are a lot of cars we struggle a little bit. The RPM (limit) hurts us. We can not pass on the straightaways, and the GT Porsches are as fast as fun. But we do all we can with good strategy and a great crew that gives us the best possible car and never stops working to improve it.

Dumas led once for two laps during a flurry of pit stops in his middle race two-hour stint, but during one of the race’s longest green flag stints, Pruett pulled away from Dumas by 19 seconds over 26 laps.

Bernhard, who started and finished, led twice for 12 laps, and took the lead for three laps when the winning car made its final pit stop to allow Pruett take over. Bernhard then pitted while in the lead for his

final pit stop, allowing Pruett to re-take the lead for good.

“From the start, we raced as hard as we could,” Bernhard said. “This is good, hard racing from good competitors who are very fair, and this is what I really like. We are doing the maximum we can. With the engine limit, we can not do more. I’m very excited for the team to take the podium. The crew works hard and we improve every weekend. Now we are off to Le Mans, and we come to Mid-Ohio to do our best again.”



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## 2009 Arthritis Foundation Classic Auto Show July 10 & 11, 2009

Plan to return to Dublin's Metro Center as the Central Ohio Chapter of the Arthritis Foundation invites Porsche drivers to join them for the 27th Annual Classic Auto Show & Cruise-In. This year will feature Mustang on its 45th Anniversary, Lincoln, and the Mini on its 50th Anniversary. This is central Ohio's premier car-related event – attracting more than two thousand display vehicles each year. This 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. The Arthritis Foundation Show is being promoted as a multi-region Porsche Club of America event and thus we hope to have numerous entries from surrounding Regions.

The celebration kicks off on Friday, July 10th with a 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 1920s to the present will make their appearance. 26-years of tradition will continue with a presentation of over 100 awesome 6-foot-high trophies to the Top 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, enjoying a live Mike Albert concert featuring the Memories of Elvis in the evening!

On Saturday, July 11th, you'll have a full day at the exciting Classic Auto, with more than 45 judged classes of automobiles on display, special Show-Within-A-Show groups and several regional events taking place. Rock 'N' Roll Oldies will spin all day long, followed by a fantastic live concert by Phil Dirt & The Dozers in the evening, including a dance floor in front of the stage!

On Saturday the gates open at 7:30 a.m., The judging for the Porsche Show-Within-A-Show will begin at

11:00 AM. Judging rules will be the same as in the past few years. We will have a total of 8 Porsche classes (listed on the registration form). Keeping this the 'user-friendly' event it has been; engine compartments, undercarriages, and wheel wells will not be judged. Originality is also not considered in the scoring. If you wash your car and vacuum the interior, you're ready to enter!

The Parade of Champions starts at 4:30 p.m. The Best of Show Porsche will drive in front of the show stage to receive its award while the 1st Place winner and the two Award of Excellence winners from each of the 8 classes will be announced and receive their awards at the Porsche display area by the pond under the trees at 3:00PM. Also presented at that time will be the Floyd Acton Award -- given annually to a MORPCA member who best exemplifies the spirit of PCA and the friendships it creates. Last year's winners Brad & Carolyn Shisler will be given a 'keeper trophy' as they pass the real one onto the 2009 recipient.

Contact Milton Scott at 937.335.9700 or Andy Trux at [andrewtrux@cs.com](mailto:andrewtrux@cs.com) for further information. Visit [www.arthritisautoshow.com](http://www.arthritisautoshow.com) to see some great pictures of past years' Arthritis Foundation Car Shows.

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. 

ARTHRITIS FOUNDATION CLASSIC AUTO SHOW  
 CONCOURS d'PORSCHEREGISTRATION FORM  
 July 10 & 11, 2009

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_

E-MAIL: \_\_\_\_\_

**PORSCHE VEHICLE(S) BEING ENTERED:**

(Please indicate if you wish to have your car judged -- or displayed without being judged)

<u>CLASS</u>	<u>YEAR</u>	<u>MODEL</u>	<u>COLOR</u>	<u>BODY STYLE</u>	<u>JUDGED</u>	<u>DISPLAY</u>
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

**Classes:**

4401 – 356

4402 – 914

4403 – 912, Early thru 1983 911, 930

4404 – 1984 - 1989 911, 930

**Classes:**

4405 – 1990 – 1998 911, 930

4406 – All 924, 928, 944, 968

4407 – All Porsches 1999 to current; all Boxsters

4408 – Modified & Limited Production models

\_\_\_\_ Yes, I would like to be a Concours judge. (Instruction will be given, experience not necessary)

FRIDAY, JULY 10 CRUISE-IN REGISTRATION:

