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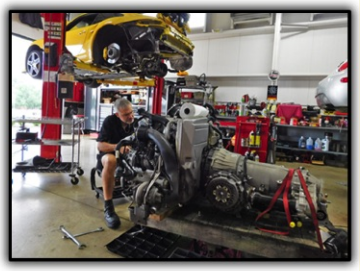

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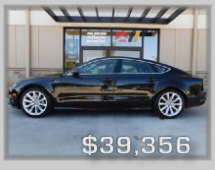
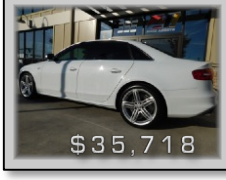


AUDI
2014 Audi A7

Prestige 3.0t Quattro
26,566 one owner miles

AUDI
2015 Audi S3

Prestige 2.0 TFSi Quattro
18,973 one owner miles,
Misano Red Pearl



AUDI
2014 Audi S4

Prestige Ibis White, S Tronic, 39K miles

AUDI
2013 Audi S6

Prestige Brilliant Black, NightVision, HeadsUp Display, 33K miles

PORSCHE
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(996) **Turbo**

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Black Leather

13,250 miles, 2 Owners. Runs, drives, looks, and feels like a new 911!

BMW
1973 3.0 CS

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BMW
1976 2002

Restored example-inside and out. Documentation back to 1978.

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SS Convertible - Clone
Matador Red - 350 Auto
Perfect Paint - Restored

NISSAN
2011 370Z Touring

Monterey Blue Pearl,
new 19" Advan, 38,172

PORSCHE
2015 Macan S

Black, Navigation, Best Value for Miles with 48,625

PORSCHE
2001 Porsche 911
C4 (996) Cabriolet

Seal Grey, All keys, Hardtop, Windstop, 34,276

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Die Offene Strasse

(The Open Road)

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Der Passagiersitz

The Passenger Seat

Patrice Hennessy
Newsletter Editor

I remember the Beanie Baby craze quite well as one of my sisters (I have 4) who had young children at the time, bought a new one every time she went to the store. They were relatively inexpensive and the kids loved them. She had so many Beanie Babies that she had to buy a special display rack. My sister was convinced that they were highly collectible and would be worth a lot of money someday. I must confess that I myself own one, which my niece and nephew bought for me. Of course, it is Doby the Doberman. He still has the name tag with his birth date and it includes a catchy poem as well. What's he worth in today's market? Not much according to Ebay, who lists him at 99 cents with no takers. So much for investing in novelty toys as your retirement nest egg.

Don't get me wrong, I am not adverse to compiling a vast treasure trove of comparable items. In fact, each member of my household is an avid collector of some kind. Among other things, I collect shoes, the dog collects fleas and Kevin collects die-cast car replicas, i.e. toy cars - but I am informed only 993/GT1 variants, and mainly race livery versions, and although I am not convinced, he claims they are not toys.

I understand (the key to a successful marriage is to pretend to be interested...) there is a whole world of die-cast collectors and modelers who make custom versions (one-offs) using production die-cast street car versions as donors and then they add custom paint and decals. While popular in the US with modelers (Hot Rods, NASCAR & such), to find these rare one-off 993 livery Porsches, Europe and in particular Germany, France, and Italy seem to be the main source of Ebay finds. Shipping costs, let alone the risks of losing/damaging the package along the way can be an overseas challenge. Here's where a club connection comes in handy. A MORPCA club member has a cousin (Frank) who happens to live in Germany and has a fondness for Montgomery Inn BBQ sauce as well as US road signs. In exchange for being a "local" address for receiving european die-cast shipments, Kevin delivers BBQ sauce and an occasional customized road sign in exchange for Frank holding on to his die-casts and the other memorabilia that Kevin sends his way.

Kevin's home office, which showcases his 993 "collectibles"

The real problem with accruing a large number of items becomes how to store and display them. In keeping with his teutonic engineering spirit, Kevin's winter project was to come up with a minimalist "form meets function" display system for his ever growing collection. I think he has accomplished this goal but my concern is that there is now more room for the collection to grow. Of course, Kevin claims that his cars are highly collectible and worth a lot of money. Hmm, where have I heard that before?

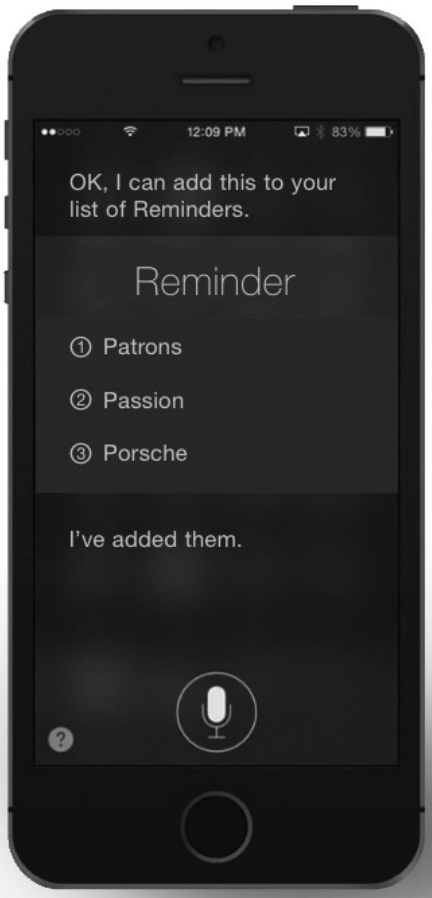
Sadly for all of us ladies, I don't think Kevin has a unique affliction but one that is shared by many Porsche owners / club members, as I know of many others who have large quantities of unique Porsche related memorabilia. I would love to feature some of your collections in a future edition of DOS.

The poster that convinced Greg Miller to buy a 911

Speaking of DOS features, this month's cover is a picture of Greg Miller's 911. In 1989, PorscheUSA sent Greg this poster (with his name on the plate!) to entice him into driving their new 911. Talk about targeted marketing. He framed it and has had it over his desk for 28 years, and 5 years ago, he finally pulled the trigger! Greg hopes everyone enjoys the image of his 2003 Carrera 4S, with 80K miles on it. Keep the pictures coming!

