

# BentPylon



**March 2023**  
Ohio Valley Region  
Porsche Club of America



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Sat. 7 a.m. – 4 p.m.

### BentPylon

## BentPylon

Fred and Ruth Zacharias, Editors

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## EVENTS

### 2023 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.

#### ANNUAL DINNER MEETING

- 2023 Annual Meeting Dinner - TBD

#### SOCIAL EVENTS

- TBA

#### TECH SESSIONS

- BILSTEIN, March 11, Details to follow by Email blast

#### CONCOURS/SHOWS

- Spring Concours, April 29, Sozo Church Lot, Loveland, OH
- Summer Concours, August 8, Bellefontaine, OH
- Rallye Porsche Mariemont, September 9, Mariemont, OH
- Fall Concours, October 7, New Richmond, OH

#### OVR DRIVERS' ED

- Spring DE June 2-4, Mid•Ohio Sports Car Course
- Fall DE October 6-8, Mid•Ohio Sports Car Course

#### CARS and COFFEE

- Garage Living, May 13, 11257 Williamson Rd., Blue Ash, OH

#### AUTOCROSS

- 2023 Dates TBA

#### TOURS and RALLIES

- Kentucky Back Roads Tour, May 5 (TENT)
- Mid•Ohio Tour and Track laps, June 3-4
- Indiana Back Roads Tour, July 8 (TENT)
- Annual Athens Weekend Tour, August 11-13, Athens, OH

#### ANNUAL JOY RIDE EVENT

- 2023 Date TBA

#### 2023/2024 NATIONAL PCA PARADES

- 2023 June 18 - 25, 2023, Palm Springs, CA
- 2024 June 9 - 16, 2024, Birmingham, AL

#### 2023 Non OVR Events

- 2023 Cincinnati Auto Expo, March 30-April 2
- 2023 SCCA AutoX Fun Event 1 Trader's World, April 2
- 2023 Spring Classic Tour, April 15
- 2023 SCCA AutoX Points Event 1 Trader's World, April 23
- Horsepower Farm Car Show, Middletown, OH April 29
- Zakira's Open House 11am - 3pm, May 13
- Eclipse Window Tinting Car show May 20
- DSG Bull Session/ Family Picnic, Sharon Woods, May, 21
- Stoddard's Swap Meet, Highland, OH, June 2-3
- Cincinnati Concours d'Elegance at Ault Park, June 11
- Glendale Car Show, Glendale, OH, June 25
- Keenland Concours, Lexington, KY, July 14-15
- Red Brick Reunion, Oxford, OH, August 5
- 2023 Bellefontaine Hill Climb Revival 5, August 26
- Dayton Concours, Carillon Park, Dayton, OH September 7
- MetalKraft Open House, September 23
- VW/Porsche/Audi Reunion, Germania Park, September 24
- 2023 Autumn Classic Tour, October 7, 2023
- DSG Porsches and Horses Chili Party, October, 22
- MetalKraft Holiday Open House, December 9
- 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](http://ovrpca.org). All OVR/PCA Event Registration: [www.ClubRegistration.net](http://www.ClubRegistration.net)

**NEXT MEETING**  
Tuesday, February 14, 2023  
Watch for Email Blast w/Location

**March 2023 BP**  
**Material Deadline**  
**March 20, 2023**

## OVR/PCA Is...





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**Positive  
Camber**

With Jeff Clark, President  
and Turbo

*illustration, Roger Warrick*



We hang onto things from our youth, music, clothing, traditions even as the years pass and we are aware that “in your youth you’re an idiot” we still cling. I’ve hung onto March 11 as the start of Spring; it’s not and nearly every year I’m let down by the snow that sometimes follows late into April.

My “Spring is coming” radar goes into overdrive as the date approaches and I begin looking for buds on the trees, the sound of birds and the length of shadows and the brightness of the sky. I’m never letting go of March 11.

My cars are garaged all year long, as I walk past them I run my hands over both whether going in or out. I don’t know why I just feel like I need to touch them. At night as I’m locking down the house I look at them and say goodnight. My wife jokes that the cars have more blankets in the winter than she does. That might have been true, I don’t think it is now. But I’m not alone. Every member I’ve come in contact with has their routines and relationships with their cars that some might find odd. Those of us who know, think it’s perfectly rational to say good night to a car or tell it how beautiful it is. I miss the feel and smell of my cars when they’ve been put away for the winter. Sure you can go out there and see them. I even sat in them while watching the Rolex 24 in late January but the first time you crank one over and drive her out of the garage is something I genuinely relish, much like the arrival of spring.

Several days ago it hit 75 degrees in Mid February, the sun was shining and I was able to get one of my girls out and enjoy the weather. I don’t need to be reminded of how wonderful a Porsche is, I do need to be reminded how wonderful one feels underneath you and the sound she makes when you hammer it. That moment is why I touch them, why I say goodnight to them and why I love them like nothing else I’ve ever owned.  
Just Glorious.

It’s Saturday morning and I’m days late getting this to Fred. My tardiness is exacerbated by the 5th Season of Drive to Survive which started last night and I’m so stoked for the start of the F1 season it might as well be Christmas Eve. Distractions abound.

