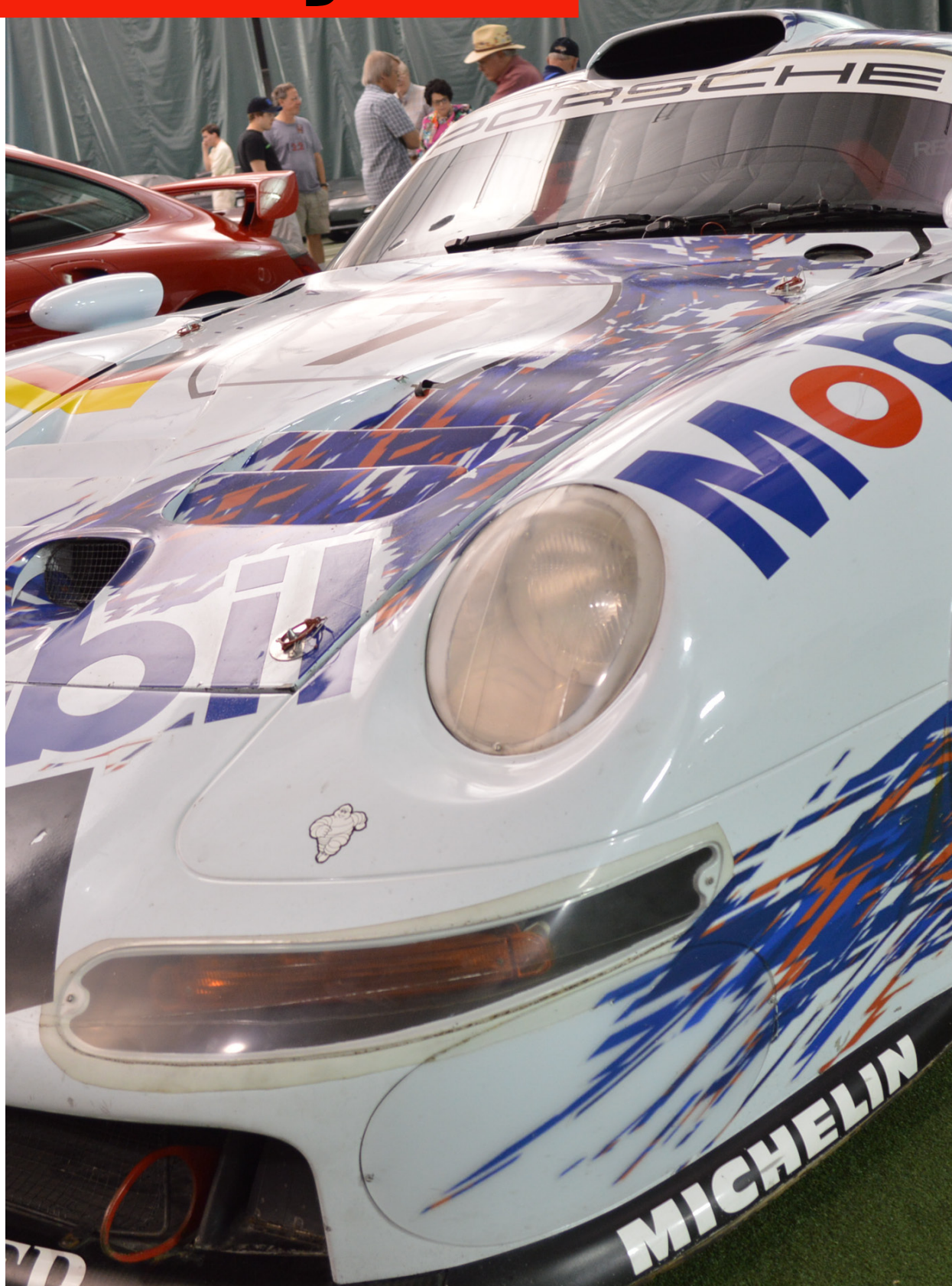


BentPylon



January 2022
Ohio Valley Region
Porsche Club of America



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Porsche of the Village

BentPylon

Fred and Ruth Zacharias, Editors

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Mart ads and articles should be emailed to the editor at: bent.pylon@ovrpca.org

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EVENTS

2022 OVR/PCA Events

OVR MONTHLY BOARD MEETING AND SOCIAL

The monthly Board Meeting / Member Social is held on the 2nd Tuesday of the month, 6-8:00 pm Firehouse Grill/Blue Ash. Watch for Email Blasts regarding meeting details.

ANNUAL DINNER MEETING

• 2022 Annual Meeting Dinner - TBD

SOCIAL EVENTS

• TBD

TECH SESSIONS

• TBD

CONCOURS/SHOWS

• TBD

OVR DRIVERS' ED

- Spring Event - June 3-5, 2022 Mid-Ohio
- Fall Autumn Thunder - October 7-9, 2022 Mid-Ohio

CARS and COFFEE

- Cars & Coffee April - October
- Watch for E-Blasts regarding locations, dates and details