Patrice

Sometimes we need to remind ourselves of our priorities.



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FROM THE PADDOCK

BY
CHIP HENDERSON
PRESIDENT

A couple of weeks ago I participated in the annual PCA Board of Directors meeting. It was conducted via a webinar hosted by the national office. This meeting included approximately 110 (of the 143) region presidents from across the country (95 were needed for a quorum). I have always had this perception of the PCA as being a very de-centralized organization - meaning they let us run our region pretty much how we see fit with very little oversight at the national level other than some basic ground rules. This allows us to decide what events we want to host and where and when we want to do them. Plus, other than the dues paid for membership, our region gets to keep any profits made from an event we host - which we then roll back into other events or give to charity if we have funds left over at the end of the year. This lets us effectively manage how best to support the members in our region and to ensure we maintain a nice balance between social and driving events and also support local charities if we can.

Participating in the national meeting validated this perception. Of the issues up for discussion and vote, a couple were interesting. For instance, there was a motion to merge two western US regions into their nearby zones. From the outside, this looked like a practical solution to enhance the administrative support provided at the zone and national level. During the discussion however, the two region presidents argued otherwise and felt that keeping the current status was best for their respective members. The motion was voted down and the two regions will remain as they are. In another case, a motion was presented regarding trademarked or copyrighted logos and branding. The proposal essentially gives PCA National certain rights to any trademarked or copyrighted material established at the region level. At first blush, this looks like an attempt at the national level to control our trademarked logos (such as P20). As you can imagine, there was a lot of passionate discussion on this issue. In reality what it really does is give the national board the ability to support the regions when problems arise. For instance, If someone decided they wanted to use our MORPCA logo for their personal or business use, there isn't much we could do to make them stop - short of spending a lot of the club's money on legal fees. This proposal allows the PCA national office to bring their assets to bear to help us resolve these issues - to include taking legal action. After some debate, the motion passed by a considerable margin. So, motions were presented, positions for and against were stated and votes were cast. The process worked like it was supposed to.

Overall I was impressed by how the PCA could pull together this many region presidents and conduct a web meeting that was both useful and productive. It also did a lot to further my confidence in our ability to manage our region the way we think it should be managed. For us, this happens at the monthly MORPCA board meetings. The process we follow is very similar. I encourage you to attend one of our meetings and see this for yourself. And if you have some input on how we can better serve our members, I promise your voice will be heard.

Meanwhile, I am looking forward to seeing you at the Taj Ma Garage in April - it is shaping up to be an excellent event!

Chip

THE RENN LESEN

BY

ROBERT BALCHICK
VICE PRESIDENT

I Drive a Lemon

Yes, I have a 996. Don't think ill of me just because my car has fried eggs for headlights and an Intermediate shaft bearing (IMS) designed by Fred Flintstone along with that evil ethylene glycol stuff running through all the channels and hoses in the back. At the time I bought it I felt that I was exceeding my own expectations. I had owned a number of BMW's and never really felt worthy of a P-car. But I drove one in 2003 and ordered my current C4S shortly after, and have had it ever since; and I'll have it for a long time, possibly because it's worth less than a Toyota now.

So how did Porsche, and I, get in this tough situation? Well, you see, Porsche was having a tough time in the 90's. It wasn't making very much money and it risked being bought by a larger rival- it recorded only 3000 US sales in 1993. It was also having Board of Directors skirmishes that unfocused it's direction. But along came Wendelin Wiedeking, Porsche's CEO, who recognized that to survive, there had to be some automation, some economies of scale and some way to catch up with the power and efficiency of the water cooled engines of its competitors. So Mr Wiedeking let Pinky Lai redesign the car, he automated the assembly line with W. Edwards Deming's lean principles taught by none other than Toyota, he created an entry level car- the Boxster- allowing parts to be shared to save money, and he put ethylene glycol in the engine to dissipate the heat that is the necessary evil of more power. Along the way he also spent less money on the parts bin, saved some bucks with suppliers of some minor parts like engine blocks, and he made a car that the automotive press dubbed better than any of it's predecessors. It had more power, was smoother, handled better and provided a better platform for safety and electronic developments to come. With these changes, he is credited with saving the company as well.

There were 175,262 Porsches with the 996 designation produced from 1999 to 2004. Some, like the turbo and GT3 had Metzger engines, some have been driven 600,000 miles like the car owned by the Emergency Room doctor featured in Panorama last year, and some have had engine failures. It didn't help that Porsche didn't recognize or support those with challenges, maybe we shouldn't forgive them for that because it hurt a lot of folks pocketbooks, and continues to today. But actually there are issues with every model of every car, some cause accidents and deaths, some cause inconveniences like innumerable recalls, and some leave us stranded in the middle of nowhere. That's the nature of complex machinery designed by folks that really can't (or won't) account for every unintended consequence there is or might be. And while there are some design flaws in the 996, Jake Raby from Flat 6 Innovations (the guy that designs and sells one of the IMS retrofits) chimed in with "owners" during a forum discussing what causes most of the issues with the 996.

I believe if you pay attention to your car's noises, feel it's travel over pavement, and use all your senses, it can help you to be proactive with many of the things that announce their presence long before they damage your travel plans. And while preventive maintenance goes without saying, that doesn't mean you have to baby the car, because most folks believe the bad stories have come from low mileage cars that were never really driven to their potential. It can be argued that the 996 is in that sweet spot of Porsche history where the driver engagement of the air cooled cars meets the start of technology that incrementally improved all that was good about Ferry's design. The 997 is in that category as well, but after that, well, wood grained luxury and Burmester sound with a transmission that shifts itself may be just too evolved for folks that like to "drive". There's something appealing about balance that both transcends design flaws and is remarkably counterintuitive to the adage that speed is everything.

So I have another reason for keeping my car- I love it. It runs great, it's taken me around the block and around a few tracks, it's dependable, and it's a joy to drive. The new exhaust installed last year certainly helps and the new wheels that were found under the tree this year will also firm my commitment to this car. So if you see me around and you have a 996, honk or stop and chat about what we appreciate in our forgotten model. We need to stick together, because when all the engines that are going to fail have failed and been replaced, and what remains are us folks that drive these cars like they are supposed to be driven; there may emerge a monetary reason to sell, but I doubt you'll see me part with my lemon.