We’ve been trying a few different things over the last year. I’ll preface this with I’m a slow adapter to change but it’s good in small doses and that’s what we’re

trying to do with the club. An area we are focusing on is the quality of the events that are set up for our members. The days of having Cars and Coffee in a Tim Hortons parking lot aren’t coming back anytime soon unless you guys pine for a return for old times sake. I think as OVR Porsche owners we should expect a bit more and we are focused on delivering. We want to try doing our board meetings in different parts of the Cincinnati area, Hamilton and Dayton. Our gatherings should be as accessible to as many members as possible. If you don’t know, our region stretches to West Virginia and we are approaching 2000 members in OVR. The number of members showing up at our board meetings has grown dramatically, this couldn’t be better for us. It shows that the meetings are as much social as they are functional. This past week we met at Grainworks in West Chester with nearly 40 members showing up and while it was a bit chaotic we got through the bulk of it. There is nothing in the bylaws that says our board meetings have to be like a buttoned up boardroom meeting.

Couple of issues: take a few minutes and go to the PCA website (<https://pca.org/>) and make sure your information is correct. I get contacted weekly by members who are not getting our emails or the monthly Bent Pylon. Although you would think with my omnipotent power and enormous influence I should be able to make changes to your info on your PCA account, I cannot.

Our OVR calendar is filling up. We are perfectly ok with having a couple of events taking place at the same time. We are however cognizant of other events going on in the area with other clubs, sporting events, etc. and try to plan accordingly. Just so you’re aware, overlap is sometimes unavoidable. Thank you Kathie Hunter for getting this squared away.

As always, any changes will be posted ASAP.

If you have issues, concerns or complaints, please feel free to reach out at President@ovrpca.org

# Board Minutes

Chuck Lindsey, Secretary No report this month.



Birthday Boy, Dick Weiss, digs into his birthday cake.



Metal Kraft owner Mark Schlachter shows off his cake decorating skills.



John Meyer, David Hall and Carl Iseman.

## Happy 89th

words/photo: Ted Hunter

Several members of the Drei Staaten Grupe, the Cincinnati Motoring Society and the Ohio Valley Region agreed upon a plan to celebrate one of their member's 89th birthday. The notice went out by word-of-mouth and e-mails to meet at the re-opened MetalKraft facility. 50 to 75 motoring car enthusiasts came from all over the Tristate area to surprise and sing Happy Birthday to Dick Weiss on his birthday, Saturday, February 11.

Dick has been a long-time member of both clubs, being one of the founding and original members of the Ohio Valley Region, having joined the Porsche Club of America prior to OVR's formation. Dick has an encyclopedic of knowledge of all things related to Porsche, especially the Porsche 356. He has probably rebuilt most of the area's 356 engines! Dick has been an active member of OVR since its inception and has held many of the club's officer positions in the early days.

Dick's driving history is astounding: winning his class on the Bellfountaine Hill Climb in his 356 Carrera Speedster in his younger days, driving "The Hill" again in his Speedster last year, driving his 356 in the Lake Erie Put-In-Bay event in northern Ohio in the same time frame - many, many years ago and again recently. He is a regular attendee at OVR events, usually arriving with the top down in his 356 Carrera speedster. Happy Birthday Dick!

# Drive your dream

Whether your dream is a G50 911, a resto-mod Defender, or an American muscle icon, Zakira's is here to keep your dream on the road. Driven by a passion for all things automotive, Zakira's is dedicated to making your vision come to life. Automotive expertise at every turn - from routine maintenance to race ready applications for classic and enthusiast automobiles.



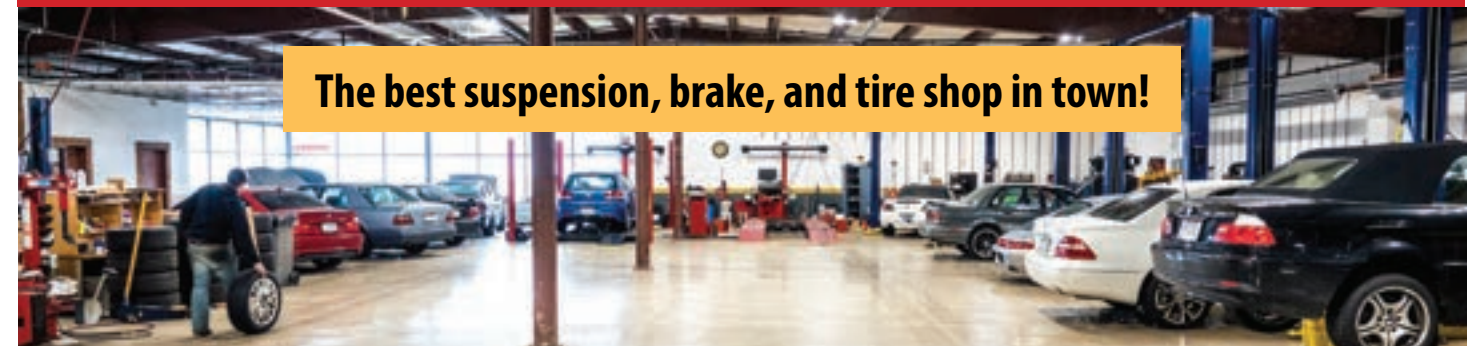
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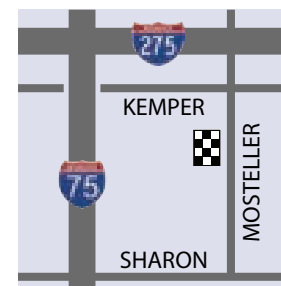
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# MEMBERSHIP UPDATE

Kathie Hunter, OVR Membership  
No report this month.