AUTOCROSS

• TBD

TOURS and RALLIES

• TBD

ANNUAL JOY RIDE EVENT

• TBD

2022 NATIONAL PCA PARADE

June 12 -18, 2022, Poconos Pennsylvania

2022 Non OVR Events

- Cincinnati AutoExpo, Feb., 3-6, 2022 Cinti. Coventon Cntr.
- Spring Classic Tour X, April 23, 2022
- Multi PCA Region Swap Meet/Car Show, April 23, Pontiac, MI
- Treffen At The Broadmoor, April 27 - May 1, 2022
- Cincinnati Concours d'Elegance, June 10-12, 2022
- Keenland Concours d'Elegance, July 14-17, 2022
- Bellefontaine Hillclimb Revival 4, August 27, 2022
- Dayton Concours d'Elegance, September, 2022
- Put In Bay Race Reunion, September 20-23, 2022
- Autumn Classic Tour, October, 2022, DTD
- West Chester Cars & Coffee - Monthly (4th Saturday)
- Dayton Cars & Coffee - Monthly (every other Saturday)
- Ta'bogo Café Cars & Coffee - Weekly (Saturday)
- Opie's Horsepower Farm Cars & Coffee (1st Saturday)

For OVR Event Details Visit: ovrpca.org
All OVR/PCA Event Registration:
www.ClubRegistration.net

NEXT MEETING
Tuesday, January 11, 2022

This will be a ZOOM Meeting
Watch for details by E-Blast

February 2022 Issue
Material Deadline
January 15, 2022

OVR/PCA Is...

Social Events



Track Events



AutoCross



Tours/Rallies



Shows/Concours





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Brent Fagan

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Fall Event

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Dennis Okin
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Zone 4 Representative

zone4rep@national.pca.org

**Positive
Camber**

With Jeff Clark, President
and Turbo

illustration, Roger Warrick



Here we are a couple of days after Christmas. I have in recent years gotten severely caught up in the season. The mood swing unleashes a week after Halloween. I'm planning Christmas. Might come as a surprise but I do the decorating, wife is totally cool with it, just letting me do my thing.

Every year my house is looking more and more like a Hallmark movie and I'm good with that, in fact that's the goal. I'd have a couple trees up fully decorated and lit. The house is lined in greenery, lights and ornaments and compulsively I start looking for any reason to go to specific stores to acquire more "Christmas-y" stuff.

I want the house to be inviting and special for the people around me. Not unusual for an adult but the day becomes so much more about the folks in the room, not about the stuff.

For me I believe it's about knowing that after 61 years I can see the "finish line" from here.

I have my wife, kids and a couple dogs at the house in the morning, the food, the laughter, the goofing off is incredible. "A Christmas Story" is playing but we think we're changing that morning movie to "The Iron Giant". Nothing like grown men getting all weepy eyed during a cartoon and yes Iron Giant, you are Superman.

My son Alex and his wife Sammie will be celebrating their 9th anniversary this week. So congrats guys.

Strange but with all the pomp and circumstance of planning and decorating etc, it will require a lot of self discipline to keep everything up until New Years Day.

My family knows this is nonsense, Christmas is over, this stuff comes down today.

We are heading into 2022 at warp drive. I've already gotten calls and emails about events planned for the year and I can only direct you at the moment to our website: ovrpca.org.

Look forward to the event calendar filling up rather quickly. If you have an event that is not listed or needs to be either let me (president@ovr.org) know or forward the information to our webmaster Arizona Stafford (webmaster@ovrpca.org)

Announcements:

We are still looking for: Volume 1: Issue 1 of Porsche Panorama for our Historian. If you have one and can part with it I can assure you it'll go to a great home

The Ohio Valley Region is looking for a member who is willing to take up the mantle of our Concours Chair.

There has been some discussion of a new location for our monthly meetings. We've been at Firehouse for several years and it feels time for a change. We expect any day now an announcement for our new Zone Rep.

Loris Schutz' term has unfortunately come to an end and she is moving on to other callings.

We will be having our first meeting of 2022 the second Tuesday of January. Location to be determined.

Happy New Year Ohio Valley Region!!

Jeff

Board Minutes

Ruth Zacharias, Secretary

Board Meeting, Tuesday, October 12, 2021

Attending Officers: President: Jeff Clark, Treasurer: Deb Stafford, Secretary: Ruth Zacharias

Attending Committee Chairs: Autocross: Jeff Renner, Concours: Trevor Barber, Driver Education: Jeff Woodard, Historian: Brent Fagan, Newsletter: Fred Zacharias, Past President: Bill Altvater, Rally/Tour: David McCarty

Attending Members: Gabriel Venzin, Jerry Wolf, Sonja Venzin, Scott Lambert, Kathie Hunter, Jake Steinbrink, Dan Tracey, Greg Williams, Ed Busam, Bruce McClemens, Charles Lindsey, Bennie Bustamante, Mark Theilking, Steve Krekeler, John Meyer

Call to order at 7:08 pm by President Jeff Clark. Motion to approve minutes, seconded, vote to approve.

President Report: Matt Griffin is moving to Columbus but will continue as Safety Chairman. Trevor Barber is stepping down as Concours Chair. It was agreed that he has done a great job. We are considering a new meeting site for next year. There will be no large Annual Dinner Meeting due to Covid concerns, but we may do a ZOOM or small Board meeting.

Treasurer Report: Our HPDE was very successful, but is not wrapped up as yet. Receipts are down from the June event. The RPM event in Mariemont was profitable.

Secretary Report: No Report.

Committee Reports

Concours : Trevor gave kudos to John Meyer for the wonderful display of 60 vehicles at the Warbird Museum. We had 174 cars at RPM and the event made money. The Newport event this coming Sunday will be the last event of the year. Three events are being planned for next year.

Driver Education: The HPDE had 175 drivers. The weather was great except for a fog delay on

Saturday when they missed two run groups, but did an expanded Passing for The B Group. It was an incident free weekend. Dates being set for 2022: June 3,4 and 5 and October 7,8 and 9.