\$20 per vehicle x \_\_\_\_\_ # vehicles = \$ \_\_\_\_\_

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## Tech Talk

### The Correct Driving Position

By: Ken Koop—The Yellowstone Region—Old Faithful Newsletter

Have you ever been cruising down the highway and happened to notice the driving position of certain people in the car next to you? A few people drive with their seat set all the way back. Their arms are fully stretched out, having no bend at all in their elbows. Then some people are so close to the steering wheel that you could not slip a CD between the steering wheel and their chest. Well obviously, both of these positions are incorrect for a number of reasons. The first and foremost is safety. In both of these positions the driver does not have the leverage or the movement required in their arms to make emergency driving corrections. For a professional race car driver or people lucky enough to have their own dedicated race car, their seat and steering wheel is set to a specified position that never changes. They do this so that every time they get into their cars, the position is optimized to help them best perform their job. Go fast! They can't do that without the correct seating set-up.

So is there actually an ideal position for all drivers? Well, there is something very close to a perfect position that allows for comfort (which leads to less fatigue), leverage, bracing and good control of the vehicle in all types of driving conditions. It was not until I attended my first driving school that I actually learned about the correct seating position. If you attend a Professional Sports Car Race, you will see almost every driver using this same set-up.

Let's look at how to adjust the seat and steering wheel to provide you with the proper set-up for both street and track driving conditions. We will start with the seating position since that is our first contact with the car and every other adjustment is predicated on the correct seat set-up. Adjust the

seat to the lowest position that still allows you a good view of the road ahead. This not only helps to lower the car's center of gravity for better cornering and performance, but it also places the driver's body closer to the vehicle's yaw, pitch and roll axis. This gives the driver a better feel for what the car is doing during any changes in speed or direction. Your *derrière* should be tucked firmly into the seat back, so that you can get feedback from the chassis, through the seat, up your spine and finally reaching the brain (where you can determine what the car is doing). You will get a better feel as to what the rear end of the car is doing if your body is firmly anchored to the seat. Position the seat forward enough so your knee still has some bend in it with the clutch pedal being fully depressed. You do not want to be able to fully extend your leg or have to stretch while depressing the clutch. That will not provide you with adequate leverage while engaging the clutch or brake pedals. Also, you do not want the steering column interfering with the movement of your legs while you are operating the brake or clutch. Your right foot should be comfortably placed to allow you to pivot the foot from the accelerator to the brake pedal without lifting the heel off the floor. The left foot, when not operating the clutch, should be resting on the "dead pedal" (that's what it is there for). This will provide you some additional bracing while cornering or during an emergency maneuver.

Now that we have your feet and legs positioned correctly, let's take a look at the arm position. The correct distance from the steering wheel is easily adjusted with some simple techniques. The proper distance can be achieved with your shoulders resting against the back of the seat, and then stretching your arms out straight (with no break in the elbows) so that the wrists are resting on the very top of the steering wheel. The wrists should be able to break so that your hands are able to droop

over the far side of the wheel. If your wrists do not break at the top of the wheel, then you will need to adjust the seat (or adjust the angle of the seat-back) forward or backward to achieve this position. If your steering wheel has adjustability for reach (in and out) and height (up and down), this will give you some additional help in fine tuning your optimal position. You will probably notice that the angle of your seat-back (when adjusted correctly) will be more upright than you are accustomed to. Being too close or too far away from the wheel will inhibit your ability to maneuver in tight corners; i.e., driving on mountain roads, swerving to avoid an animal that might run into the street or driving on a race track. An improper position may even require you to move your hands on the steering wheel while cornering, which is not only a terrible technique but can also be dangerous.

Your hand position on the steering wheel should be in the 9 and 3 o'clock positions with the thumbs in contact with the 9 and 3 o'clock spokes of the wheel. This will give you more direct feedback from the front suspension in case of over or under-steering conditions. Your right hand will also be in a better position for reaching the gear shift lever and allows for a more natural movement when grabbing for that next gear. Locating your hands this way allows for more steering input in tight corners, without your forearms crossing over each other. If you have front air bags, it is slightly safer in helping to prevent wrist or hand damage in case of an air bag deployment as well. Lastly, your elbows should be allowed to rest comfortably by your side.

Now for a final check of your position. After you believe you have everything set correctly, see if you have between 90 and 130 degrees of bend in the elbows, with your hands in the 9 and 3 o'clock position. Then make sure all of the dials and dash lights on the instrument panel are clearly visible without the steering wheel impeding your view. All three mirrors should be set to provide you with adequate visibility in all directions. With these final checks

completed, you have successfully achieved your correct position. If you are like most people, you will find that your original position was a little too far away from the pedals and the steering wheel. You were holding the wheel in the 10 and 2 positions and the seat-back was reclined too much. This new position will probably feel uncomfortable and strange to you at first. With a little practice and care in your seating set-up (whether you are driving your Porsche or another car), you can develop a better driving position that leads not only to better car control, but also makes for safer driving as well. This will provide you with a quick set-up routine. You can carry this from one car to another and it only takes a minute to correctly set your position once you know what you are doing.