## OVR Name Badges



OVR name badges are now available for you to order. The metal nameplates are 1.5 x 3.5" and feature a magnetic backing, - no more snags, tears or holes from a pin in your clothing.

Personalize your badge! Your first name or nickname is in bold type. Your last name follows on the second line. The third line allows for something you might want share such as 'Member since...', your make and model of Porsche, your home town or maybe you'd just like to leave it blank.

Badges are \$10.00 each, including shipping if needed.

### To Order:

1. Fill in the information below.
2. Mail along with a check for \$10/badge made out to OVR/PCA to:  
Kathie Hunter, 1409 Woodridge Drive, Hamilton, Ohio 45013.

### Badge Information

First Line \_\_\_\_\_

Second Line \_\_\_\_\_

Third Line \_\_\_\_\_

Mailing Information: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Contact Information (phone and/or email) : \_\_\_\_\_  
\_\_\_\_\_



words: Mark Wilson

## OVR Spring Concours Parade of Excellence

Hey OVR members! It's time to get the Porsche out from its winter slumber and come to the OVR Spring Concours. If you are new to the Club, come meet some other members and show us your Porsche! I've met many first year members at this show!

If you are hesitant, I want to express that this is a very casual 'show and shine' type concours event. No white gloves or magnifying glasses. Once judging begins, participants will drive up parade style by class to the judging area for your car to be judged. The judges will take a brief time to view your car's external features while our Master of Ceremonies, Kurt Niemeyer, will interview you about your car.

### Event Details:

**Date:** Saturday April 29th

**Location:** Sozo Church parking lot,  
9781 Fields Ertel Road, Loveland OH 45140

**Cost:** \$20 per car

Registration & confirmation: 8 -10 am

Concours Parade & Judging: 10-11:30 am

Awards Ceremony: 11:30 to 12pm

External judging with closed engine compartment

Five Show classes:

Boxster/Cayman • 356 • 911 Air Cooled • 911 Water Cooled

Celebrated Section ( All other models !!)



## TECH SESSION

words: Rich Roesenberg

Hopefully after you attend this tech session things will be less confusing for you.



Bilstein has been graciously offered to host a tech session at their headquarters which includes manufacturing and a R&D center in Hamilton Ohio. Bilstein has been associated with Porsche from the early air cooled to the present. More recently Bilstein has been the OEM damper supplier for Porsche 991, 993, 996, turbos, most Panameras and Cayennes with adjustable dampers as well as many other high end vehicles.

The tech session will include a tour of their manufacturing facility and the R&D department. We will be talking about the history of the dampers as well as the function and the technology of the internal design and how magnetic fluid is used to change the damping characteristics of the shock, for instance.

Interesting fact: In the testing facility the shocks are tested to the point of destruction and then disassembled to examine the wear to improve the longevity.

This should be extremely interesting and informative and become more knowledgeable than Carrol Smith. There will also be some giveaways.

**Place:** Thyssenkrupp Bilstein of America, Inc. 8685 Bilstein Blvd  
Hamilton, OH 45015

**When:** March 11, 2023

**Time:** 9:00am to 12:00pm

**Registration not required**



Trophies: Each Class: 1st place and Outstanding Concours awards Best in Show

Coffee and Donuts will be provided and Shade & Restroom facilities will be available

Door prizes will be given away also!

On behalf of the PCA Ohio Valley Region Concours Design team we thank you for your participation

## Cars and Coffee

Once again, Garage Living has offered to sponsor a Cars and Coffee for OVR on May 13. Garage Living is located at 11257 Williamson Rd. in Blue Ash. Coffee and doughnuts will also be provided. The event will run from 9am till noon. No pre-registration is required.

## Eclipse Window Tinting Open House and Car Show

Eclipse Window Tinting will be hosting an Open House and Car Show on Saturday, May, 20 from 11am to 2pm. The show will include a Porsche-only section for OVR members. You MUST PRE-REGISTER for this section to assure a space. While this show is open to all vehicles, OVR members will have priority to show space. Contact Eclipse for registraion details.

Eclipse is located at 2669 E Kemper Rd., Cincinnati, Ohio 45241 513.321.8468, www.321tint.com. You can also contact Kandis Ruggiero at: at.large.ruggiero@ovrpca for more information.

# The Language of HPDE

words: Jeff Woodard

Every time you try something new there is an entirely new language to learn. High Performance Drivers Education and Motorsports are no different. To be candid, it is more complicated than most sports. New drivers find themselves in the deep end of the pool trying to learn terms that cover the car, the driver, and the track. The in-car instructors as well as their classroom instructors are using words that seem like a foreign language. We have roughly 20 drivers each weekend that have never turned a wheel on a track and are now being immersed in a new language. As we're only a couple months away from our June weekend I thought we might do a refresher course on some of the terms that drivers encounter. I'd like to answer what those terms mean. We're going to break them down into three categories: the car, the driver, and the track.