Historian: Brent talked about Club publications: the Bent Pylon, 356 Magazine and Panorama. Articles indicated that originally the trend was for Club members to do all the work on their own cars, as indicated by a regular feature, "Up-Fixin".

Membership: No Report

Newsletter: Fred apologized for lateness of the current issue. The November/December issue, the final issue for the year, will be a print issue.

Past President: No report.

Safety: No report

Rallies/Tours: David reported that the RPM tour had 37 drivers and all enjoyed the run. The use of Google maps and radios was successful.

Technical: No report

Web Site: No report

Unfinished Business: Our bylaws require that we publish the slate for next year listing 4 primary officers and request volunteers for committee chairs.

We finally got the invoice for the Warbird event; it should be under budget. We have great photos on FB from the Athens event. Our November meeting will be at the Firehouse.

Motion to adjourn meeting, seconded, approved 7:45pm.

*Respectfully Submitted,
Ruth Zacharias, Secretary*

Note: As there was no December Board Meeting, we are reprinting the October and November Minutes from the year-end issue.

Board Meeting, Tuesday, November 9, 2021

Attending Officers: President: Jeff Clark, Vice President: Brian Butt, Treasurer: Deb Stafford

Attending Committee Chairs: Driver Education: Jeff Woodard, Historian: Brent Fagan, Member at Large: Kathie Hunter, Tours: David McCarty

Attending Members: David Parks, Jack Rubenbauer, Ted Hunter, Steve Krekeler, Scott Lambert, John Meyer

Call to order by President Jeff Clark. Motion to approve minutes, seconded and approved.

President Report: This is the last meeting for 2021 and Jeff said he was honored to serve the Club and looks forward to next year. He noted that Kathie Hunter has been added as Member at Large and presented her with the Enthusiast of the Year Award. She replaces Rick Gilhart.

Treasurer Report: Deb gave an update on our profit/loss. Each of the DEs made \$1000-\$2000.

Committee Reports

Driver Education: The tentative dates for 2021 are June 3-5 and October 7-9.

Historian: Brent continued his presentation on Porsche 356 cars of 1953-54 and showed several brochures from the past.

Member at Large: Kathie is considering a women-only event at the dealership in the coming year.

Rallies/Tours: David McCarty reported that Steve Krekeler will be replacing him as Chair of this committee.

Motion to adjourn meeting, seconded, approved.

*Respectfully Submitted,
Brian Butt, Secretary Pro-Tem*



ROAD STIR
The 60-Year Romance
DICK WEISS OWNS WHAT COULD BE THE MOST SIGNIFICANT Porsche Speedster in private hands. Indeed, the car came out of the factory in 1960 with one of the most revered Porsche engines ever conceived, the complex and groundbreaking 4-cam Carrera Flat-4 (5100cc); it was being repaired when we photographed the vehicle, hence Dick installed a regular portland motor during the interim.

It all started in 1960 when Dick Weiss bought his '58 4-cam Carrera Speedster, later regularly driven on the street and raced on weekends. Would you believe Weiss still enjoys it today?

Story and Photography by Stephen Scantlin



VINTAGE Motorsport
THE JOURNAL OF THE PORSCHÉ CLUB OF AMERICA
Lancia Longshot
Alan Kessel Frank's Best of the Best
48

Ohio Valley Region member, Dick Weiss and his '58 Carrera Speedster are featured in the 2022 January/February issue of *Vintage Motorsports*.

The article is a full 6 pages and tells the story of how Dick found the car in Texas and his 60 year history with it since.

"Help, I Need Somebody..."

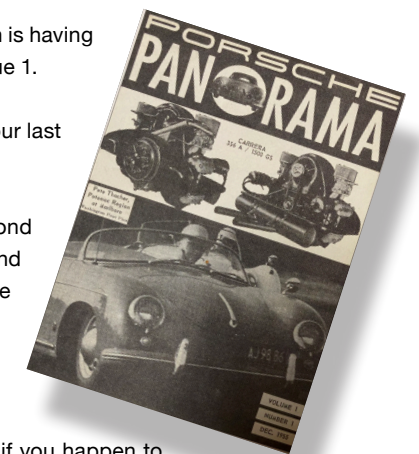
words: Jeff Clark, President

Longtime OVR member Brent Fagen who serves as our historian is having difficulty locating the elusive Porsche Panorama, Volume 1, Issue 1.

We've seen Volume 1, Issue 2 in fact, when Brent brought it to our last board meeting.

If you've attended our monthly board meetings on the second Tuesday of the month, Brent regularly has some great stories and items to share regarding Porsche history. We've seen Porsche factory car brochures from the 50s and he can explain to you that the 5 cars on a sales brochure cover are actually the same car just photographed from a different angle!

It's a long shot but I wanted to put it out to our members that if you happen to have one and don't mind parting with it, please contact Brent at: Pcarenthusiast@yahoo.com



MEMBERSHIP UPDATE

Crystal Clark, OVR Membership

Ohio Valley Region/PCA Membership Totals As of December 1, 2021

Primary Members: 1164
Associate Members: 626
TOTAL Membership: 1790

New Members: 9
Transfer-In Members: 0



Welcome Our New Members

Can Akcadag Cincinnati, Ohio
Amy Hanley Cincinnati, Ohio
Marc Ragan Fairfield, Ohio
David Carlet Centerville, Ohio
Michael Stearns Mason, Ohio
Peter Spanel Mason, Ohio
Brian Tunney Springboro, Ohio
Max Montoya Hebron, Kentucky
Erik Shifflett Loveland, Ohio

