

BentPylon



March 2022
Ohio Valley Region
Porsche Club of America



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Porsche of the Village

- Complimentary loaner vehicle and shuttle service
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Porsche of the Village

BentPylon

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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Business Card	\$225/Year
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Full Page	\$1150/Year

All Ads Must Be Pre-paid!

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Bill Altvater

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E V E N T S
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

- 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
- Drei Statten Family picnic/Bull Session - May 22, 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, March 8, 2022
Watch for details by E-Blast

April 2022 BP Material Deadline
February 15, 2022

OVR/PCA Is...

Social Events



Track Events



AutoCross



Tours/Rallies



Shows/Concours





Ohio Valley Region Porsche Club of America



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Positive Camber

With Jeff Clark, President
and Turbo

illustration, Roger Warrick



Happy Presidents Day. It's sunny, cloudless and about 60 degrees. Apparently dreams do come true so we are getting a taste of spring. First time in months I've been able to spend time in my favorite place with my favorite things. I took the covers off my cars for at least a few hours. It's kind of a big deal in that it stops Jeff's incessant whining about the weather.

We had our Board meeting in February at the Silver Spring House and wanted to thank them for reaching out and hosting us, and thank every one of you that attended. It was by no means what I intended and had to make the decision pretty quickly to forego any Robert's Rules of Order. I've written the notes etc and delivered those to our secretary and they will be available shortly. I have been getting calls and offers from several places around town and our efforts have been noticed by a couple of other regions that are having the same issues. Space is often a problem but the real problem has been lack of parking and staff. But still we will drive on. Anyway thanks for coming out, it was wonderful seeing you guys.

Our National Call with PCA was last night. It generally goes from 9pm until it ends, it's deliberately nebulous, we never know how long it'll go on. Tom Gorsuch, our National President, was in great form and the news is generally pretty good. PCA is attracting many younger members and our growth was better than 6% for 2021. There was discussion about the influx of EVs and that as a club we need to prepare for it. Tom hasn't heard of any issues of EVs vs ICE cars but wanted us to be aware that Porsche is moving in that direction. It's a reality we need to embrace.

Personally I don't care, we went through the same conversation with air-cooled vs water cooled, then the Cayenne and Macan arrived, then the Panamera and now the Taycan.

If it's got the Porsche crest on the hood, that's good enough for me. We're all part of the same tribe. Hey, drones were a topic... didn't know they were an issue.

I will be attending the Zone Meeting in Toledo this week and will report to you likely at our next board meeting. It'll be our first with our new zone rep Chip Henderson.

Thank you to each and every one of you that made a contribution to Dan Porter's GoFundMe. At this writing we are just over \$25,000 to help out his family. Dan has been out of commission since late November due to getting a very bad case of Covid. He is the sole breadwinner for his family and the donations have helped a wonderful guy and his beautiful family. God Bless every one of you.

If you see Mark Wilson. Please shake his hand and say thank you. Mark has generously agreed to take over our Concours chair.

Congratulations to Wright Motorsports for their incredible GTD class victory at this year's Rolex 24 at Daytona.

Please keep an eye on our website OVRPCA.org the calendar is being loaded as we speak.

Jeff

Board Minutes

Ruth Zacharias, Secretary

Board Meeting, Tuesday, March 8, 2022

Attending Officers: **President:** Jeff Clark, **Secretary:** Ruth Zacharias, **Past President:** Bill Altvater.

Attending Committee Chairs: Autocross: Bill Kief, Jeff Renner, Driver Education: Jeff Woodard, Members at Large: Mike Valentine, Kathie Hunter, Newsletter: Fred Zacharias, Rally/Tours: Steve Krekeler.

Attending Members: Jerry Wolf, Larry D’Amico, Scott Lambert, Gerardo Nucete, Mark Christian, Steve Krekeler, Gwynne Krekeler, Ted Hunter, Andi Altvater, Kumar Viswalingham, Ed Busam, David McCarty, Van Nianouris, Dan Tracey.

The meeting was being held at Silver Springs House. Due to the very small room including diners not with our group and the very high noise level, an executive decision was made that it would be impossible to hold a meeting and the evening was to be a considered a social event. Following are Notes from President Jeff Clark:

1. Lori Schutz ‘ position of Zone 4 Representative has been filled by Chip Henderson, formerly President of the Mid-Ohio Region.