## THE CAR

**Rake:** This describes the angle the car chassis has to the ground from the front to the back. When the lowest point at the front of the car is lower than the lowest point at the rear, this is called positive rake. When the front is higher than the back, this is negative rake

**Roll:** This is another axis a car can rotate around, this time from side to side. Roll is the effect you experience where the force of taking a corner quickly has your passenger reaching for a strap or armrest to hang on. Not only occupants experience roll — the chassis of your car will roll in the opposite direction of a turn.

**Downforce:** This is one of the aerodynamic forces acting on your car as it moves through the air. As the term implies, downforce puts downward force on the car. One advantage of this is that it makes for better grip, meaning you can travel through corners faster than would otherwise be possible.

**Contact Patch:** As you drive down the track, there is just a small amount of your tires that is in contact with the track surface at any one moment in time. If you look at your tires while your car is sitting still, it's easy to see that the amount of your tire touching the road is relatively small. It's this part of the tire that is referred to as the "contact patch." If you push down on a tire harder, putting more weight on it, its contact patch grows larger (think of pushing a balloon against a table surface — the more you push on it, the larger the area becomes where the balloon touches the table). And, generally, the larger the contact patch, the more grip or traction the tire has with the track surface.

**Brake Bias:** This is an adjustment setting that refers to how much of the total braking power goes to the front brakes. A brake bias of 52% means the front brakes get 52% of braking power while the rear brakes get 48%  
**Caster/Camber:** Caster is a key suspension alignment adjustment. When you view your wheel from the side of the car, caster is the tilt of the steering tires away from vertical at the upper and lower steering pivot points. If the top of the tire tilts toward the front of the car, it's said to have a negative caster. If the top of the tire tilts toward the back of the car, this is positive caster. Camber is one of the key suspension alignment adjustments. When viewed from the front or back of the car, camber is the tilt of the tires away from vertical, given in positive or negative degrees.

If the top of the tire tilts inward toward the center of the car, it's said to have a negative camber. If the top of the tire tilts outwards away from the center of the car, this is positive camber.

## THE DRIVER

**Trail Braking:** This is the term for combining steering with braking is called "trail braking." Trail braking at the entrance of a turn can optimize the entry path by reducing the radius and speed at the same time.

**Turn-In:** As the name suggests, it's where you initiate the turn into a corner. The point you turn in dictates much of what happens through the rest of the corner, which is why getting it right is so important.

**Weight Transfer:** Every time you brake, corner or accelerate, you cause weight (or load) transfer from front to back or side to side. Weight transfer is tied closely to the three axes of your car's center of gravity. When you apply the brakes, your car "nose dives" with the front pitching down. That's because a percentage of the weight of your car has transferred forward, compressing the front suspension. It also puts more load or weight on the front tires. When you accelerate, weight transfers to the rear, causing the rear suspension to compress, and the back of your car to squat. When you go around a corner, weight rolls and yaws to the outside and back, causing the suspension on the outside of the turn (the left side tires when going around a right-hand corner) to compress.  
**Threshold Braking:** Braking with the tires at their limit, or threshold, of traction; any additional pressure on the brake pedal will either result in the activation of the Anti-lock Braking System (ABS), or a locked-up and skidding tire (in a car without ABS). Threshold braking results in stopping or slowing in the shortest distance.

**Slip Angle:** Under cornering conditions there will be a difference between the direction a rolling wheel is pointed and the direction it is actually traveling. The difference between these two lines is called the "slip angle." The forces a car undergoes during a turn means that all rubber tires will distort and have a slip angle on the track. Slip angle can cause the rear tires to have sideways motion during a fast turn, even without losing full traction.

**Point By:** When a faster car is looking to pass you, you give it a "point-by" to tell the following driver which side you'd like to be passed on. In most HPDE events, point-bys are mandatory; a pass cannot be made unless there is a point-by. If you want the faster car to pass you on the left, you point to the left out your open driver's side window; if you want it to pass on the right, you either put your arm out the window and point over the roof to the right, or point to the right inside your car. Keep in mind, though, the following driver sometimes cannot see your arm/hand in the car if there is glare on the rear window; this is why pointing out the window makes the signal clear.

**Track Out:** The initial point on the far outside of the track where the car is starting to go straight again after the turn.

**Understeer/Oversteer:** Understeer is when the front tires have less traction than the rear tires, and the car does not turn as much as you'd

like — it pushes or ploughs on a larger radius than you'd like. In other words, it "understeers," not turning or steering as much as you'd like. Another way to think about it is this: the rear tires are driving your car straight ahead; the front tires are trying to change its direction; the rear tires "win" — they drive the car straighter than you'd like. Oversteer is when the rear tires have less traction than the front tires do, and the car turns more than you'd like — it's loose and has the effect of having the rear slide out and make the car almost spin out. Taken to an extreme, the car will spin. If you've ever played around in a snow-covered parking lot in a rear-wheel-drive car, you've likely experienced oversteer. But that was mostly "power oversteer," where you kicked the rear-end of the car sideways by trouncing on the gas pedal, breaking traction at the rear tires, and causing those rear tires to have less grip than the front tires. This power oversteer is different, but similar, to regular oversteer that is mostly caused by how you're driving and how your car handles.  
**Unwind the Wheel:** Smoothly bring the steering wheel back to center after turning.

