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Rundschau

November 2015

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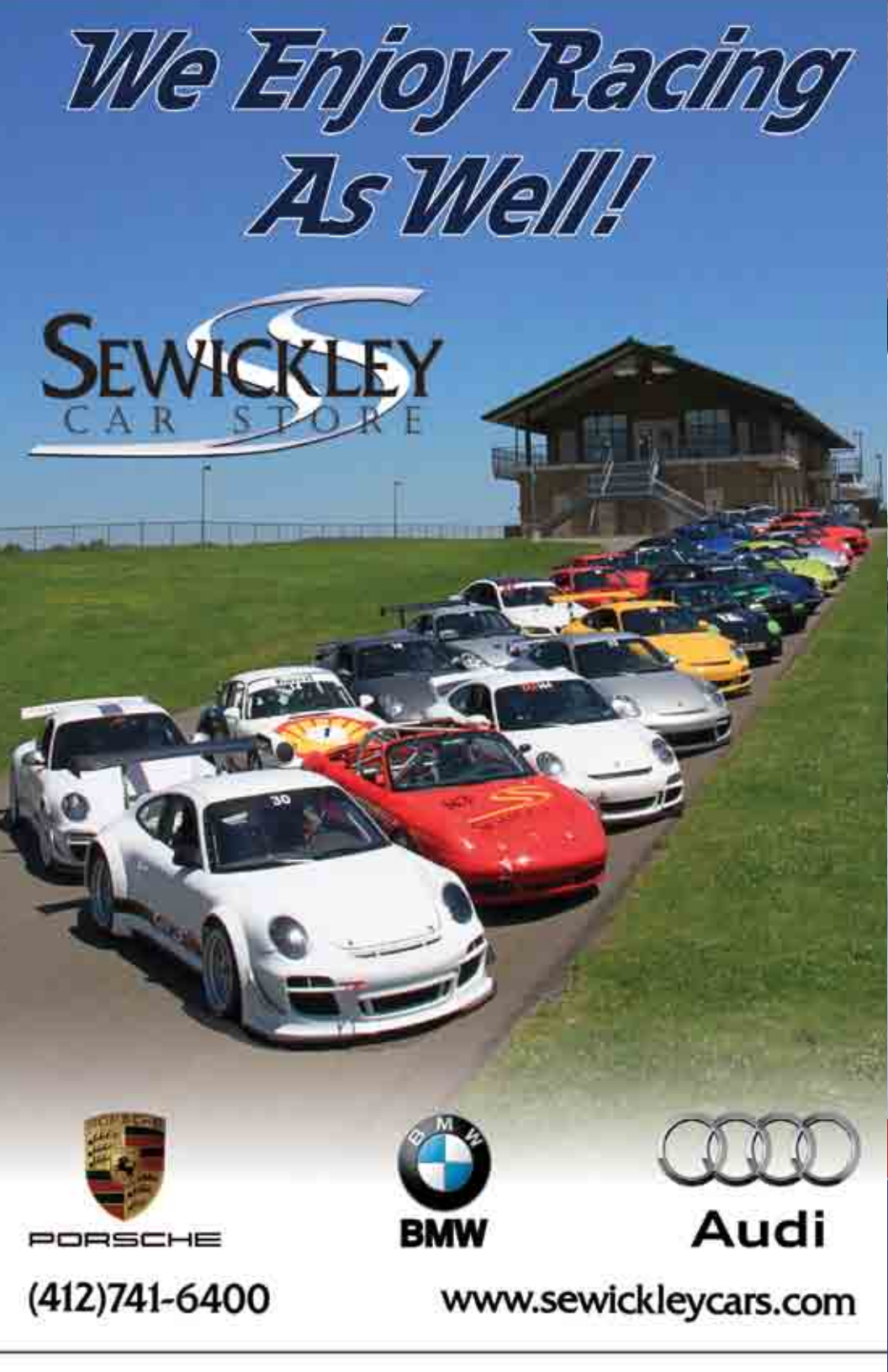

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Classified ads are free to PCA members. Ads may be subject to editing and abbreviations to fit available space. Ads will run for three issues unless renewed or a notification of sale is received. Submit ads directly to the editor via mail or email.

SUBMISSIONS
The editor encourages club members to submit tips, technical information, favorite Porsche experiences, amusing ramblings, graphics, and photos. Please send submissions via mail or email to the editor. All items must be received by the 15th of the month prior to publication.

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Gute Fahrt

by George Patterson, *ARPCA President*

Porsche People-

The fall colors are out and many, many leaves have fallen. It's been a great Porsche year thus far: so many cool events, so many unique memories. Thanks to each of you for making 2015 one of our best in recent history.