10 Years

Jeffrey Bauer Cincinnati, Ohio

5 Years

Russell Clarke Cincinnati, Ohio
Christopher Cole Cincinnati, Ohio
Brian Gray Cincinnati, Ohio
Ed Mabe Beavercreek, Ohio
Raymond Swift Lebanon, Ohio

Transfers

None

Anniversaries

25 Years or More

James Schardt Dayton, Ohio
David Hall Cincinnati, Ohio
Robert Rohrbach Cincinnati, Ohio
William Sarran Terrace Park, Ohio
Brent Fagan Batesville, Indiana
Mark Mers Troy, Ohio
Jeffrey Mason Spartanburg, S.C.
Gary Nichols Batavia, Ohio
Matthew Perry Cincinnati, Ohio
Rick Reilich Dayton, Ohio
Wayne Steckhahn Cincinnati, Ohio
Nicholas Fry Cincinnati, Ohio
Douglas Farmer Midway, Kentucky

20 Years

Edward Martin Charleston, West Virginia

15 Years

Matthew Hager Cincinnati, Ohio
Walter Hoy Union, Ohio

TO CHANGE YOUR REGISTRATION INFORMATION: PCA members may update their contact or registration information on-line at www.pca.org. PCA will process the change and will update the national database. That database is used by PCA National and by the Local Region to send informative emails announcing local, regional, national and international events. Updating contact or registration information may also be accomplished by calling the PCA National Office at 410-381-0911, or by mailing changes to; PCA National Headquarters, P.O. Box 6400, Columbia, MD 21045. If you have any questions feel free to contact the Ohio Valley Region Membership Chairman, Crystal Clark, at membership@oovr.com

TO LOG ON TO PCA.ORG: Your initial PCA log-in IID is: your first initial, last name, and the last 4-digits of your membership number, i.e. Sonny Jurgensen member number 196400009 would log in as: SJurgensen0009.

BentPylon

Have You Met...

RZ



Kathie Hunter and husband Ted joined OVR/PCA in December of 1983. At their first event, the Chili Party held at Jerry and Frieda Wolfs' home, they made a lot of new friends in a region of only 300 members, much

smaller than it is today.

The big "race" thing at the time was the Inter Region Autocross Championship, I.R.A.C. in which both participated. They attended Concours, Rallies, tech sessions and monthly meetings at member's homes. They got to know the others and quickly became involved. The next year they attended their first of 23 Porsche Parades. Both of them "tracked" and Kathy says "I wouldn't trade the experience and the people I've worked with for anything." They were very involved with the 1993 Porsche Parade in Cincinnati.

For her 40th Birthday, her present was a 1962 356B, brought home on a trailer. After 10 years of restoration Ted and Kathy took the car to the Milwaukee Parade Concours. They worked with other Concours people who were a great help in getting a handle on the "show" thing. In 2010 they took their class and that was just the beginning for them.

Kathy has held several Board positions and committee chairmanships, won a National award as editor of the Bent Pylon and is a past recipient of the Pete Peters Award. She was the 2021 Enthusiast of the Year. She is "grateful to have joined a long list of volunteers who over 60 years have helped OVR grow into the region we are now". This year she will begin serving on the Board as Member-at-Large.



BentPylon



Around the Zone

Lori Schutz, Zone 4 Representative
zone4rep@national.pca.org

Hello and Goodbye...

I am happy, and a bit melancholy, to write my final Around the Zone article. At this time, I do not have the decision from the PCA National Executive Council for your next Zone 4 Representative. Also, as you may have heard, I have relocated to Palo Alto, California.

Has it really been 4 years since I took over as Zone 4 Representative? YES, it has been a phenomenal time in PCA with our members and events. Each region's membership grew thanks to the efforts of our membership chairs finding new and exciting ways to reach out to more Porsche owners. Nearly every region hosts a New Member Party each year – or at least we tried! From chili cook-offs to fundraisers for animal shelters, the outreach was fantastic.

And what an interesting time in our history. I don't want to dwell on the pandemic, as this is front and center enough already. They say that adversity brings out the best of human nature, and this was so true for our regions over the past 2 years. Thanks to all of the officers, event chairs, and members for your contributions!

The Zone 4 High Performance Driver Education program grew stronger in the past few years. We always are happy to welcome PCA National Staff, such as John Krecek (far



right) to visit our zone DE events, here with Dennis Okin (middle) and myself at Mid Ohio Sports Car Course with the Ohio Valley region in 2018.

Despite the limited ability to coach new students for the better part of a year, we've added both new DE drivers and instructors to our distribution list. Thanks to the DE Committees!

Looking back, we had some great times together, especially at the Porsche Parade in July 2021 when Zone 4 welcomed the rest of PCA to our incredible part of the country, in French Lick. From concours, to rally to autocross and an art show, our members were front and center of the competition and volunteer crews.



I am proud to be the most recent in a strong history of Zone 4 reps – we were all together at the Mid Ohio region celebration for Region of the year – Left to right – Jim Perrin, Steve Southard, Michael Soriano, yours truly, and Ron Carr.



Soon I will be passing the baton to your new Zone 4 Representative to carry on the leadership for our fabulous 12 regions. I look forward to seeing many of you at the Poconos Parade in June 2022. Take care and happy Porsche driving!