**Open the Wheel:** Unwinding the steering wheel to prevent a spin. You may even have to counter-steer.

**Counter Steer:** Turning the wheel in the opposite direction of the turn to catch the spin. If you are turning right and the rear end starts coming around in a spin, you may have to turn the steering wheel to the left in order to catch the spin.

## THE TRACK

**Apex (Single/Double):** The Apex can be thought of as the point in a corner where you are no longer entering — but transitioning to exit it. It's the place where the car clips the furthest most inside point or area of the corner. An Apex can be right in the middle of the corner (geometric Apex), earlier than that (early Apex), or after that (late Apex). The Apex is also sometimes called the "clipping point." In a "double apex" turn you must transition or "clip" two points to negotiate what appears on a track map as a single turn.

**Early/Late Apex:** In a normal 90° turn, the Apex will be exactly halfway between the Turn In point and the Track Out point. An Early Apex is where the Apex is before the halfway point of the turn. Typically, you would Early Apex an Increasing Radius Turn. With a Late Apex, the Apex will be exactly halfway between the Turn In point and the Track Out point. A Late Apex is where the Apex is after the halfway point of the turn. Typically, you would Late Apex a Decreasing Radius Turn.

**The Line:** This is the pathway that is driven to minimize the overall amount of time it takes to complete a lap of a track, from the start/finish line and back to it again. The line through an individual corner is one that results in the fastest lap time around the entire track, and not just the fastest through that one single corner. There are ways to drive through a corner that will get you through it in less time than from driving a different line, but if it doesn't help you tackle what comes after that corner (usually a straightaway), it often results in a slower overall lap time around the track.  
**Chicane:** A chicane is a serpentine curve often incorporated in the design of a track. A chicane has one turn in one direction followed by another

turn in the opposite direction. You may also hear chicanes referred to as "esses."

**Carousel:** This is a circular shaped turn, featured at many racetracks. Carousels are often constant radius turns that require a driver to nearly complete an entire circle. This type of turn can be either on or off camber (incline/decline).

**Sweeper:** This is a generalized term used to describe the sweeping motion of a long and fast turn/corner on a track.

**Decreasing/Increasing Radius:** Decreasing radius is where the radius of the Entry of the turn is larger than the Exit of the turn. Increasing radius is where the radius of the Exit of the turn is larger than the Entry of the turn. Therefore, the Entry is usually much slower than the Exit, allowing you to accelerate harder on Exit

**On-Camber/Off-camber:** An on-camber turn is one where the outside of the turn is higher than the inside of the turn. This causes the car to have more grip and can be taken faster than if the turn was flat. An off-camber turn is one where the inside of the turn is higher than the outside of the turn. This causes the car to lose grip and must be taking slower.

**Braking Zone:** The section of track coming up to a corner when the brakes are first applied to when they are released. Typically, the brakes are released just before the Turn-In point, but the braking zone can extend into the Entry Phase of the turn.

**Blend Line:** The blend line divides the pit lane exit from the cars on the track. This lane is utilized by cars who are re-entering the track, from the pit area. It is imperative that all cars on track maintain their distance from the blend line, to avoid collision with slower moving vehicles. It's equally important for cars who are re-entering the track, to stay within bounds of the blend line to avoid a collision with faster moving vehicles.

I know that I've gone quite randomly through a list of terms, and I do hope that you've picked up something new. We've just scratched the surface of terms and definitions within motorsports. However, if you're new to High Performance Driver Education Events, being familiar with these terms will give you a firm grasp on everything you hear at your first event. I don't want the long list to scare you away, I do hope that it makes it easier as those first weekends tend to be a whirlwind of run groups, classrooms, and conversations. Knowing these terms can make it more enjoyable we hope to see you on track with us in June.

Speaking of June, we have the driving tour group joining us for a track session on Saturday that weekend. The new program is called "Intro to DE" and as much as I'd like to give you the details, I'm going to let our driving tour group fill you in. I can tell you that we will be moving the party from our usual Friday night to Saturday evening after the track goes cold. This will allow our newest drivers to join us as for the fun. If you're on the fence about joining us for a weekend, then please register for the driving tour and just come hang out for the day. Either way we hope to see you at Mid-Ohio in June.



words **Steve Krekeler**  
photos **BP File**

For those of us who have never been on a track with our P-cars, many may have an interest in understanding how that experience might feel. The Rally/Tour (RT) and the Driver Education (DE) committees have joined forces to provide a combined event, for a select number of drivers.

Our DE team will be conducting an event on the first weekend in June at the Mid Ohio Race Track located in Lexington, Ohio. And the RT team (working with our DE team) is going to piggyback on that event by providing an opportunity for a limited number of drivers, to experience the track, for a single driving session. Here are some particulars.

#### **What are we doing?**

The Driver Education Team has agreed to host a limited number of RT drivers with their cars for about 30 minutes of lap time on Saturday afternoon, June 2, 2023. The program will begin with the Official Drivers Education Introduction and is unfortunately limited to just 25 participants, due to instructor availability.

We will be staying at hotels/motels located near the race track, where we will gather for a simple dinner event on Saturday for everyone. Typically, this is something like pizza, so people can meet, greet, socialize and mingle.

Then, bright and early on Sunday morning, June 3, 2023, the Rally/Tour participants will grab some breakfast and meet at a designated location for a driving tour headed South.