Bob

Fifty Years of Engineering Excellence

James L. Ginter

February 16, 1999

Work for the Government

It was also at this time that Adolph Hitler came into power. He wanted to establish auto racing supremacy in Germany and was providing an enormous grant for that purpose to Daimler Benz. Auto Union had been formed from the firms of Horch, Audi, Wanderer, and DKW (the origin of the four rings symbol on today's Audis). Porsche's old friends at Wanderer wanted him to come and present his racing car design to Hitler, so that they might receive a similar grant. Before he could make his presentation, Porsche was told that there was no reason for a second grant and that the request was denied. Porsche's fury came forth, and he launched into a thirty-minute flood of technical argument. Hitler changed his mind completely and awarded Auto Union the same government grant. This unleashed a fierce competition between Auto Union and Daimler-Benz, with both firms using racing cars designed by Ferdinand Porsche. A series of further developments of Porsche's Auto Union design resulted in 545 horsepower and a five kilometer average speed record of 251.2 miles per hour...in 1937.

A few months after the racing car presentation, Porsche was again summoned to meet with Hitler, this time to discuss the people's car. An impossibly ambitious project for its design and manufacture was undertaken. To meet the impossible schedule, Porsche constructed the first three prototypes in the garage of his home, in Stuttgart. Each of these three prototypes successfully covered 30,000 miles of testing. Because they had the construction facilities, Daimler-Benz was contracted to build an additional thirty experimental cars of the VW series. I had the good fortune to see one of these cars on exhibit a few years ago. It was a bit larger than the eventual VW configuration, but was clearly recognizable. If you can imagine, it was a VW produced in the armor-like black steel and chrome often associated with Mercedes, and a Mercedes star on the hood. These cars also passed their tests with flying colors.

A new automobile plant was constructed in Wolfsburg for the production of VW's, and Porsche was to oversee the plant operations in addition to his role as design chief. Just as production started, the war began. Porsche first had to adapt his VW to wartime use. This resulted in the amphibious "Schwimmwagen" and the jeep-like "Kubelwagen", some of which were in the configuration of a "half-track". Porsche was then engaged in tank design. He designed the air-cooled (his favorite method) Tiger tank, a self-propelled 88mm gun named the "Ferdinand", and the Maus. The latter was Hitler's dream of an invincible mobile fortress. It was twenty feet high, weighted 180 tons, carried ten-inch thick armor and a 180 mm gun. Since no bridge could carry it, the Maus was designed to be able to wade underwater to cross rivers. As with Porsche's earliest designs, it was powered with electric motors. Unfortunately, the Maus would crush foundations in cities through which it went, and it often sank in its own weight in soft terrain. It was a stupid disaster, and only two were built, neither of which ever fired a shot in anger.

In June of 1945 Ferdinand Porsche was taken by the Americans to an interrogation center which had been set up for people of prominence. They were convinced that his efforts centered on engineering and not politics and released him. Then in November of 1945 Porsche was invited to the French Headquarters in Baden-Baden, to discuss the development of an air-cooled French people's car. Porsche was arrested on charges that he had mistreated forced laborers working at the Peugeot plant, when it had been captured and placed under the control of Wolfsburg operations. My readings indicate different motivations, however. Louis Renault had recently been arrested on charges of collaborating with the Germans and had had his plant confiscated. The French government wanted to talk with Porsche about bringing the Wolfsburg operation to France and setting up a factory to produce inexpensive, rear-engined, air-cooled French cars. The other French carmakers were very uncomfortable, and they convinced Jean-Pierre Peugeot to bring charges against Porsche, to get him out of the way. There was later evidence that Porsche had actually prevented the Peugeot workers from being deported to Germany, he had prevented the Peugeot directors from being arrested after the plant had been sabotaged, and he had even saved Jean-Pierre Peugeot's life when the Gestapo arrested him on a visit to Wolfsburg. Peugeot had been selling parts to Germany throughout the war. Porsche and his son in law were taken to Paris and then to Dijon, where at the age of 72 he was paraded through the streets in chains and locked up in an unheated dungeon.

Porsche's son Ferry had been an active participant in his engineering work for his entire life. Ferry was imprisoned by the French for only a short while. He then set up an engineering design shop in an old Austrian sawmill and was able to sign a contract with an Italian industrialist for design of a new racing car and thereby raise the million franc ransom for the release of his father and brother in law. Ferdinand Porsche was subsequently tried in his absence and acquitted on all the charges by the French, but his health was broken.

The Porsche Automobile

Shortly after Ferry was released from prison and had returned to Austria, he also developed the final designs for a sporting car based on some 1939 VW sports prototypes and the earlier Wanderer. He constructed the first of these Porsche automobiles in his garage in 1948, and the photos show his

father's obvious pride. Porsche's doctors had forbidden him to work, and his life had lost all purpose. Sadly, he took little part in the design of the only cars to bear his name, although they were based on designs he had developed twenty years earlier. At one point he paid Ferry the high compliment that these cars were as if he had designed them.

1951 Porsche 356 (Split Window Coupe)

Most of the parts for the early Porsche automobiles came from VW. Payment for parts was very difficult, and there are stories of the Bosch spark plugs for the first cars being obtained from Germany by one of the employees filling his pockets with them and then returning home. Ferry had estimated that the total world demand for the Porsche automobile would be 500 units. By 1951 they celebrated the 1000th car, and by the end of this model run, 15 years later, 78,000 cars had been built. The following Porsche design, the 911, had a model run of thirty-five years and its offspring are still in production.

It was very difficult for the Porsche plant to keep up with demand in the early years. One of the production limitations was their highly skilled panel beater. This man's job was to form the aluminum bodies by hammering sheet metal over wooden forms. This artist was also given to excessive drinking, and when he would take one of his frequent leaves, the production line stopped until he recovered and returned. There appears to have been a product allocation practice to offset the lack of supply, however. One report suggests that the key mechanics at Porsche tested a customer who might come into the works, to find out if he was a good enough driver to change gears without making a noise. If he could not, the mechanics would conclude "We shan't sell him one, he doesn't deserve it."