After looking at my November columns for the past two years, I thought I'd take a different direction this year, my third as your club president. My first two years, I wrote about being thankful for the people in our club, for the great things we get to do together and for the masterful machines in which we get to do these things. This year I simply want to give thanks for the efforts of those who make this club tick, those who offer countless hours to make our events memorable. I've been complimented by many people both within and outside of our club for the job I've done over the past three years. While that is a wonderful sentiment, it's not entirely accurate, so when I receive an affirmation about the club, I ensure that people realize who is doing the work. The only real accomplishment I have is assembling a highly motivated, talented and selfless group of people to take leadership positions within our club. This Trumpian management style has served us all well. What would the PVGP be without Ed Rice? DE's without Drake Core, Paul Pigman and Tim Hronek? Autocross without Rob Hoffman and Scott Mores? Social events without Lisa Malobicky? Our Touring Crew without Rob Kaminski? What would our club be without our two dealerships and countless supporting businesses and advertisers? I've only scratched the surface of key people who make this club run, but I think you get the idea, point being that there are exceptional people who make this

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party fun AND you can be a part of that. Step up to co-chair an event. Write an article for the *Rundschau*. Tell someone you know with a P-Car to join the club. Reach out and BE a part of this club. You'll get back infinitely more than what you put in.

Our October seemed quiet until I looked at the calendar. We did have a few things happening last month. We started October with our business meeting at Fowler Automotive on the 8th (thanks, Dan and Andy for hosting) and followed up with our Concours at the Grand Concourse on the 10th. That is always a great affair as we take over the Station Square Main Street. Thanks to Team Malobicky for making that happen. We then had our annual planning meeting on the 18th to sketch out our 2015 calendar. A week later at Autocross III at the Greensburg Jeannette Regional Airport, 45 cars turned out to speed through the challenging course of cones. Well done, everyone, and thanks to Auto Palace for their autocross sponsorship this year! Our final official event of the month was the Touring Crew taking over the North Park Lounge in Murrysville on the 28th. And then…I put the Geist away for the winter. However, the mighty Cayenne Turbo is ready for the elements. Bring it, Father Winter!!!

This month turns a new chapter for the club with the introduction of the candidates for our 2016 officers. Larry Collins put our 2016 slate together – gracias, Lawrence! Online voting happens from November 1 through December 1 via our website, www.arpca.com. We have three familiar faces and one new face for 2016, but the new face isn't a newbie at all. It's long-time club member, Mark Hanson. Mark and I are decades-long friends, and he's been a major dealer for my Porsche addiction over the years. He showed me how to work on different parts of my RS America – one more car I should have never sold – and got me more involved with the club early on. He's held many positions along the way and has more experience than space allows me to list. Let me just say that this club will never be in better hands than under Mark's leadership. Oh, and the other candidates for office – Tony Sciullo, Beth Core and Scott Mores – are all rock

stars, but you already knew that.

November brought ARPCA's Night at the Symphony on the 7th, with Kristy Strohmeier leading the charge to see West Side Story. Our November business meeting was at Auto Palace on the 12th, and our December business meeting will be on the 3rd at the Sewickley Car Store (one week early to avoid conflict with other holiday parties), my last as the Captain of the USS ARPCA! Our holiday party will again be at Jergel's on December 5. This year we will continue our Clean-Out-Your-Porsche-Closet auction to benefit the Greater Pittsburgh Community Food Bank. In case you don't know what this auction is, just look around your closet, garage or the boot of your P-Car. There you will find a hat, t-shirt, model, sticker or something Porsche-related that you "needed" at the time of purchase, but never really touched again. Bring that with you to the party and it'll be auctioned to someone who "needs" it now. Then, after the party, Pittsburgh's own DONNIE IRIS takes the stage to rock the evening. It should be an epic event. Hope to see you there!

PCA Club Race update: we will not hold a Club Race at Pitt Race in 2016 due to conflicts with our late July DE and due to Pitt Race closing early next season for resurfacing. We hope to hold a Club Race in 2017, though, and will need MANY volunteers to make it a success. We'll keep you updated as things progress…

Please take a moment to sketch out your remaining Porsche schedule for 2015. The club is growing and new people are participating at every event. You'll never find a better group of people than in this club. Come to a monthly business meeting. It's productive, casual fun and you can see how all of these events are planned and executed – and join in, if you'd like! If you have any questions on ANYTHING, please contact me. The cars bring us together, but the people are what keep us coming back.