#### **Who is invited?**

The purpose of the DE INTRO program is to provide PCA Members an opportunity to experience high performance driving on the track, without committing to a full day at a Driver Education event. We do understand that some drivers would like to learn more about the PCA Driver Education program, but are not quite ready to be a full time DE Student. The DE INTRO program allows the driver to bring his/her car to the track and participate in one driving session, just as any other student at the Driver Education event.

Although we can only accommodate 25 cars on the track, others are welcome to attend the Saturday evening activities and the Sunday morning road tour. If you ever wondered about what happens at Mid Ohio, you may want to arrive earlier in the day to observe the cars on the track, as they complete their Driver Education laps.

#### **Where and when is it taking place?**

Mid Ohio is located in Lexington, Ohio, which is not too far from Mansfield. It is about a 3 hour ride from Cincinnati, if you travel the expressway, or about 4 hours, if you prefer driving State Routes. People will independently drive to the track on Saturday, June 2, 2023. Although people can arrive as early as they choose, the DE INTRO participants must be present no later than 2:00 PM to complete training and readiness assessments. The Road Tour will take place on Sunday June 3, 2023.

We are exploring the possibility of conducting a training session and potential technical inspection within 30 days of the event. This would be a mandatory session for people who have signed up for the track event.

#### **What happens next?**

In April, we will be opening up this spectacular event for registration. We will be sending out an email to announce that registration is OPEN. There will be TWO registrations required. One will be for the DE INTRO program and a different one for the Road Tour. Remember, we only have 25 slots available for the DE INTRO program. Therefore, only the first 25 folks who sign up for the DE INTRO will be secured a spot. We will maintain a "wait list" for anyone signing up after we hit the 25 participant mark. There will be a cost of \$100.00 per participant for the DE INTRO program.

We will also be opening the Road Tour at the same time. We will be able to handle 50 cars for this event. So if you cannot get into the DE INTRO, you may still join us for Road Tour from Lexington, Ohio to Cincinnati, Ohio. As is typically the case, there will be a fee of \$10.00 per car for this excursion.

If you have any questions or want further information, contact: Steven M. Krekeler 513 607- 9593 (cell) / 513-574-1266 (home office)

**PART THREE** - This article addresses the very important, and aggravating, rally instructions. To make this a very enjoyable experience, reading, interpreting, and understanding the instructions is critical for correct execution of these rally instructions and is more important than precise driving. Both driver and navigator must understand and be prepared to execute what is being asked by each instruction. The navigator must interpret the route instruction and relay it to the driver in a timely and simple manner. Often, the navigator will simply repeat the written instruction (drivers should not be reading the instructions) so that both navigator and driver understand – this TEAM WORK is key to success.

A rally can have several types of instructions. A PCA Parade rally may have up to 6 different instruction types, often making them a very challenging event. Usually, a local rally will have 2 types of instructions – general instructions and route instructions. The general instructions may be written and made available to read online to prepare for the rally. Questions can be sent to the Rally Master or brought up at the driver's meeting, where this information can be shared with all participants. The actual route instructions are written and given out at the starting point just prior to (usually 20 minutes) your individual start time. First thing first, make sure you have all the pages of instructions when they are given to you. The route instructions are numbered and are to be followed in ascending order.

The General instructions will explain the rules, the guidelines and procedures for the particular rally, plus a glossary of words and acronyms (e.g. DNE = does not exist). Different rallies may have different generals. The generals give a description and use, different types of instructions, define how to identify signs, roads, terms and symbols, priority of instructions and, if used, checkpoint procedures. For example, a sign may be in all capital letters with quotation marks whereas the same sign may be designated as a landmark with all capital letters but no quotation marks.

Route instructions direct a specific action at a specific location in a specific order. The route instructions are executed in ascending order. Execution of each route instruction is to be followed at the first opportunity that meets all the conditions stated in the instruction; complete all parts of the instruction in the order given in the instruction before starting the next instruction. Some route instructions overlap. For example, average speed or following an assigned road is considered completed at its initiation. The route instruction CAST 35 at "SPEED LIMIT 35" (CAST = change average speed to) is completed when the driver initiates the speed change even if a previous instruction of Right at T is yet to be completed. The location for a route instruction action, such as turns, speed changes, or other actions may be confirmed by the route instruction's mileage notation, thus the importance of the odometer check.

Rally roads are ALWAYS paved public roadways, no gravel or dirt roads, no private driveways, or dead end/no outlet roads. These excluded entities are considered "do not exist". A turn opportunity only occurs at an intersection of or a junction of rally roads and provides a choice of direction to travel. A transit zone is a segment with no assigned speed but will have a time limit to complete and a mileage to travel.

2 types of route-following procedures are used. The first is when directed "onto" a named road or number, follow it until the next route instruction can be completed. If an intersection does not have the identified road marked, follow the main road curve arrow or center lines or, in some cases, as straight as possible until the next route instruction can be initiated.

As noted, route instructions can be written in many forms AND the Rally Master may create "traps", which is anything that may mislead the rallyists into making an error. By the way, many general instructions will give a specific maximum distance between all the route instructions. Trap route instructions may use words such as "after" or "or", or use the acronym "ITIS", which means "if there is such".