Final Success

As described in Automobile Quarterly: "Only in his final months was he (Ferdinand) able to see that all his work had not been in vain. In September 1950 he went for the first time since the war to Wolfsburg. On the way, he and his son Ferry passed shoals of VW's crowding the autobahns, and for Porsche, coming at the end of his captivity and illness, it was too much. The old man broke down and wept. Yet if Porsche was an artist – and he was- he was unusually fortunate. Not many artists are lucky enough to see their work valued at its true worth before they die." In fact, however, Ferdinand Porsche was not able to see the unbelievable success of his "people's car". It became the most popular automobile in the world.

Ferdinand Porsche died in January of 1951. His eulogy included:"We are not only standing at the bier of a great designer, but we are burying with him the heroic epoch of the motor car. Ferdinand Porsche was the last of the great designers whose name was famous all over the world...Today's designers remain anonymous, their names being only known to their colleagues in the same line. The public today knows much better the names of the organizers and financial bosses of the companies – he who rests before us here was blessed by a kind fate which handed the motor car to his inventive genius and on which his creative ability could find complete fulfillment."

- and thus ended the "Fifty Years of Engineering Excellence" of Ferdinand Porsche

There is a brief post script: Over the next fifty years, the Porsche automobile had unmatched success in competition. Since 1949, Porsches have won the 24 Hours of Le Mans 15 times, the Daytona 24 hour race 19 times, the Sicilian classic Targa Florio 11 times, and Porsche is the only sports car to have won the Paris to Dakar desert rally. Porsche has been crowned World Endurance Champion in sports car racing 14 times. The most powerful sports car ever was the 1,000 plus horsepower Porsche 917-30. Following Ferdinand's belief, this competition success was reflected in the Porsche production automobiles. Until his death in 1998, Ferry Porsche claimed that quality always came before production numbers and cost. Whatever was necessary to produce the highest possible quality and the highest possible state of technical advancement is what was done.

- so we now know that Ferdinand's life was followed by yet another "Fifty Years of Engineering Excellence" in the form of the Porsche motorcar.

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The author would like to note that this paper was written 17 years ago (as noted in the title section), so there is a substantial amount of more recent history missing. The primary value of the paper is a historical perspective, however, and that still stands.

NEW MEMBERS

Brett Burton
Powell, OH
MEMBER: 2/11/17

Aaron Eberle
Westerville, OH
MEMBER: 2/13/17

Gail Kelley
Columbus, OH
MEMBER: 2/9/17

Michael Kendall
Westerville, OH
MEMBER: 2/1/17

Ron Landthorn
Columbus, OH
MEMBER: 2/23/17

James Metz
Bexley, OH
MEMBER: 2/6/17

John Morrison
Columbus, OH
MEMBER: 2/9/17

Lori Pierce
Westerville, OH
MEMBER: 2/15/17

Gregg Wilson
Westerville, OH
MEMBER: 2/15/17

Hunter Wright
Mount Vernon, OH
MEMBER: 2/20/17

Transfer In to MOR:

Craig Lewis
Musik Stadt (MSK)
Hilliard, OH
MEMBER: 4/1/00

Transfer Out of MOR:

Jon Bartel
Florida Citrus (FLC) - Tavares, FL

Jim Hickey
Silver Sage (SS) - Boise, ID

Mark Rees
Northern Ohio (NOO) - Aurora, OH

ANNIVERSARIES

50 YEARS

40 YEARS

Bell, Harry & Carrie	36
Greer, Dick & Anna	34
Johnson, Stanley & Linda	31

30 YEARS

Ruehle, Richard	29
Earnshaw, James	27
Burdette, Dale	26
Kristal, David & Barbie	26
West, Jeff & Deb	22
Molyneux, Candace	21
Richardson, William	21
Roberson, James & Kathy	21
Kemp, Donn & Jacqueline	20

20 YEARS

North, Scott & Deborah	19
Friedhoff, Gary & Cindy	18
Wentworth, Bruce & Marilyn	18
Lewis, Craig	17
Koehler, Jay & Karen	15
Laeufer, Eric	15
Stoner, Michael & Debra	14
Waite, Brady & Brad	14
Peterson, Brian & Stan	13
DeBolt, Mark & Rhonda	11
Erlinger, Nathan & Cari	11
Weaver, John & Jamie	11
Smith, Craig & Ingrid	10

10 YEARS

Benedict, Cynthia & R	9
Klingensmith, Douglas	8
Eitel, William & Jan	7
McPherson, Mark & Lynda	7
Burgin, Michael	6
Reader, Al & Dixie	6

OVER 5 YEARS

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- Stoddard Authentic Parts will return with their vintage Porsche parts tent and vintage Porsche cars!
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- The venue parking layout is limited to 350 cars.
- Back again is Marylynn's Row and its support of Local Charities.
- Friday July 21st, Welcome Night Party and early Check-In is being planned, details to follow.
- Saturday, July 22nd is the big show from 7:30am to 3:00pm, drive-thru Check-In until 11:30am.
- Stay through Sunday, July 23rd and attend the driving tour in the morning, ending with a lunch stop. Last year's Velvet Ice Cream's Ye Old Mill visit was a hit!
- Lodging in The Village of Granville has gone quickly in the past, make your plans sooner rather than later. The newly remodeled Granville Inn proved very popular last year, and sold out quickly.
- **The dates for P2O® are July 21-23, 2017.**

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Over the next few weeks we will be updating our website(s):
p2o.morpca.com and morpca.org with this year's event details.

Bill Slone
2017 MORPCA P2O® Chairperson

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Spring must be right around the corner because quite a crowd gathered at Esoteric Auto Detail on March 4, 2017. This will make the second tech session that Esoteric has teamed up with MORPCA for, hopefully this will continue to be an annual tradition.

Esoteric Specialists provided demos on the following subjects:

- ✓ Leather reconditioning
- ✓ Protective coatings for painted & unpainted surfaces
- ✓ Protective coatings for wheels and brake calipers
- ✓ General maintenance and washing techniques

TRICKLE CHARGE SATURDAY

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March 4, 2017

Besides detailing demos, Esoteric demonstrated Porsche applications for both HRE Wheels and Akrapovic Exhaust Systems

This concludes Trickle Charge Saturday for the season. Thank you, Jeff Brubaker, Technical Chair for scheduling as well as coordinating another informative automotive session. Photos provided by Jim Davis and Nick Lehner.