Hope to see you at the next event. Still two more months in P-Car Season…

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Spritztour Versicherung Mann

by Tony Sciullo, *ARPCA Vice President*

Ok, so fall is here, and some of us are beginning to store our Porsches. Hey, I get it. Some of our cars are track/trailer queens. Some are so precious or rare that we can't bear to have a raindrop or snowflake fall on them. I'm not poking fun; I do get it. It's just winter is so long in these parts, I hate not to drive "my precious." I always have a snowstorm vehicle in the fleet, sometimes a Porsche Cayenne S (the answer to everything), sometimes a Mercedes Geländewagen (primitive ride, suited more for battle than suburban sales schlepping) or, gulp, a Chevy Suburban (for those times when you need to haul your entire life with you). It's still not the same thing as a sports car!

One cannot have everything, at least not all the time, but really these Porsches are made to be driven. Sure you'll need dedicated snows, probably best mounted on dedicated wheels. However, once you've accomplished that, game on. We have a lot of cold, but just only so many snow days. The pleasure derived from bopping about in our sports cars (even sports sedans) is not quite matched by even the finest high-center-of-gravity vehicles. Porsche makes the very finest sports utility vehicles in existence, and they really do satisfy…but they are just not the same as a sports car. They are ever getting closer, but they are trying to approach a moving target, i.e. the cars themselves continue to improve. If you drive with, shall we say, alacrity around curves, the vehicle velocity vector is constantly changing direction and acceleration by a centripetal force in the center of the rotation. That said, while an SUV often has a greater polar moment of inertia, once it breaks traction it's a lot less fun and much more difficult to catch. Sorry, no more forays into moment physics, let's just agree that out preferred steeds can be (should be?) driven year-round. Ask a member that does and you might become a convert.

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Around the Zone

by Michael Soriano, Zone 4 Representative

Greetings PCA Zone 4 Members,

I am pleased to inform you that in 2015 regions within Zone 4 hosted three Club Races, a significant increase from only one the previous year. Our Zone 4 Club Races attract participants from all over the country driving a wide variety of models.

In July, OVR hosted the Top Gun Challenge at Putnam Park Road Course in Mt. Meridian, Indiana. They held four Sprint races over two days plus a 60-minute Enduro. There was a dinner Saturday evening where awards from the day's races were distributed. In addition, there was a three-day Advanced HPDE in conjunction with the races. Southeast Michigan Region hosted Roar by the Shore at Gingerman Raceway in South Haven, Michigan, in August. The 60-minute Enduro was held on Saturday while the Sprint races were held Sunday, and everyone enjoyed Saturday's delicious catered dinner. The weekend also included a full DE with participants receiving a generous amount of time on the track. The third Club Race in Zone 4 was MORPCA's Race of Champions at the Mid-Ohio Sports Car Course held in September. The four Sprint races were held on Saturday and the 90-minute Enduro was Sunday morning. They also held an Advanced HPDE throughout the weekend. I have been working closely with regions and Club Racing to add additional races to the schedule.

Now that Porsche has officially announced the release of the GT4 Clubsport race car, I am excited to share with you that I have been one of a few individuals secretly working with Club Racing and Porsche Motorsports for some time now to possibly bring this new and exciting racing series to a world-class venue within the

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The Best Way to Insure Your Porsche

Understanding Agreed Value and On-Track DE Coverage

by Tim McElhinny, CIC, LUTCF

Insurance, one of the most exciting subjects to talk about, right? Ok, if you are still reading then I haven't put you to sleep yet. Understanding your auto insurance policy and how it protects your pride and joy can be very confusing. You may be wondering, what do I do if I think my car is worth more than the typical blue book value? Is my Porsche covered if I take it to a driver's education event (DE) or an autocross? If I call my agent to ask, is he going to hang up on me or cancel my policy? Since reading your auto insurance policy is like watching paint dry and therefore usually only done when one suffers from insomnia, where do you go for answers? You read the *Rundschau*.

Read on to learn about three types of insurance for physical damage – BLUE BOOK VALUE, STATED VALUE and AGREED VALUE – and the differences between them. Also, learn about the exclusions in your typical auto policy regarding track driving, and discover the best way to insure your car if you take it to the track.

Physical damage coverage on your auto policy has two parts, collision and comprehensive. Collision coverage provides protection for just that – a collision. If you hit a wall, a pole, a curb or another car, you pay your collision deductible and your insurance company will pay for the remainder of the damage to your car. Comprehensive coverage is much broader; it basically covers anything other than a collision. Theft, vandalism, fire, hail damage, broken auto glass and hitting an animal are all covered by comprehensive coverage.