A rally can be a challenge. Rallyists often overthink the route instructions. Remember, at the club level, rallying is a game to enjoy. Be nice to each other, help each other, and enjoy the drive.

# Let's Get Ready To Rally!!

## PART 3

words: **Ted Hunter / David Collins**

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# You're Invited to the Birthday Bash!

## Please drive your Porsche to the parties

words **Kurt Niemeyer**  
photos **Ted Hunter**

**Party with your Porsche each time you get behind the wheel...**

Birthday parties are always fun, as Porsche drivers we will all get the chance to celebrate on a regular basis throughout the coming months as Porsche surpasses "75 Jahre." Party with your Porsche each time you get behind the wheel, and do that on a regular basis for good health and happiness.

The options for enjoying your Porsche are varied and fascinating; driving, competing, Concours and show activities, or attending to the needs of a sports car in the garage. For driving the Autocross, DE, and Rally/Tour departments at the OVR PCA's spacious, but not too ostentatious, remote offices have been abuzz with planning activity over the winter. Steve, Phil, David and the band of cartographers over at the Rally/Tour Department have several fetching destinations listed on the schedule including the Hoosier State and America's first frontier, eastern Ohio. A tour to the June DE offers the opportunity to get on the Mid-Ohio Sports Car Course with a qualified instructor keeping you out of the danger zone-should be big fun! Dale, Jeff and the DE crew offer the opportunity to get on the Mid-Ohio Sports Car Course several times this year, and we all know that result of mixing your Porsche and a race track is elation. Bill, Jeff and the Coneheads out in the parking lot are working feverishly on the schedule; there is nothing like a Porsche on an autocross course to get the adrenalin flowing, hence the motivation is tremendous to get

the autocross schedule set! Rich Rosenberg will expose tips on increasing the performance of your Porsche via the informative and educational Tech Sessions. Mark, Trev, Trev2, and the OVRPCA Concours Posse have a full slate of shows scheduled for 2023, starting with the annual rite of spring "Drive Thru" Concours at SOZO Church in Loveland, April 29, A summer Concours as part of the Bellefontaine Hill Climb Revival August 26, RPM at the end of September, and a Fall Concours along the banks of the scenic Ohio River. Rumor has it that Jeff Clark is brewing up some special Coffee & Cars events in various locales for everyone's enjoyment. All these opportunities to play with your Porsche will be publicized in the Bent Pylon as well as the OVRPCA.org website.

Outside of the OVR PCA sanction there are a raft of events inviting you and your Porsche to drive in and enjoy. The area Porsche 356 Enthusiasts

are the Drei Staaten Gruppe (DSG), the Tri-State Group; their annual picnic at Sharon Woods on Sunday May 21 invites all Porsche enthusiasts to join the fun. September 17 is Drive Your 356 Day, around here you could drive it to the Dayton Concours d'Elegance and enjoy an exemplary day amongst fine machinery. Many of the DSG members support the VW/Porsche/Audi Family Reunion at Germania Park on Sunday September 24 with entries and volunteering. This Reunion is always a high spot of the year; the VW Club has organized this for decades to everyone's delight.

June 11 marks the 45th Cincinnati Concours d'Elegance at Ault Park, this year featuring Porsche; with a planned field of 200 cars, 75 are slated to be Porsches. The car selection committee is busy shaking the trees to find the rare, exotic, high performance cars of our dreams. If you count yourself amongst those that identify as Porsche Enthusiasts be

at Ault Park on the second Sunday in June to experience the cream of the marque, along with the other significant and historic cars. Get your tickets early at ohioconcours.com, for more insider fun, volunteer to be a Class Host, spend your day deep in the cars and car owners.

August brings about the ever-popular Red Brick Reunion on the streets of uptown Oxford Ohio. Organized by the City of Oxford this event offers a number of ways to enjoy your Porsche, in the Car Show or with Concours judging. A very pleasant day all around in a beautiful setting. I understand that even Ohio University Graduates are welcome in Oxford on this day, you Bobcats know who you are, wear your green and white to show your pride!

The Vintage Street Series is growing again this year with new venues and events throughout the year, each celebrating 75 years of Porsche. The Spring Classic Driving Tour XI is offering



Bill Kief in his 4.0 Cayman.



Jeff Glancy out of Turn 5.



John Wilding crests Corkscrew Hill.



Kumar Viswalingham puts the power down in his 944 Turbo.

Thomas Crihfield completes a run in his very quick 914-6.



a Porsche Only run group on the April 15 kick off tour of southern Ohio's most fetching roads after breakfast at the departure point along New Richmond's Historic Waterfront. The destinations offer clean restrooms, shopping and bakeries featuring fresh PIE! Each Vintage Street Series event will feature a Clue or TSD Rally concluding at the same destination as the driving tour.

May 27, The Fairgrounds Challenge combines elements of a natural road course, a street circuit, an autocross, running against the clock, not wheel to wheel. Natural elevation change, wide smooth pavement and easy to navigate autocross maneuvers will be encountered on each lap. Fair Food Festival featuring the food trucks and trailers serving up the foods that grace events across the country-get your Elephant Ears right here, Corn Dogs, Funnel Cakes, Sausage with Onions & Peppers count on the vegetables to be Deep Fried! Wow, I can feel my arteries hardening already! Again, we will feature a special Porsche only Run Group to celebrate the 75 years of competitive fun.