2. We are working on the Spring schedule. Jeff was asked to check with PCA National regarding insurance coverage for Cars and Coffee as members have offered their homes and businesses for these events. There is a liability concern. Jeff reached out to Ken LaBorde, our legal and insurance guru but has not heard back as of yet.

3. Jeff will be visiting two members regarding events they want to host at their businesses in the coming weeks. He would like plans to be in place before the weather breaks.

4. We are scouting new locations for our monthly board meetings. Several places are available but lack staff or adequate meeting area. We are still taking suggestions and Jeff will gladly scout those locations.

Lori Schutz asked Jeff to mention a PCA multi-region swap meet, car show and tech quiz in Pontiac, Michigan on April 23, 2022. He will get the info to Arizona to post on the schedule and website.

6. The 2022 Keeneland Concours d’Elegance will be held on July 16, 2022. Details will be on the website.

7. Mark Wilson has agreed to take the position of Concours Chair.

8. Thank you to all who have contributed to the Go Fund Me account for Dan Porter.

9. Secretary Debi Stafford could not attend but notified Jeff that she will have more guidance on our organizational status after the PCA webinar she is attending. The only bills she has paid since our last meeting were for Bent Pylon printing and mailing. She will give Fred Zacharias the list of ads that remain unpaid.

Jeff Clark, President

Respectfully Submitted,
Ruth Zacharias, Secretary



It won't be long before it's showtime.



words Mark Wilson

Hello to all the OVR/PCA Concours and Car show enthusiasts. My name is Mark Wilson and I look forward to wearing and hopefully fitting in to the Concours Chair shoes left by Trevor Barber. I have been involved with several of the Concours and car show type events we have yearly in the club for our members and I plan to keep those successful events going. I will be meeting with the rest of the concourse team within the next couple weeks to plan and set dates for the events this year.

If you are new to Concours car shows I would encourage you to attend or volunteer at the Cincinnati Ault Park Concourse, Keeneland Concourse, or the Dayton Concours to start building a knowledge base. The dates for

these events that are known at this time are listed on the second page of the Bent Pylon. I will post more detail for those events as they get closer on the calendar.

As your Concours Chair I have some other goals planned to help our chapter. I want to increase our number of volunteer judges available for concourse judging, provide an on-going training program for them, as well as provide training for new judges. Thank you for all your support and encouragement. Together we can make the PCA Ohio Valley Region a hub for great fun for showing off our cars which we are all proud of!!

WRIGHT Motorsports Takes 2022 24-Hours of Daytona GTD Class Victory

words Ted Hunter photos David Zombek

Within the Ohio Valley Region are several sports teams, professional, collegiate, High School in several different sport arenas that make the headlines. But the motorsport area seems to fly under the radar.

Last month Wright Motorsports accomplished a significant international victory, the GTD Class victory in the Rolex 24 Hours of Daytona in a Porsche, our favorite marque. John Wright’s overseeing the preparation for a 24-hour race, the tactical plan for the race, the team members to fulfill that tactical plan and the skill of the team’s drivers is a Super Bowl worthy effort and accomplishment. Even though this effort and success did not make headlines, we, the members of the Porsche and motorsport community, applaud Wright Motorsports and wish them a successful racing 2022 season.

But, lest we forget, there was another Daytona 24 Hour winner in our area, albeit not in a Porsche. Doran Enterprise, based in Lebanon Ohio, is divided into Doran Enterprise, Doran Racing (the professional racing team) and Doran Design. In 2002 Doran-Lister Racing won the Rolex 24 Hours of Daytona outright with a Dallara Judd. The Doran JE4 Daytona Prototype, designed and built by Doran Design, won the 2003 Grand-AM Rolex Series team championship. AND before those successes, Doran Racing prepared and raced the MOMO Ferrari, the only team to win

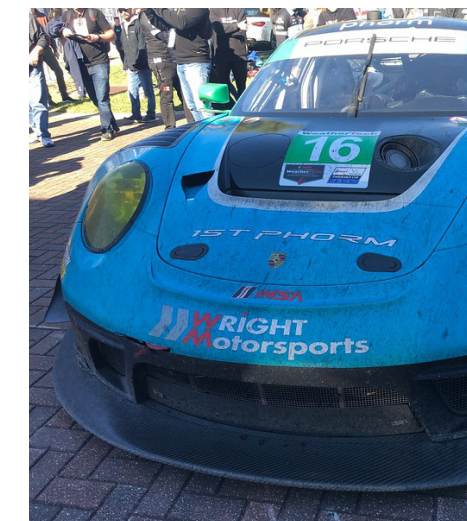
outright, the Daytona 24 Hours, the Sebring 12 Hour race and the Watkins Glen 6 Hour race all in the same year-1998. We also wish their racing efforts success this year.