After reading this article, my wife Robin, actually tried this new seating position. As predicted, she complained that she was too close to the wheel and felt very uncomfortable while driving. But with just a few weeks of practice, she has become accustomed to her new set-up. Now she thinks I am the most wunderbar husband for teaching her something new and useful (like I've never done that before), yada, yada, yada. If she was able to change and improve her driving habits after some 35 years behind the wheel, then anyone can (a mandated age disclaimer; FYI my wife politely told me to mention that she started driving when she was 2 years old)—yea right. Next to buckling your seat belt, this is probably the most important thing you can do to help ensure your driving safety. 



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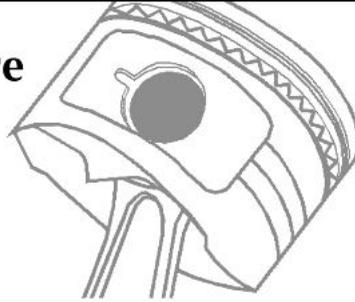
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## MORPCA MEMBERS DO WELL AT TAJ SHOW

By Chris Riemann

MORPCA member John Dixon once again hosted the annual TAJ CHARITIES CAR SHOW on Saturday May 23, 2009 on Kettering's beautiful and scenic Lincoln Park Boulevard. With blue skies and lots of sunshine providing temperatures in the mid-80's, more than 150 cars were parked in the scenic setting -- including seven cars belonging to MORPCA members.

Before it was all over, more than 75 Porsches were among the many sleek, foreign cars parked along the south end of the show area. Included in the group were MORPCA members Milton Scott, Brad Shisler, Marty Reich, Brice Kadel, Ted Zombek, Jim Borowske, and Ron Thomas.

The Taj Show is just one part of SPEEDFEST -- a number of multi-weekend events all designed to provide great entertainment while raising money for some very worthwhile causes including Daybreak, Ronald McDonald House, and We Care Arts. John Dixon has helped organize, support, and manage these events for nine years. In the process, he has helped raise more than \$400,000 for charity.

Jim and Walene Borowske were showing for the first time their 1987 911 turbo-look cabriolet which is one of only sixteen such cars built that year. This beautiful red/black car has only 8000 miles and is one of the finest, original, turbo-look cabs in the country. Needless to say, the Borowske's car was one of the "Top 25" award winners.

Joining them in the winner's circle and receiving awards from none other than Ronald McDonald himself were Brice Kadel with his speed yellow 2005 Boxster S, Marty Reich with his chiffon white 1984 911 turbo-look coupe, and Ted Zombek with his stunning black 1958 356 A super. Brad Shisler arrived in Dayton with his VW Karmann Ghia and as usual drove home with another car show award.

Although he arrived after the judging was completed,

Ron Thomas garnered a lot of attention with his white with green stripes, 1973 Carrera RS -- one of only sixty manufactured with green graphics. It should be noted that although MORPCA concours chairman Milton Scott didn't win an award, he did however do an exemplary job of organizing the parking for those in attendance. His fluorescent green safety vest complimented well his khaki shorts and P20 t-shirt.

Following the car show, there was the 'Tube Steak' extravaganza that took place at the world famous Taj Ma Garaj. For \$25 (that went to charity), the 150 Porsche-lovers in attendance were treated to all the hotdogs they could eat while they walked around and looked at all the great cars that call Taj home.

MORPCA can be proud of its members -- and John Dixon should be at the top of the list. His continuing interest in supporting worthwhile local causes while promoting the car hobby is second to none. Mark your busy summer calendar now for next year -- the Saturday of Memorial Day Weekend for the 10th Annual Taj Charities Car Show. You'll have fun, see a lot of great cars in a beautiful setting, and help John raise more money for charity. 