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

James Ginter

Chasing P cars in my BMW e30 track car

What type of Porsche do you park in your garage?

1976 911S Targa. I bought my '76 new, when I traded in my '68 912 at PA North (see photo). It is entirely original, including the tires, and I suspect some club members will recognize it from P20 or the Arthritis Foundation show. It turned 14,000 miles (no missing zeroes!) on the way to Granville for P20 last summer. No AC, roll up windows, high ride height, it's a step back in time. But for the Turbo, it was the top of the line Porsche in 1976. The 924 and 928 had just been introduced, and I was convinced it would be the last of the air cooled, rear engine Porsches (My forecast missed by only 21 years!).

1996 993 Cab. My sunny day summer driver. It has 29,000 miles

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

I think I joined in the mid-80's and attended some socials. I acquired my BMW e30 track car in the mid 90's and began to attend PCA DE events pretty regularly (see photo).

Delivery Day of my 1976 911S Targa

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

First – 1968 912

Next – Macan S

What was your?

Driver's License test car: 1953 Chevrolet Bel-Air

First Car:

Worst Car:'68 Datsun 2000 roadster with terminal rust

Best Car: For fun, my 993 Cab, but I also really enjoy my '78 Ford F-100

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

New base model 911 Turbo coupe, 3 pedal.

What is your favorite car movie, car song, racing series, or other car related thing?
Movie: Rush
Song: Beach Boys Songs
Racing Series:
Other car related things:

What Club activities do you take part in?
I volunteer/help out with some DE events and attend DE, trickle down Saturdays, Arthritis Show, P2O

What was the best car event you have been to & one you still want to go to?
Best: tie between MORPCA at Indy and Skip Barber competition school at Laguna Seca
To Do: GoodWood

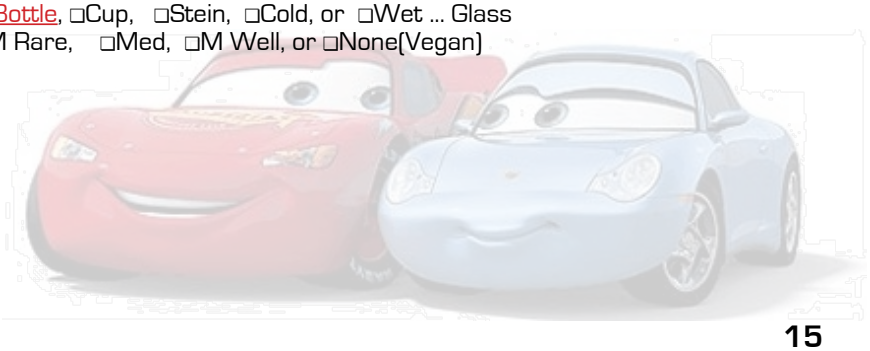
Current fleet of P cars

What would you like the Club to be known for?
Open, friendly, encourage new faces. The club is the people, brought together by the events and our common interests...not so much the cars themselves.

What other interest do you have outside of MORPCA?
Auto related: Racing my BMW with BMWCCA and NASA and several track days at Mid-Ohio each year.
Other: Time at the beach (Gulf of Mexico), fishing. I grew up in southern Ohio and was a motorhead early on. My first real car project was a '55 Ford that I modified and customized. Spent several years at Purdue, getting degrees in Electrical Engineering and Business. After grad school, in 1972, I came directly to a faculty position in the business school at Ohio State (now Fisher College of Business). Much of my work was in application of quantitative analytic methods in marketing research. I retired from the full time faculty position a few years ago and continue to teach once in a while. My wife, Ida, and I remain active in a wide range of volunteer activities throughout the Columbus community. You can see that I started my fairly serious track activity later than most. I'm still trying to develop a method of adjusting for driver age on the track (similar to senior tee positions in golf).

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 Engine: ❑Front, ❑Middle, or ✘Rear
- Prefer your Gears: ❑Four, ✘Five, ❑Six, or more
- Prefer your Fuel Door: ✘LF, ❑RF, ❑LR, ❑RR, ❑Hood, or ❑Rear Plate
- Prefer your Beverage: ❑Can, ✘Bottle, ❑Cup, ❑Stein, ❑Cold, or ❑Wet ... Glass
- Prefer your Steak: ❑Rare, ❑M Rare, ❑Med, ❑M Well, or ❑None(Vegan)



NEW MEMBER SOCIAL AT HOFBRAUHAUS

In years past, the New Member Social required long johns and snow boots to attend, not to mention the snow tires and SUV's to get there. This year, the unseasonably warm February weather meant that everyone hopped into their Porsches to come to the event held on February 11th at the Hofbrauhaus on Goodale Street in Columbus. Pulling into the parking garage next to the Hofbrauhaus, one couldn't help but notice the many makes and models of Porsches, some with the tops down...in February. The venue proved to be an exceedingly popular Saturday night hangout so much so that as you were entering the building, you had to push through the crowds to get to the stairs which lead up to the huge beer hall reserved for the MOR event. Once there, Sheila Henderson, Membership Chair and Lisa Hillmann provided a warm welcome to everyone and more importantly, handed out drink tickets and name badges.

Things got started at 6PM and the room quickly filled to capacity. The head count peaked at 130, which makes this event as big as the Holiday Party. I wonder if the enormous steins filled with a variety of German beers had anything to do with the large turn out, not to mention the delicious German cuisine being offered buffet style.

Getting the festivities started, Chip Henderson, MOR President, gave a superlative speech to the crowd as well as the 11 new members in attendance. Chip stated in DOS last month, "Some things in life just go together - like German beer and big, salty soft pretzels. Throw in some sausages, sauerkraut balls, about130 of your Porsche Club friends and you have the makings of a very good party." I couldn't agree more.

Well into the evening, Gerhard Hillmann, Activities Chair, and his wife Lisa danced for our enjoyment to the accordion playing lederhosen wearing musician who stopped by. Several members partook in what has now become a MOR tradition, the shot-ski.

The energy was contagious, the conversations lively and loud, and the people who attended left in a very festive mood. What a great way to start this year's upcoming schedule of club social events. Another job well done by Gerhard Hillmann!