Also remember, OVR member Larry Schumacher has had a long successful professional racing history as a driver and owner. He won his class in the 1996 12 Hours of Sebring and numerous IMSA races and IMSA series title championships from 1974 through 1999. Many of his victories were in Porsches.

Those of us who appreciate motorsport racing, whether it be a participant in Driver Education track events, Club Racing, auto-crossing, watching or photographing, volunteer working at events can appreciate all the work and skills at which drivers and their support teams excel.



Nighttime on the banking...



Time to head to the carwash...



MEMBERSHIP UPDATE

Crystal Clark, OVR Membership

Ohio Valley Region/PCA Membership Totals As of January 1, 2022

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

New Members: 9
Transfer-In Members: 0



NEW MEMBERS

M. Alagha Cincinnati, Ohio
Richard Ash Loveland, Ohio
Ashley Bramel Cincinnati, Ohio
Greg Brown Cincinnati, Ohio
Brad Chase Cleves, Ohio
Alexander Curry Burlington, Kentucky
Mitch Eiting Versailles, Ohio
Mitchell Guyon Montgomery, Ohio
Mary Horton Cincinnati, Ohio
Sonia Myles Mason, Ohio
BJ Kelley Indianapolis, Indiana
Cameron Kerlin Cincinnati, Ohio
Cathy Koenig West Chester, Ohio
Louie Letizia Batavia, Ohio
Jamie Martinkovic Cincinnati, Ohio
Kathryn Maxwell Naples, Florida
Glen McClung Cincinnati, Ohio
Craig Miller Loveland, Ohio
Michael Munafa Cincinnati, Ohio
Ryan Niemeyer Cincinnati, Ohio
Warren Patterson Charleston, West Virginia
Georg Schlangen Montgomery, Ohio
Tom Simpson Alexandria, Kentucky
Daryle Tibbs Harrison, Ohio
Randy Underhill Newport, Kentucky

ANNIVERSARIES

25 Years or more

David Gardner Richmond, Indiana
Dan Deitz Dayton, Ohio
Michael Leahy Cincinnati, Ohio
David Raum Dayton, Ohio
James Briggs Cincinnati, Ohio
Stan Yarrish Cincinnati, Ohio
Michael Peters Liberty Township, Ohio
Rick Hennessy Trenton, Ohio
James Hopgood Independence, Kentucky

20 Years

Michael Paul Lucasville, Ohio

15 Years

Jeffrey Waldron Cincinnati, Ohio

10 Years

David Foglesong Cincinnati, Ohio
Donald Powell Hamilton, Ohio

5 Years

Jim Hackmann Cold Spring, Kentucky
Erv Martin North Bend, Ohio
Jonathon Nielsen Cincinnati, Ohio
Graham Parlin Cincinnati, Ohio
Mark Plungis Mason, Ohio
Barney Pogue Cincinnati, Ohio
Bob Stafford Waynesville, Ohio
Scott Withrow Beaver creek, 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



HAVE YOU MET.... Mark Wilson our new OVR Concours Chairman. Mark has been a member of OVR for about 8 yers.

Growing up in Southern California, Porsches were everywhere. His first car was a 1966 Volkswagon that he built into a California-style bug. He cruised the boulevards in the Speed Yellow bug. It was a fun ride for a teenager, but he really wanted a Porsche.

In 2013 he finally purchased his first Porsche, a 2003 Boxster. It was a great car to start your Porsche car affair, but at 6'4" Mark's frame was a bit big for comfort in the car. After 3 months he sold the Boxster and acquired a 2006 Cayman S. which he drove for about 6 years. He says it gave him " a bit more room and some zoom."

Mark currently has a 1987 944 Turbo that satisfies a classic urge that developed as he learned more about the Porsche brand.

An obtainable dream Porsche for him would be a black 1987 911 SC or Turbo to keep the 944 company in his garage. He also really likes the new Taycan new Taycan too.