*Brice Kadel's 2005 Boxster S*



*Jim and Walene  
Borowski's 1987  
Turbolook Cabriolet*



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Send ads to: **Barry Lowry, 5143 Avery Oak Drive, Dublin, OH 43016**

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Exterior Color: Black Interior Color: Tan  
VIN:WP0AA0958GN156185  
Engine: 4 Cylinders Transmission: Manual  
Drivetrain: RWD Doors: 2  
Features: A/C: Front, Power Steering, Bucket Seats,  
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Wheels, Sunroof/Moonroof Selling Points: All original  
944Turbo (951) no rust Autothority chip 268hp.  
Original radio, battery cover and case for removable  
sunroof all still in place! \$7000 in maintenance in last  
3yrs. All new brakes and rotors @ 102k A/C redone  
with 134A. All new fluids @ 100k. Tons of documenta-  
tion. 9k on Goodyear Eagle F1s Awesome car but  
must make room for a new Caymen S.  
Condition: Fantastic condition for a car of 100k+ Su-  
per clean. Typical cracks on dash and chips on mir-  
rors and a few on nose. No dings or body work. One  
3" tear on seam of drivers seat. Must see and drive to  
appreciate. See pictures at cars.com Contact: Gerhard  
Hillmann at morpcasocial@yahoo.com or  
614-206-1833 [2]

#### 2007 Porsche 911 Carrera Cabriolet

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crest, heated seats, crest in headrest, sport chrono,  
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Contact: David Tinapple orchardman43235@yahoo.  
com or 614-571-5725 (Powell, Ohio) [2]

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**1986 Porsche 944t**

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Contact Greg Krivchenia 740-373-8626 [3]

**944 Cup Car -- 1988 924S**

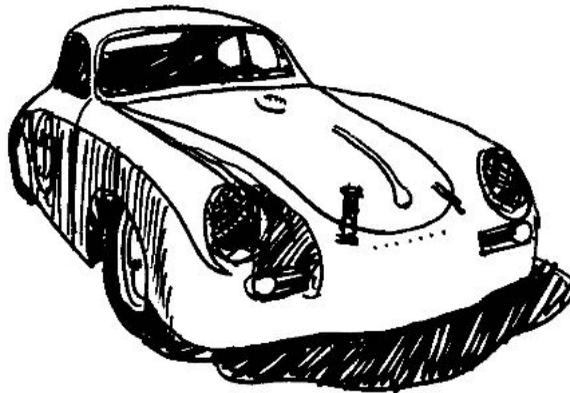
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## 27 Years

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## 21 Years

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## 18 Years

Robert K. Ellis & Brenda Ellis

## 12 Years

Robert J. Gewirtz & Sarah Gewirtz

## 10 Years

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## 9 Years

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Alan Shultz & Cindy Shultz

## 8 Years

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## 6 Years

John D. Walters & Andrew P. Walters

## 5 Years

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Greg Coward  
Michael J. Finissi & Doreen Finissi

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James C. Flinn & William Flinn  
Raymond J. Kobus & Jan Kobus

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Edward J. Slavik

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# Welcome New Members

## Welcome New Members To Our Region:

James B. Andrews & Chad Andrews  
1710 State Route 60, Ashland, OH 44805; Hm Ph: (567) 203-8261  
jandrews1@zoominternet.net ; 2009 911S Blue

Eileen F. Baker & Gary Farson (husband)  
P. O. Box 345, Bowling Green, OH 43402; Hm Ph: (419) 352-1869  
skeptical@earthlink.net; 2008 Boxster Blue

Howard Butler & David Butler (son)  
77 Meadowlark Lane, Columbus, OH 43214 ;Hm Ph: (614) 885-3384; howardbutler@mac.com; 1980 911 SC Guards Red

Randy E. & Patricia Hedges  
7808 Tree Lake, Powell, OH 43065; Hm Ph: (614) 623-0872  
randyhedges@yahoo.com; 1984 911 Glacier White

William R. & Susan Kemp  
7975 Wills Run Lane, Blacklick, OH 43004; Hm Ph: (614) 855-2301; willikem@aol.com; 2008 Boxster S Silver

William R. & Susan Kemp  
7975 Wills Run Lane, Blacklick, OH 43004; Hm Ph: (614) 855-2301; willikem@aol.com; 2008 Boxster S Silver  
Darrel R. Rutherford & Wayne Rutherford (brother)  
2077 Willowick Drive, Columbus, OH 43229; Hm Ph: (614) 891-1507; darrelr444@wowway.com; 2005 911 S Cobalt Blue

Jeff J. Warnat  
7749 Tree Lake Blvd., Powell, OH 43065; Hm Ph: (425) 538-0253  
jwarnat@microsoft.com; 2009 Cayman S Gray

## Welcome Transfers To Our Region:

Jeffrey J. & Diana Klein  
5368 Drumcally Lane, Dublin, OH 43017; Hm Ph: (203) 470-3932  
effkrx7@charter.net; 1989 911 Silver  
Transfer from Connecticut Valley

Michael F. Tweedle & Christine Poon (wife)  
490 S. 3rd Street, Columbus, OH 43215-5702; Hm Ph: (609) 924-5928; m.tweedle@verizon.net; 1999 911  
Transfer from Schattenbaum

## Membership Stats for June 3, 2009

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## Appointed Chairpersons

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