Cheers...
Lori

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H.P.D.E. Primer

Recently I spent several hours viewing videos that are supposed to tell you how to prepare for your first (or any) HPDE weekend. I found that most of them only covered topics that the writer perceived as important, however I did find a few nuggets of wisdom that I've included as well as some misconceptions that we'll address. What follows is meant to be kept and passed along to anyone who is considering their very first High-Performance Drivers Education event.



words **Jeff Woodard**,
photos: **Michael Martin, Bill Alvater, Ted Hunter**

WHAT HPDE IS NOT

There are several things that HPDE is not and it's best that we get that out of the way first. It is not a racing event and you will not receive a racing license by attending one or more events. It is a great way to get your feet wet, taking your car on track and learning the skills necessary to drive your car at its limit, but racing it is not. It is not a time trial event where you can achieve a hot lap for the fastest lap of the day. Porsche Club of America does not allow open passing so hot laps are difficult.

We require that all passing throughout the weekend be done using a point by initiated by the lead driver. There are groups in the HPDE world that allow "open passing" but PCA is not one of them. Finally, it is not a testing event, where you come to test the latest and greatest part you've put on your car, preparing for your next race weekend. We have had drivers try this and they inevitably go away disappointed.

WHAT HPDE IS

It is an opportunity to spend quality time with your car, at speed, on track, learning to drive it to the best of your (and it's) ability.

WHAT DOES IT COST

This is the second most asked question I receive from anyone who is looking at their first event. To answer this question, break your weekend down into 3 parts: travel, track, and lodging. The travel could be nothing more than fuel back and forth to Mid-Ohio. I tow the car to the track and can make it to Mid-Ohio and back on 25 gallons, so at \$3.00 a gallon, that's \$75. The lodging is largely dependent on your personal preferences. There are a couple campgrounds near Mid-Ohio that I've used at \$25 a night for a total of \$50. You may prefer a mid-range hotel at roughly \$125 a night for a total of \$250, or a B&B, for \$200 a night to total \$400 for the two nights. For our running total, let's use the mid-range hotel at \$250. That puts us at \$325.

The track expense will be the largest part as it needs to include registration, fuel, and wear and tear on your car. Two-day registrations are currently running between \$400 and \$600 depending on the club, the track location, and in many cases, the date. The fuel factor will depend on your car. One Viper driver told me that she was going through 60 gallons of 93 octane a day. On the other end of the spectrum a Mini driver tells

me that he uses a tank and a half for a two-day weekend (18 gallons). For this exercise, let's say that you go through two 18-gallon tanks at \$3.50 a gallon, for a total of \$125 (I'm rounding here).

The last calculation is wear, with the two largest factors being tires and brake pads. You can easily use up 1/4th the life of the tire if pushed hard on a two-day weekend. If a set of tires is \$1,000, then you've spent \$250 on tires. Brakes if pushed hard can eat up 1/3 of their life on a weekend. If a set of those is \$500, then you just spent \$165 on brake pads.

So, what's our total for the weekend? With \$75 in travel and \$325 in hotel, were at \$400. Add in the average track expense of \$1,040 and we have a grand total of \$1,440 for a two-day weekend. Some spend more and some spend less, but it's best to know this going in before the credit card bill hits!

WHY DO WE DO IT

This is a huge question and one not easily answered. It can be a bit different for everyone, but there are some common factors that bring us together. The most obvious starting point is the cars. On any given weekend we will see dozens

of marques which always requires a walk through the paddock. The second reason for that walk is that we get to spend time with our friends. An HPDE weekend is time with friends, both on and off the track. We regularly see families with 2 to 4 drivers and groups of friends who set up in the paddock together.

The one thing that keeps us coming back each weekend is the X-factor you search for on track. Being behind the wheel at speed requires absolute focus. For some it's the perfect lap, for others its mastering a particular section, and for a few it's lapping with another driver that matches your abilities.

WHAT YOU NEED

Well, a track worthy car is the most obvious, but let's make a short list that doesn't include the car. First up is a current driver's license. We have had drivers show up at the track without a current driver's license. They turn around and head home. A good pair of closed toe, thin soled shoes is a good investment. Though not required they make for an improved experience. You also don't need a helmet if it is your first time with our group. We offer loaner helmets at no additional cost for the weekend. It is rare, but if you have a roll cage and a 6-point harness then a neck restraint is mandatory.

If you plan on purchasing your own helmet, please spend a couple minutes in your car adjusting the seat to compensate for the difference in your height with the helmet on. The last required item is a set of numbers for both sides of your car. These range from the expensive vinyl number ordered online to some blue painter's tape. We do ask that you refrain from using magnetic vinyl as they tend to detach at high speeds.

There are a few items that are not required, but I would highly recommend that you bring along. A tire pressure gauge, torque wrench, window cleaner, paper towels, folding chair, hydration, and some type of cover, like a pop-up, or an umbrella.

HOW TO PREPARE BEFORE THE EVENT

The first thing to do is to register. Once that is completed a lot of information will become available. At this point you're good until about a month before the event. With 30 days out look at your tires and check the brake pads. Do you have a minimum of 50% life left in both? If replacing your tires before your first weekend, please do not purchase a high performance tire that you're not used to driving every day. One key step is to have a mechanic "tech" your car. Once registered you will have access to a tech form that will need to be completed and signed by that mechanic not more than 30 days prior to the event. Along with the tech form you will now receive a letter outlining the guidelines for the weekend. Read these and become familiar with every aspect of the weekend.

Study the track map and be able to identify the number for each turn along with the flags that are used during a session. I'd like to tell you to spend time watching track video's, but you can pick up some really bad habits from drivers who think they know what they're doing. If you'd like to see what the track looks like from inside the car, that's great, but beware, a lot of bad drivers post videos. PCA does a great HPDE video called "Learning Curves" which will give you a great overview of what you'll experience over the course of the weekend.