Mark has been to the Porsche Parade and hopes to go again this year. He has done a few track days at Mid-Ohio and enjoys Autocrosses and Tours as well. He has participated in several Concourses and the Cars and Coffee events. Mark says he has gotten to know a lot of "fun people" in the region.

Editors Note: *Mark Wilson was featured in "Have You Met" in the past year, however we are running it again as he is assuming the position of Concours Chair for the Region.*



BentPylon

LADIES NIGHT OUT

words: **Kathie Hunter**

Why did I get involved in OVR/PCA? Why Should you?

Wow, that can be a loaded question for many spouses or significant other of the Porsche owner, or the actual Porsche owner (of which I am also.)

Another organization to belong to-possibly, like-minded people and all.

Learn about the car-possibly, whether it was technical, handling, etc.

Curiosity, an advertised event that seems fun.

Follow the spouse/other to see why they are interested.

Personally, I've grown up around cars. Grandpa worked for Raymond Imported Motors as their chief mechanic (not a name you remember, that's okay, it was the 50's). Brother was an SCCA racer (Corvair) who was fast, so fast that he hopped into hub's 944 for a first-time spin and took FTD at an late 80's Autocross. So earlier when my husband took delivery on that '83 944 it only made sense to see what he was going to do with it.

We were a much smaller club back then-under 300 members-so it was easy to meet people, spouses, kids and the like and be recruited. Yes, the dreaded word "recruited". That's okay, I like to join in. If he was auto-crossing, I was doing registration, hospitality, and time-keeping. The region had an unofficial hospitality crew that has ebbed and flowed during our 40 years of membership. The region has grown in events, competitive, social, clean car shows, instructive and plain driving fun. It's not all track, it's not all social, it's not all technical, but it is multi-event oriented. You can be passive, or active, whichever you wish.

There are ways to join in, meet new people of like-minded Porsche interests. Whether you are the owner, the right seat sitter, the left seat driver of any make or model Porsche there are others who are like you in their interests. I am all three of these. I've tracked, autocrossed, rallied, teched, detailed and concours d'elegance, run social events, volunteered, and been an OVR office holder and Parade event chair. But, you can choose which level at which you are comfortable with your interest, time and energies.

It has been suggested that we hold some 'ladies only' events. So, Ladies, give me some ideas for events.

Do you want a Club overview, a social, a tech session at a dealership or service shop (ie. What's that 5000 mile service entail, a 101 on car setup, or??? Are you attending a track or autocross event and want to learn about just what or why about that event?

What is a TSD Rally vs. a Gimmick Rally vs. a Tour?

Do you have a preference for a social? (We've done Latonia horse racing nights, wine tastings, baseball games, and more!)

Are you experienced and want to share your knowledge of the cars, or a specific skill, or contact? Are you interested in the history of the marque, PCA or OVR?

What it comes down to, if you are comfortable within the club, you will enjoy the club so much more. We have a common interest-the Porsche marque vehicles. (I say vehicles as many of us drive SUV's daily, not those lovely mid or rear engine vrooms!) Come and get comfortable!

Contact me through the OVR website email, or directly 513-896-6895. Hope to see you soon!

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PORSCHE

Many Records Have Been Broken In A Porsche

My personal record was for transporting the most kayaks on top!

If you're thinking of making a move in real estate, please reach me. I'll find the best home for you- and your Porsche.

Lee

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Keeping Your Car Cool... And The Track Dry

Part One

words Jeff Woodard

In daily driving, our vehicles use a glycol-based anti-freeze. This formula protects the engine from freezing and cracking in the winter. It's a great solution that has been a standard practice for as long as I can remember. It's a convenient product as you can leave it in year-round. I've (sadly) known individuals that have never once flushed out their cooling system and have over 120,000 miles on their vehicle.

There are numerous pitfalls to Ethylene Glycol that are rarely discussed and some misconceptions that need to be addressed to better understand the product. The articles in this section of the Bent Pylon are directed at H.P.D.E. drivers. Currently, we are reviewing the product from the standpoint of a driver putting their car on track and extracting the most from its performance potential. Please be prudent and follow up by doing your own research.

This is a toxic product, that fortunately degrades rapidly when exposed to air. The EPA has found the most dangerous soil sample levels at airports around the country. This is due to the de-icing agents used during winter months. If you ever wondered why the grass never really turns green at CVG, here's your answer. The upside is that Ethylene Glycol begins breaking down within 10 days when exposed to air and within 3 weeks when absorbed by soil.