Ron Lester and John Riner (who has his name badge on upside down, making it really hard for me to ID him)

Jan and Pauline Ringnaldi toast to good cars, good beer, and good times with their fellow MOR members

Read more about our new members on page 18 and be sure to say hello when you see them at any of the upcoming social events.

Gerhard and Lisa Hillmann. Gerhard, Activities Chair, has provided MORPCA in his 10 year tenure as Chair, a wide variety of enjoyable, entertaining, exceptional social events for our membership.

INTRODUCING NEW MEMBERS

Front row (left to right): Edison Hill, Siju James, Hannah Burton, Ruth Perry, Tom Perry
Back Row (left to right): Chip Henderson, Chris Hill, Bill Ball, Brett Burton, Curtis Wentworth, Don Ross

Meet and Greet MOR's Newest Members

Bill Ball

Owner of 1987 924S

Bill bought a Porsche because they are well made cars that stay true to a sporting heritage. Bill likes vintage sports cars, which Porsche has many-some with the engine in the right place. He joined PCA for great social events.

Brett & Hannah Burton

Owner of a 1995 993

Brett and Hannah joined to have fun at DE and meet other Porsche fans. Favorite Porsche Model is a 993 or GT2

Chris & Edison Hill

Owner of a 2016 Cayman

Chris bought a Porsche because he did Mid-Ohio Porsche Roadshow and drove lots of great cars. Decided he had to have one. Chris joined PCA for HPDE and social events, of course!

Siju James

Owner of a 2014 Cayman

Siju says why not a Porsche-there is no substitue. He joined PCA at the urging of his brother in law, Ceby Philip. Siju has been to other MOR events and says it is a good group of people. He hopes to attend social, P20 and AX.

Randy Lady

Owner of a 87 911, 12 911 GTS, 17 Macan

Randy bought his Porsches for the engineering and design. he joined PCA for the social networking and car activity.He is interested in participating in social, P20, Tech, Club Race

Bob Palmieri

Owner of a 2000 Carrera, 2001 Turbo

When Bob was young in a galaxy far, far away, a long time ago, he had a 911S Targa. His first love. After 3 kids and 2 houses, he got old but didn't want to wait before he got too old for another Porsche.

Tom and Ruth Perry

Owner of a 2014 Boxster

Tom bought a Porsche because it's a chick magnet-attracted his wife 30 years ago. Plus it's reliable and fun. He joined PCA for camaraderie and meeting interesting people. They plan on attending social events.

Don Ross

Owner of a 2008 911 Turbo Cab

Don never had a Porsche and thought it was time. He joined PCA because he wants to get involved as a 911 owner. He would like to attend Club Race, Drive & Dine and volunteer P20

Steven Steele

Ask Steven at the next event about his Porsche.

Steve Weaver

Owner of a 1999 Boxster

Steve bought his Porsche because he loved the style and always wanted one. Loves to drive the car. He joined PCA to bring the car to new events and to meet new people.

March 12, 2017 **Location:** Rusty Bucket (Easton)

Meeting called to order by Chip Henderson, President at 6:30 PM

Members Present: Chip Henderson*, Robert Balchick*, Dave Hayden*, Jim Davis*, Gerhard Hillmann*, Patrice Hennessy*, Kevin Hennessy*, John Peecook*, Mike Stoner*, Ryan Heidenreich, Ron Carr, Bob Curley, Bill Stevens, Karen England, Butch Olds * Voting Members

President's Correspondence by Chip Henderson
Chip presented a recap of his attendance in the online National Executive Board Meeting that included 143 participating regions. Topics related to creating/revising zones and policies regarding social media and PCA branding/trademarking were discussed. Chip and Robert Balchick will be attending the President's Meeting on March 18th in Toledo.

Treasurer's Report by Dave Hayden
An overview of the balance sheet for February and the updated 2017 budget were presented.

Secretary's Minutes by Jim Davis
The minutes of the February meeting were approved.

Standing Committee Reports:
Advertising by Karen England, Chairperson
Payments are pending for a few newsletter advertisers.

Communications by Kevin Hennessy, Chairperson
Communication tools are operational and new events have been updated on the website

Newsletter by Patrice Hennessy, Editor
Patrice noted that a club member has graciously agreed to proofread the newsletter before it goes to print. An article on the recent New Member Social was submitted to Panorama for the "From the Regions" column.

Social Activities by Gerhard Hillmann, Chairperson
The next club social will be the Third Thursday event at Byers Porsche on April 20th from 6-9pm.

Concours/P20® by Bill Slone, Chairperson
The next P20 meeting will be on March 18th at Byers.

Driving Events by John Peecook, Co Chairperson
John mentioned that the recent Club Race and Track meeting on March 11th was a success, and that he will be attending the Region-4 DE meeting on March 19th in Toledo. Bob Curley, announced that the May Mid-Ohio DE currently has 130 registrants, but that additional instructors are needed. An Event Chair is needed for the September Mid-Ohio DE. Kevin Hennessy mentioned that the IMS contract is still in process. Ryan Heidenreich noted that the insurance policy issue for joint Auto-X events has been resolved, where a single hosting club will take ownership of each event and provide the insurance. The first Auto-X will take place on April 23rd at the Circleville Raceway and will use Eventbrite for registration. Ron Carr mentioned that a new Street Survival hosting site is needed, as Canal Winchester became unavailable. Butch Olds will be leading multiple Drive and Dine events starting in May.

Technical by Jeff Brubaker, Chairperson
No update.

Philanthropy by Mike Stoner, Chairperson
The Charity Committee is planning to hold a meeting next month.

Membership by Sheila Henderson, Chairperson
There were 10 new members in February, along with 3 outgoing transfers, totaling a current membership of 988.

New Business by Robert Balchick, Vice President

Chip mentioned the need to collect, revise, and retain club policies in an online format for ease of accessibility and search. Bob Curley requested that we seek to form a stable (and potentially rotating) DE Tech Inspection team of individuals (possibly 6-10 volunteers), and new approaches to the inspection process were discussed.

The meeting was adjourned at 7:55 PM.