A couple weeks prior to the event, the schedule will be made available. We use an app called TrackKeeper that will allow you stay current with any changes to the schedule throughout the weekend. There is nothing worse than getting to either the grid or class late.

The last piece of information answers the most popular question we hear; what performance modifications should I have done before doing a track day? The answer is none. Please do not to anything to your car that alters your daily driving experience. It will make the weekend much more enjoyable if you are comfortable in that left seat.

WHO'S WHO

At the end of this article, I'll include the email address of everyone involved. Though the buck stops with the HPDE chairman there are a host of people who make any weekend happen. The first person that you may interact with is the registrar. I'm oversimplifying everything that the registrar does, but they're in charge of making sure that everyone registering has completed the process correctly and is assigned to the correct run group. The next contact will be at the hotel or the track with the safety chairman. This individual is responsible for the tech inspections as well as handling any incidents or safety concerns throughout the weekend.

Next, you have the chief instructor. Though we are fortunate to have 2 gentlemen who cover this position, many groups will only have one. The job of the chief instructor is to manage the instructor team for the weekend, pairing drivers with instructors. The classroom instructors will be pairing the information that you're receiving in the classroom with the information that you're receiving from your instructor in the car. Finally we have the event chairman. They're much like an orchestra director, they make sure that the weekend is humming along nicely, staying ahead of any problems.

WHAT THE WEEKEND LOOKS LIKE

Friday night kicks off with a pizza party at our host hotel. We will perform a cursory tech inspection at the hotel and will also have registration set up there so you can get it all done at once. We prefer that you have the car prepared for the inspection but understand that floor mats and gear may need to be in the trunk until you arrive at the track. Have your completed and signed tech form ready (this is the one completed and signed by your mechanic prior to the weekend) and pull your car into the tech line. The tech team will go over your car and sign off on your tech form that you are ready for registration. When done head into registration with your tech form and your current driver's license. Since you've already completed the e-signature you will move through quickly, receiving your wrist band and run-group window sticker.

At this point you're free to head into the party and grab some food. Take a seat anywhere, introduce yourself, and make some new friends. Don't hang out too late as the next two days will be mentally and physically exhausting.

When you get to the track you have some work to do before the incredibly important drivers meeting. Find a spot in the paddock and get the car cleaned out. Remove everything in the trunk and the cabin, including the floor mats and any lose bits that might move about. Check your tire pressure and the level of all fluids. The drivers meeting is critical as any last minute changes will be covered at that time. It's a good time to mention



<<< Your HPDE Weekend At A Glance



First stop, Registration and Tech/Safety inspection.



Saturday morning is classroom instruction...



followed by the daily drivers' meeting.



Meeting up with your instructor for the weekend.



All lined up and ready to roll.



Finally, it's track time...



At the end of the day, there's plenty of social time too.



Now we're havin' fun...

that punctuality throughout the weekend pays dividends. You don't want to be late for the classrooms sessions or your run sessions.

As for the classroom time, the instructors put a lot of material into a short time. Please ask questions. If you are experiencing something on track, others are as well and an answer from the classroom instructor helps everyone.

Different groups approach your first time on track a bit differently. For the Ohio Valley region of Porsche Club of America, we want our first-time drivers to get comfortable with the track and their surroundings. For the first two laps your instructor will drive your car, giving you a tour of Mid-Ohio, the turns, and the location of all the flagging stations. The instructor will pit, and you will switch seats. You will drive the remainder of the session without passing, getting comfortable with your surroundings. This first session is not done at speed and is done without helmets.

For your first track session done at speed you need to know a few things ahead of time. There are only 4 passing zones at Mid-Ohio, the front straight, between turns 1 and 2, the back straight, and thunder valley. If you're not in one of those passing zones, The lead driver indicates the pass to the following car by putting their arm out the window and indicating a right pass by motioning over the roof, or a left pass by indicating directly to the left. Your instructor will teach you the safest line to manage the track and remember to always keep your "Eye's Up", both on and off the track. You will have some down time, so I've got a few suggestions to fill that time. When you get a break, head out to one of the turns during the advanced or instructor run groups track time. Watch their brake zone, apex's and acceleration out of the turn. Also, during downtime some instructors will take you out in their car, running one run-group up from yours. Take advantage of this and spend time watching their hands and feet throughout the course of a lap.

There is a lot of terminology to become familiar with over the course of a weekend. Apex: the clipping point on the inside of the corner that car passes closest to. Open the wheel: this refers to your hands moving the steering wheel and returning the front wheels to a straight line. Blend line: this is the point where you merge from the pits onto the track. Both feet in: hopefully you won't use this, but if you have an off track excursion and your car has 3 pedals, then you need to engage both the clutch and the brake simultaneously. These are just a few, so if you hear one you don't know, make sure to ask.

SOME GENERAL NOTES

Be prepared as this is a highly physical and mental exercise. Though this is a dangerous activity, most everyone agrees that the most dangerous thing you do over the course of the weekend is drive to and from the track. I encourage you to view the following video: <https://www.pca.org/news/video-learning-curves-high-performance-drivers-education>

YOUR OVR/HPDE CONTACTS:

- Registrar: Hpde.registrar@ovrpca.org
- Event chairman: Hpde.chairman@ovrpca.org
- Chief Instructor: Chief.Instructor.Gary@ovrpca.org
- Chief Instructor: Chief.Instructor.Dale@ovrpca.org
- Safety Chairman: safety@ovrpca.org
- Event Chairman: Hpde.chair@ovrpca.org

There is a huge team behind each event and they truly are the best in the business. They all love the program we have and put their best into each weekend we host. I hope that this provided a base of information and that you'll consider joining us for one of our HPDE weekends.