For years now, motorsports in the United States have outlawed Glycol based products in race cars. They've done it for one reason alone, when glycol-based coolants are deposited on a racing surface they do not easily evaporate. During a recent national PCA meeting we found out that 70% of all contact incidents at H.P.D.E events were caused by Glycol based anti-freeze on the racing surface. This means that 7 of 10 incidents on track, where a car either contacted another car or a barrier and received damage, might have been avoided.

On my phone I have a photographic record of no less than 14 cars and the damage they experienced during an HPDE. This is not a morbid curiosity, and it is not to share the destruction another driver experienced. Each time someone experiences what can be a life altering experience I want to know why it happened and more importantly, what can we as organizers do better to prevent it from happening again.

Beginning this October at Autumn Thunder, the Ohio Valley Region will begin asking all drivers with cars that are over 10 years old to run either straight distilled water or distilled water with a non-Glycol based additive. Before you throw up your arms and denounce us as being reactive, we will look at the incredible benefits of 3 distilled water additives that really do increase the cooling ability of your car on track. Each of you who spend more than one day a year doing an H.P.D.E. event know what it's like on a 96 degree day trying to keep everything (including yourself) cool.

Many car manufacturers have begun using a more environmentally friendly product that is composed of Propylene Glycol. Propylene Glycol simply has a faster absorption rate and falls apart quicker when exposed to either air or soil. In both cases the products have additives that include corrosion inhibitors, anti-cavitation agents, anti-foaming agents, stabilizers, and buffers. Also, in both cases they contain the product that is the center of this article, Glycol.

To this point all the preceding information is coming from a summary



At the track, a dry track is just as important as a cool running car...

produced by Total Energies called: "Antifreeze, Everything You Need to Know". From this point forward I'll be referencing information from several manufacturers, including Total Energies. Most anti-freeze manufacturers will tell you that their products do several things: they increase the boiling point, they prohibit scale, they have anti-corrosion effects, they prevent foaming, and they lubricate engine parts. Let's look at each of these from two standpoints. Antifreeze versus water.

From a practical aspect, water boils at 212 degrees. My first question; what benefit is there to having a higher boiling point in an engine than 212 degrees? There is no benefit to a product with a higher boiling point in an engine. What I prefer is to have the liquid moving through the system faster to remove the heat. From this aspect, distilled water wins over Glycol based anti-freezes. Water moves through the system with less resistance, removing heat faster and keeping the engine cooler.

Prohibiting scale and anti-corrosion might be a good win for Glycol based products, but that only works if you're using tap water. When correctly mixing anti-freeze, you should be using distilled water. Cooling systems on cars are considered closed systems and in so doing, using tap water with existing impurities introduces those contaminants into that closed system. If it were an open system then tap water and distilled water would both experience scaling and corrosion, with one introducing those items and one picking them up over time. Glycol based anti-freeze does "inhibit" the growth of those impurities but cannot eliminate them.

Foaming in any closed coolant system is bad and can indicate a bigger problem. So, why put an anti-foaming agent into a Glycol based anti-freeze? The reason is simple, both Ethylene Glycol and Propylene Glycol foam naturally. The anti-foaming agent is not for the benefit of the car, but to protect the car from the product. The only time I've seen coolant foam is when a car had a bad head gasket and was introducing oil into the flow of anti-freeze. In this case, the yellow Glycol anti-freeze hid the head gasket leak for a short period. With distilled water the change in color would have immediately indicated a problem.

"Lubricating engine parts" is a curious benefit described by anti-freeze manufacturers. I can only think of one moving part in a closed cooling system, the water pump. I have replaced many water pumps in my day, with the last one being 3 weeks ago. In each case, they were street cars using anti-freeze. Did the product not, do its job or did the part just live its useful life, then expire. I believe that the latter is correct. If the phrase "lubricating engine parts" refers to heads and cylinder internals, then I'd refer you to the earlier boiling point of water. I would rather have water move through the system faster, removing heat at a faster rate than have lubricated cylinder heads.

I would really like to cover the entire topic in one article, but we thought it best to break up this information. It gives you some time as a driver to consider researching the topic yourself. Please hold off on any comments until you've read the details next month on the available products.

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Der Markt



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 ddraum@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

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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 Trailex 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

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