The 5th Annual Bellefontaine Hill Climb Revival is scheduled for the last Saturday in August (August 26); celebrating 70 years since the first Hill Climb in 1953 and 5 years of the Revival. The 356 Challenge each year is a highlight of the event, producing exciting viewing and results; in 2022 the top three 356s finished within 1 second of each other with Bill Myers taking the win with the 2021 Champion Dick Weiss only .1 seconds behind the Myer's Coupe, and Dick Snyder's Convertible D just a tick behind Weiss. Dick Weiss won the 356 class in 2021, 59 years

after his previous win at Corkscrew Hill in the same Speedster Carrera in 1962; the same year Dick and Jerry Wolf founded the OVR PCA! Only the Porsche marque could produce a win with the Same Car, Same Driver, Same Suit, Same Helmet, Same Hill, almost sixty years apart!

Once the flat fours, swing axle and baggy top guys wrap up on course the action continues with the flat sixes and upright inline fours. Thomas Crihfield has been King of the Hill and is always a threat in his fabulous 914-6, Rich Rosenberg brings his 914-6 competition car as does Rick Snyder when he is not sharing his Dad's Convertible D. Amongst the air cooled flat six contingent Jeff Glancy, Stan Yarrish, Ted Cassell and David Conklin have hustled their 911s up the tree lined hill to the delight of anyone within earshot of Corkscrew Hill! Bill Kief, John Wilding, Ian Butt, Jose Isren and Bill Altwater compete in the exhibition class with their more modern machinery. It is truly amazing to watch them climb Corkscrew Hill. John Siegel and Kumar V are always fast with their 944s as part of the Porsche Contingent taking top honors in their classes in 2022.

All Porsches are welcome to enter, Porsches built before 1990 compete in the Vintage Classes with the newer cars being assigned to the exhibition class. All run for time and trophies within their respective classes. With this arrangement, the late model cars are not competing with the vintage machinery and only the most seasoned drivers have to run against Dick Weiss and his formidable Speedster Carrera!

Along with the Hill Climb action the weekend includes an All Porsche Concours on the Courthouse Square and the first concrete street on Saturday afternoon; Mark Wilson and the OVR PCA Concours Posse will conduct the Concours display and judging. The Concours will include admission to the Awards Party in the historic Holland Theater where the Hill Climb will be streaming on the screen. Before the Concours starts in the mid- afternoon, a Special Parade of the Porsches will run several Parade Laps up Corkscrew Hill and along the spectacular return roads back to the start before parading into Bellefontaine. It is entirely possible to participate in all aspects of the day with your Porsche: Hill Climb, Parade Laps and Concours d'Elegance. Entry for the Hill Climb, Concours and Parade Laps is available through [www.vintagestreetseries.com](http://www.vintagestreetseries.com).

The last of the celebrations will be the weekend of October 7 with the Autumn Classic Driving Tour and OVR PCA Concours on the scenic waterfront in New Richmond Ohio. A Porsche exclusive run group is planned. The autumn driving tour spurred the Village to start a Taste Of New Richmond street fair with cars, food and music combining for the festival. Amidst the activities of the day will be the final OVR PCA Concours for 2022 in a spectacular setting. Join the fun, enjoy some great fare and the company of good friends and great cars. Froeliche Geburtstag Porsche! 75 Jahre, my favorite thriving septuagenarian!

See you on the road... *in a Porsche of course!*

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

**Badges:** 911 hood badge from a '73T. All enamel intact. \$45. Early style enameled PCA engine cover badges - 1 perfect, 1 with small chip. \$50 each. Plus ship. Pat Garvey 610-239-7694, pg914@netzero.com.

**2016 Cayman summer tires and stock wheels** (without center caps). Pirelli P-Zero 235 and 265/40ZR19; \$800 set. Wheels are in good shape, tires have 10K use. One deep stone in rear removed without puncture. REARS (981.362.143.03) - 9.5Jx19H2 ET45 w/Pirelli P-Zero 265/40, ZR19 FRONTS (981.362.143.03) 8Jx19H2 ET57 w/Pirelli P-Zero 235/40 ZR19. Contact: Lori at w945106@hotmail.com

**Summer Tires, Set of 2 Michelin Pilot Sport 4S NO** (Porsche) 2- 265/35ZR20 (99Y) XLCame on my new 2022 Porsche Cayman S. Approximately 80 miles driven on tires. Paperwork available showing car delivery date and tires removed/swapped for all-season tires at Porsche of the Village on Plainville Rd in Mariemont/ Cincinnati. Currently stored by Village. Will need advanced notice in order to have Village get the tires from their off-site storage facility. Asking \$600.00 or best offer, retail new is over \$800.00 Payment either cash, certified check or PayPal. Contact Jeff Sollmann, 513-325-9958 or deuce74@fuse.net.

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**1960 356B Roadster** My 1960 356B Roadster is well known to the Porsche community and it is now available for serious consideration. Health reasons are leading me to this decision and I am hoping that the car will remain local. For further information, contact Steve Lieding at: Leidingsteve@gmail.com

**4 pair jack stands.** Character references not required. Pictures not available as I have flip phone Johnmeyer3@fuse.net, 513 325 8071

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