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Dick Weiss in his 356 Carrera Speedster, the same car in which he won his class at the 1962 Bellefontaine Hillclimb.

Bellefontaine, Ohio, previously a Shawnee village named Blue Jacket’s Town, was first settled by American settlers in 1806. In 1891, the first concrete street in America was laid around the Courthouse. And, 2 miles east, is Corkscrew Hill, site of the Bellefontaine Hill Climb.

Between 1953 and 1974, the Sports Car Club of America sanctioned a Hill-Climb event on Corkscrew Hill for competitors to earn points toward a national championship. The event was canceled due to the OPEC Oil Crisis.

In 2013, OVR member Kurt Niemeyer started an effort to resume the hill climb on the same historic course. Kurt knew of this event as, in his youth he attended many of the Bellefontaine Hill Climbs with his father, who competed in the early 1960’s with his Pre-A 356 Speedster. Kurt succeeded in 2019 with his efforts and the first Bellefontaine Sports-Car Hill-Climb Revival was held.

Now, one of OVR’s original members, Dick Weiss, competed in the hill-climb in 1962 and won the F-Production Class title in his Carrera Speedster. Dick still owns and regularly drives this classic Porsche. Dick is known throughout the area (Tri-state and beyond) for expertise in maintain



Bellefontaine, Ohio and OVR – what’s the connection?

words: **Ted Hunter**
photos: **Jeff Loewe, Rusty Haid**



ing 356’s and his craftsmanship in re-building the classic 356 4-cylinder engines. He has always been very willing to share his knowledge of 356’s and help others maintain their cars.

In 2021, Dick went back to Bellefontaine with his Carrera Speedster to again drive the hill in the Hill Climb Revival and again won his class, 59 years after his 1962 victory! Amazing!

Another long-time OVR member, Jim Schardt, competed with his Yenko-Stinger Corvair at Bellefontaine in the early 1970’s. Jim still owns the Yenko-Stinger and returned in 2019 to drive it the hill in the first Hill Climb Revival. Jim drove his Yenko-Stinger to the FTD – Fastest Time of the Day!

Thanks go to Kurt for his efforts to revive the event and to Dick and Jim for their efforts to be stewards of motorsports and treasures of OVR.



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2016 Cayman GT4 Sapphire blue, black leather interior and console, stitching platinum gray, 181 miles, garaged and smoke-free, 20" silver wheels, 3M paint protection film, GT4 cover, fire extinguisher, smoking pkg, lighting options, floor mats, extended tank. Contact: Rick Hildal, 513-703-2593 or rickhildal@aol.com

Sebro drilled front rotors Two brand new for 981 Boxster S or Cayman S. Paid \$240 (including shipping). Asking \$140. Three brand new bottles of MOTUL 600 brake fluid. Jeff at 513-470-1710

Porsche Posters 30 some Porsche posters, some vintage, some newer, some framed some not, some cheap some not as cheap. Dave Raum 859-760-0454 or draum@gmail.com

Porsche 912 left and right front Brake Dust Shields. Some rust, but solid. \$90/pair plus shipping. Fred Uhlmann, 937-902-9550, euro356sc@hotmail.com

OZ Alleggerita HLT red painted wheels, (2) 18x8 w/ 50mm offset and (2) 18x10 w/ 65mm offset. These were on my 993 for about 5 years, may fit other models, excellent condition with no blemishes. Porsche crest centercaps and OZ centercaps. Tires are Pirelli Pzero Rosso with about 75% tread left. \$800. Scott.kelley@rocketmail.com. Mason, OH

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Four Pirelli Scorpion Zero All Season Plus Tires from my 2017 Macan GTS.....2 are 265/40 21"s and 2 are 295/35 21"s. Driven only 626 miles. Also Macan cargo net and Macan winter rubber floor mats purchased from local Porsche dealer. Have all receipts and proof of low mileage on tires. Original cost \$1739...sell all for \$1,000. Can be seen/inspected and picked up in Cincinnati (Mount Washington) Bob Carroll, 513-232-7628 or robertcarrollthe2nd@gmail.com.

Porsche 917 collection including the Porsche OEM Riverside Poster mounted from 1973 that shows the famous Sunoco 917/30; two hand done models of both versions of the 917/30; and 4 professional photos of the two versions. I want to sell the entire lot and not individually Call Bruce Tittel at 513-206-4704 to discuss specifics and pricing.

1980 Porsche 911SC dedicated track car in bubble gum blue. Owned for 29 years. Short stroke 3.2, twin plug, PMO's, custom 915 gears, full cage, 2100 Lbs. Lots of modifications, too many to list here. Comes with two sets of Forgelines, a Trailax open trailer, and spares, parts galore. For a detailed listing, email Nichols. surveying@fuse.net. Gary Nichols, CDI.

Porsche 914 parts for sale including dash gauges and switches, AC components, headlight motor, housing and trim, aftermarket fiberglass LE front spoiler/valence, auxiliary air regulator, core MPS units and fuel injection components for 1.7L and 2.0L, Targa roof, metal fuel expansion tank, fuel tank saddle and retaining strap, steering wheel, horn button, Type IV 1.8L engine cases (AP and AN), case studs, Type IV Webcam for carbs (86 grind), Type IV single carb intake runners, rear brake caliper core, windshield wiper motor and linkage,

suspension components, shift knobs, early and late steel wheels (5.5x15), side-shift transmission linkage components, tail-shift transmission, window regulators, door glass, jacks, steering racks, interior and exterior trim, voltage regulators and many more parts not listed above. Hugh Ellis 513-779-6537 lansingellis@gmail.com.