Center going counter clockwise: B Olds, G Hillmann, R Carr, B Stevens, K England, J Davis, J Peecook, R Heidenreich, C Henderson, B Balchick, D Hayden, K Hennessy, M Stoner, P Hennessy, B Curley(arms and torso only).

VOLUNTEERS NEEDED FOR PCA CLUB RACE

Mid-Ohio Rennen Der Meister (Race of Champions) to be held

May 5th - 7th, 2017

Mark your calendars (either paper or digital)! Yes, it's that time of year again, the 23rd annual Porsche Club Race at Mid-Ohio! This year, The Mid-Ohio Race of Champions will be held May 5th-7th.

Want to view a sports car race up close and personal? Want to do something at Mid-Ohio besides sit on a lawn chair behind a spectator fence? Then working at the PCA Club Race event is just what you need! Volunteers are needed in all areas (see the Club Race volunteer signup sheet below).

Lunch is provided daily for those volunteers working all day. There is a volunteer position to fit your schedule and talents. No experience is needed.....we will train you, and provide morning doughnuts & coffee each day. No one has ever been turned down to help out. This is a fun weekend and a chance to renew Porsche Club friendships and make new ones.

Also, if you are thinking about participating in the Club Race series (or Driver's Education), this is a good chance to meet experienced Club Race participants (and DE instructors), see them in action, and find out what is required.

Remember, without volunteers, the Club Race will not happen!

For more information and to volunteer, contact:

Ron Carr Carr7000@embarqmail.com **740-967-6027**

http://morpca2017clubrace.eventbrite.com

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Yes! I would like to help at the PCA Club Race on **May 5th- 7th, 2017** at the **Mid-Ohio Sports Car Course**. I would be willing to work in the following area(s): (Please check one or more)

Registration _____ May 4 (Thu 4-6 pm)
_____ May 5 (Fri 7-9 am)

Corner Worker ____ May 5 (Fri. All or part-day)

Grid ____ May 5 (Fri)
____ May 6 (Sat)
____ May 7 (Sun)

Tech ____ May 5 (Thu p.m.)
____ May 6 (Fri a.m.)
____ May 7 (Sat a.m.)

Timing/Scoring ____ May 5 (Fri)
____ May 6 (Sat)
____ May 7 (Sun)

Hot Pits _____ May 5 (Fri)
_____ May 6 (Sat)
_____ May 7 (Sun)

Enduro ____ May 7 (Sun)

Paddock ____ May 5 (Fri)
____ May 6 (Sat)
____ May 7 (Sun)

Anywhere I am needed: ____ May 5 (Fri)
____ May 6 (Sat)
____ May 7 (Sun)

Name(s):_____ Phone Number(s):_____

_____ _____

Street Address: _____

E-mail Address(s): _____

Lunch is provided each day on Friday, Saturday and Sunday for volunteers working all day.

Web Page to sign up: http://morpca2017clubrace.eventbrite.com - or-

Please return form to: **Ron Carr, 7000 Green Mill Road. Johnstown, OH 43031**

E-mail to carr7000@embarqmail.com - or - Telephone: 740-967-6027

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Around The Zone

By Michael Soriano
Zone 4 Representative

Greetings PCA Zone 4 Members,

I recently attended the Winter Board of Directors Meeting in Los Angeles, arriving early enough to be able to take a beautiful new Porsche out at the Porsche Driving Experience. After the day of fun, I spent 2 entire days in meetings, including the Board of Directors Meeting. The weekend concluded with a reception held at the newly opened Porsche Experience Center in Carson, CA, where the evening began with a tour. This beautiful facility consists of the Porsche Driving Experience, a Human Performance Center, a Driving Simulator Center, and Porsche Exclusive.

The center is also the new home of Porsche Motorsports North America, the only authorized provider in the US and Canada for the sale, parts supply, and service of all specially manufactured Porsche racecars. A large glass wall provides visitors a view of the workshop, where historical racing cars are repaired and track vehicles are maintained. In the lobby was displayed an amazing collection of Porsches including a 911R, a GT3RS, a 917, as well as a 959 prototype. The workshop display contains some very iconic racecars. Following the tour, we enjoyed a cocktail reception in the café adjacent to the boutique before sitting down to a wonderful dinner at Restaurant 917.

With the unseasonably warm days sprinkled throughout this winter, many members have already been able to take off the car covers, unplug the trickle chargers, and get out for a drive. I attended Motor-Stadt's Annual Holiday Dinner at the Spartan Hall of Fame Café, which had an excellent turnout from the region. This year's event included a speaker. Lori Mauthe, whose father, Peter Schutz was the CEO of Porsche AG in the 80's, entertained us with numerous anecdotes of his time in charge of Porsche, including how he saved the 911.

I also recently attended ARPCA's All Member Dinner at the Blue North Restaurant in Pittsburgh. The region filled the restaurant to capacity for this dinner, which celebrated the region's new members.

They welcomed the new members with wonderful donated prizes and encouraged them to continue to participate and enjoy the camaraderie that is PCA. During the evening they also presented their enthusiast of the year awards. It was a wonderful evening and everyone had an enjoyable time.

Events are continually being added to the region calendars. Please remember to frequently check your inboxes, region's newsletter and website. Many regions' events calendars are posted on the Events page of the Zone 4 website http://zone4.pca.org . Visit the website for the latest details on many of the events that are being planned.

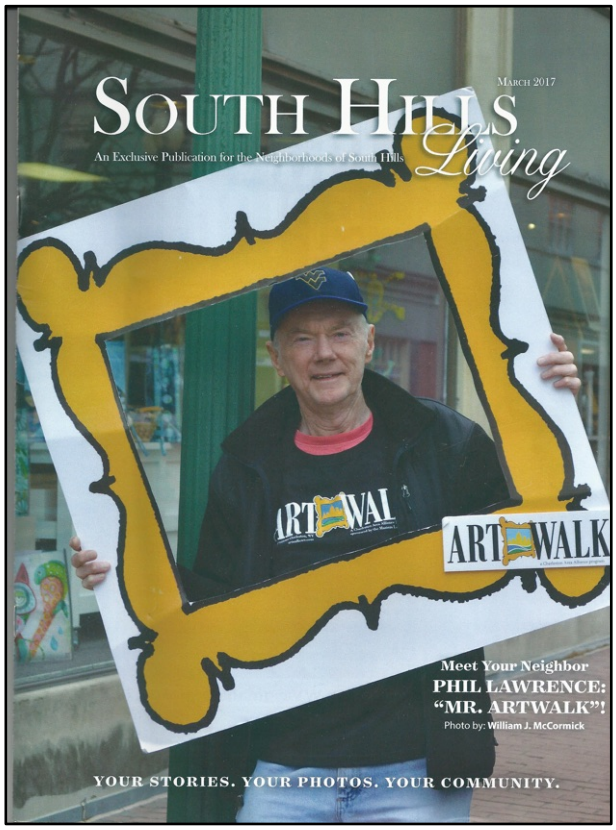
Here are just some of the events taking place this month:

- MOR/OVR/CIR Social at the Taj Ma Garaj in Dayton is April 8
- April 11 is Motor-Stadt Region's Board Meeting at Spagnoulos's in Okemos
- Michiana Region's Business Meeting at Dandino's Supper Club in Goshen is April 12
- April 15 is Rally Sport Region's Time with Tim at Rennstat at ArborMotion in Ann Arbor
- Ohio Valley Region's Spring Classic Driving Tour is April 22
- April 22 is Southeast Michigan Region's New Member Gathering
- Western Michigan Region's Stroganoff Cook Off is April 22
- April 28-30 is Central Indiana Region's DE and Instructor Development at Putnam Park
- Northern Ohio Region's Spring DE at Mid Ohio Sports Car Course is April 28-30
- ARPCA's Spring Road Rally is April 30

If you have any questions or comments please feel free to contact me at MSoriano.ZoneRep@gmail.com.

Thanks

Michael



Congratulation to MOR's Phil Lawrence, PCA member for 45 years on his 2 page spread in the current edition of South Hills Living.

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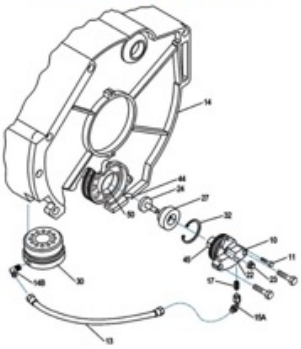

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MEMBERSHIP

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or call 614 855 0425

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UPCOMING EVENTS

DATE	START	EVENT
Sat Apr 8	2:00 PM	Taj Ma Garaj - OVR/CIR/MOR Regional Event
Taj Ma Garaj, 300 S Perry St, Dayton, OH 45402, USA		
Mon Apr 10	6:30 PM	Board Meeting
Rusty Bucket Restaurant and Tavern, 4062 Gramercy St, Columbus, OH 43219, USA		
Thu Apr 20	6:00 PM	3rd Thursday
Byers Porsche 401 N Hamilton Rd, Columbus, OH 43213, United States		
Sun Apr 23	8:30 AM	Autocross (AX)
Circleville Raceway Park Inc, U.S. 23, Circleville, OH		
Fri May 5	12:00 AM	Mid-Ohio Club Race / HPDE
Mid-Ohio Sports Car Course, 7721 Steam Corners Rd, Lexington, OH 44904		
Mon May 8	6:30 PM	Board Meeting
Rusty Bucket Restaurant and Tavern, 4062 Gramercy St, Columbus, OH 43219, USA		
Thu May 18	6:00 PM	3rd Thursday
Hillmann's Red Bank Rd Galena OH		
Sat May 20	10:00 AM	Drive & Dine - tentative
TBD		
Sun Jun 11	8:30 AM	Autocross (AX)
Circleville Raceway Park Inc, U.S. 23, Circleville, OH		
Mon Jun 12	6:30 PM	Board Meeting
Rusty Bucket Restaurant and Tavern, 4062 Gramercy St, Columbus, OH 43219, USA		
Thu Jun 15	6:00 PM	3rd Thursday (Placeholder)
To Be Determined - Columbus, Ohio		
Fri Jun 16	12:00 AM	Fallingwater Museum PA - Road Trip
Fallingwater, 1491 Mill Run Rd, Mill Run, PA 15464		
Sat Jun 24	10:00 AM	Drive & Dine - tentative
TBD		
Mon Jul 10	6:30 PM	Board Meeting
Rusty Bucket Restaurant and Tavern, 4062 Gramercy St, Columbus, OH 43219, USA		
Sun Jul 16	8:30 AM	Autocross (AX)
Circleville Raceway Park Inc, U.S. 23, Circleville, OH		
Thu Jul 20	6:00 PM	3rd Thursday
To Be Determined - Columbus, Ohio		
Fri Jul 21	5:00 PM	P2O Social
Granville, OH, USA		
Sat Jul 22	7:30 AM	P2O Car Show
Granville, OH, USA		
Sun Jul 23	9:00 AM	P2O Drive & Dine (Lunch)
College Town House, 334 E Broadway, Granville, OH 43023, USA		
Sun Jul 30	8:30 AM	Autocross (AX)
Circleville Raceway Park Inc, U.S. 23, Circleville, OH		

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

CONTACTS

ELECTED OFFICERS

PRESIDENT*	VICE PRESIDENT*
Chip Henderson	Bob Balchick
president@morpca.org	vice.president@morpca.org
SECRETARY*	TREASURER*
Jim Davis	David Hayden
secretary@morpca.org	treasurer@morpca.org

PAST PRESIDENT*
Betsy MacDonell
past.president@morpca.org

STANDING COMMITTEES

MEMBERSHIP*	NEWSLETTER EDITOR*
Sheila Henderson	Patrice Hennessy
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ACTIVITIES*	P2O® & CONCOURS*
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DRIVING EVENTS*	TECHNICAL*
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COMMUNICATIONS*	CHARITY*
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APPOINTED COMMITTEES

CLUB RACE	CHIEF INSTRUCTOR
Mike Stoner	Jeff West
club.race@morpca.org	chief.instructor@morpca.org
AUTOCROSS	RALLY & TOURS
Ryan Heidenreich	Butch Olds
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ADVERTISING	HISTORIAN
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SAFETY	GOODIE STORE
Ed Davis	Brian Peterson
safety@morpca.org	bp@roach-studios.com

**Board Voting Members*

For More Details: http://www.morpca.org/contacts/

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