Books and calendars The Porsche 911 Guide 1976, The Porsche 1979 (Japanese), Porsche 911, 1965-1975, Porsche Cars, 1968-1972. Porsche Sport, 1972& 1973. **Calendars**, Porsche factory calendars, 2019, never opened, 1978, 1984, and 1986. Stuttgart Rennsport, 1980, 1988, 1989, and 1990. Legendary Sports Cars, 1998. World Racing, 1990, and 1992. Tom Peterson Formula 1, 1993, 1994, 1995, and 1996. I have pictures of all of these. Call Dave at (513) 384-7410.

Panorama, Complete starting 1974, in PCA binders John Meyer, 513 325 8071 johnmeyer3@fuse.net

Exhaust System from a Porsche 911, 1985> The system is complete as it came off the car. The heat exchangers along the rest of the system are in good shape, no major holes or leaks. The car has approximately 147000 miles. Asking \$500.00 I also have a Fabspeed cat bypass which is in a great shape was purchased new on 10/2017. Asking \$250.00 Mark 513-490-6994

Forgestar F14 19" wheels Porsche/Audi 5x130 bolt pattern, Front: 19x8.5 Rear: 19x11, Hankook Ventus V12 EVO2 tires. Front: 245/35ZR19, Rear: 305/30ZR19. Includes bolts & center caps. No TPMS. Will fit turbo, C4S and GT cars but not narrow body. Wheels are in good condition with some stubborn brake dust. Rear tires were mounted onto wheels but never put on the car so they've never seen the pavement. Front tires are almost new. \$1200 SeanAndDutch@yahoo.com

2004 Porsche Carrera C4S Cabriolet third owner, Arctic silver with metropol blue full leather interior, metropol blue soft top, arctic silver hard top included, 6 speed, heated seats, xenon head lights, 119,500 miles on car, 40,500 on engine. New IMS bearing, clutch, coils, water pump, belts, and lots more in the last 1000 miles. \$36,600 Call or text 513-334-9096

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1969 911T 100,405 miles Firethorn Red / Black leather interior Car has been garaged and driven as an occasional driver since 1980. Engine rebuild at 95,000 mile at the then German Motors service shop in Cincinnati. Original Weber carbs rebuilt April 2019 at European Auto where car has been serviced since 2013. This 911T is in excellent mechanical condition and has a rust-free exterior. Interior is in fair condition Sell Price: \$60,000 Joe Ressjressmail@gmail.com 513-310-1242

Porsche 951 Turbo S 1988 Stone Grey, track ready. This car has been recently upgraded by P3 Autokrafte, located in Dayton, OH with many upgrades and replacement parts. This car is track ready and can be purchased with its own CT-7541 Trailax Trailer with tire rack, tool box, 2 fuel jug holders, and 6000 lb. electric winch. This car and trailer will put you in great shape for the upcoming track season. Asking \$29,900 for both car and trailer or obo. Contact Herb Beck at hb45040@gmail.com.

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Wheels/Exhaust Forgeline wheels Zx3r 2-17x8 5x130 et29 silver Zx3r 2- 17x9 5x130 +18 silver Like brand new 3000.00 Also, Fuchs wheels refinished and straitened have receipt 2-16x8 , 2-16x9 like brand new 2000.00 Porsche factory cookie cutter wheels off 1983sc great condition 2-15x6 , 2-15x7 with Yokohama tires 500.00 . Complete and intact exhaust system off 1983sc good condition 300.00. Andy 513-617-0670 or abennettcontractor@gmail.com

OZ Alleggerita HLT Wheels 18", 8.5" wide fronts and 10" wide rears. Matte Black. Fit 2006+ Cayman and maybe other Porsche cars. Great condition, used once. Asking \$800. Brian 513-594-3407

2007 Porsche Cayman S Wheels Track/winter 17" wheels. Porsche part # 99336212400 & 99336212800. Almost new Michelin Pilot Alpin tires, but date expired. Paid \$1,000 for them used when I purchased the car in 2009 - stored dry and never mounted on car. Some scratches. Have center caps. Priced to sell to get them out of garage. \$500. Free Sears floor jack with wheels. Call for photos. Mike Leahy 513-543-4670, email: MLeahy@LeahyConsulting.com. Cincinnati

1986 Porsche 944 Turbo Parts Brey-Krause removable seatbelt bar, 6-point driving school harnesses, camera mount, hardware. Perfect for new driving school students to be safe on the track. \$300. Also, 944 Turbo original front bumper (black) slightly scratched. Been protected in garage loft for 15 years. Motivated to sell to get them out of garage. \$400. Mike Leahy 513-543-4670, email: MLeahy@LeahyConsulting.com. Cincinnati

2008 Cayman 55k miles. Guards Red in excellent condition inside and out. Newer Michelin Super Sport tires. Spark plugs, timing belt, water pump, coolant and oil were all replaced in the spring. The only outstanding issue is the tire pressure sensor batteries. Asking \$27,900. John Wahle, 513-469-6706, wahlej@outlook.com

Panorama Magazines, FREE 1980 - Current. Free to a good "Porsche" home. Pick-up only - Northern KY. Tim Lewis 859-380-8208, tim.lewis13@yahoo.com.

Radio CR 210 radio/cassette from 993 for sale, \$225. Contact me at: pghautz@gmail.com



Contact OVR Member:
Brian A. Butt, CFA
Senior Portfolio Manager, Principal
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