The insurance company will pay for physical damage to your car using one of three valuation methods: actual cash value, stated value or agreed value. ACTUAL CASH VALUE or BLUE BOOK VALUE means your insurance carrier will pay you the value of your car based on what it was worth at the time of loss. This value is determined using auto industry pricing guides for used cars such as the National Auto Dealers Association (NADA) books, Kelley Blue Book and Edmunds Used Car Price Guide. The pricing guides use factors like age, mileage, condition, and standard and optional equipment to determine a vehicle's value at the time of loss. The various values can then be averaged. The big problem here for Porsche owners and owners of other collectible cars is vehicle value depreciation. Significant gaps can exist between values set by pricing guides and what a car is currently selling for on the open market. Thumb through The Mart section of a *Panorama* and check out the selling prices for early 911s. They look like small mortgages. Over time some Porsche models are seeing their used values rise. Blue Book values typically don't take into consideration these increases in value, so you may be shortchanging yourself if you insure your Porsche using actual cash value insurance.

Insuring your car for stated value is a better way to protect your asset. STATED VALUE sets a maximum amount for which the insurance carrier will insure your car. This value is normally arrived at through an appraisal. The appraisal can be supplied by the insurance carrier, or the insured can obtain an appraisal from a qualified source. Some carriers may also accept sales documents for valuation of a car. The appraisal or sales documents are used to establish a high value for your car and serve as a guide in determining a claim payout. But remember, the claim will still be settled by the

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actual cash value of the car at the time of loss, so if your vehicle has accumulated mileage, wear and tear, or age since the value was established, those factors still be used to reduce the payout down from the stated value.

The broadest form of physical damage coverage for a vehicle is agreed value. With AGREED VALUE, if the company agrees to bind coverage for a set value on your car and you agree to pay the corresponding premiums, that value is what they will pay you in a total loss. The agreed value is normally listed on the policy declarations page and is mutually agreed upon by the carrier and the insured. An appraisal or sales receipt is not always required but can be requested to verify the values when they are significant. Features like matching numbers, original paint, rare options, low mileage, limited editions, and even celebrity ownership will increase a car's value and can be insured for using the agreed value approach.

But there's a catch. (Come on, now – it's insurance. There's always a catch.) Many agreed value policies are written through specialty carriers which may have mileage-per-year limits, usage limitations (no driving to work) or garaging requirements. So if you want to drive your 1993 911 RS America to work every day (lucky!), your carrier may not permit agreed value insurance. That is when the stated value option would be appropriate.

Another situation that can cause your insurance agent to hyperventilate is asking what happens if you take your car to a driver's education event. (If you don't know what a DE is, put this magazine down and pick up the National Enquirer you were just looking at.) Almost all typical car insurance policies have some sort of competitive driving physical damage exclusion. Most used to say, "We will NOT cover any timed (autocross), competitive (club racing) or racing event that causes physical damage." That is rather self-explanatory and easy to understand, right? There was no mention of driver's education events in the exclusion, was there? Unfortunately, that was very common exclusion language in policies' physical damage definitions years ago, before the insurance industry caught wind of the massive enjoyment a DE can cause and rained on our parade. (Yes, I partake in the illicit fun that a DE brings while still keeping my insurance job, but I digress…) The physical damage exclusion language was soon expanded to "include any event held on a race track surface other than a parade lap." Well, that stuck a knife in any coverage for your on-track DE collision through your typical auto policy. "So does that mean my auto policy won't cover me at the track?" Yep, it can. Those nasty insurance buggers…

Luckily, ON-TRACK PHYSICAL DAMAGE COVERAGE is available to protect that exclusion and prevent you from using your kid's college fund to pay for that "oops" at a driver's ed event. Companies like Lockton Motorsports (www.locktonmotorsports.com) and On Track Insurance (https://ontrackinsurance.com) offer HPDE (high performance driver's education) insurance programs that are easy to get, easy to understand and low in cost. Coverage can be purchased for that one-time DE you decide to try because you read this article, or can cover multiple events per year once you develop a full-blown track addiction. An HPDE insurance policy is purchased in addition to your standard car insurance policy and is a separate contract. Coverage for your car on-track is on an agreed-value basis and will cover your car when parking in the paddock or driving on the track.

Check out the websites above to learn more about HPDE insurance, or watch for the advertisers in *Panorama*. Track insurance is a much better option than coming home from the track in a cab, saying, "Guess what I did today, honey? Where's our petty cash slush fund?" Now pick up your teeth with your broken arm, contact an HPDE insurance carrier today, grab your helmet, and meet me at the track.

Rich Boys' Toys...or Not

by Kay Swanson

This is the second in a series of articles about women and the motorcar. From the beginning of the motor age, women have helped shape the marvelous machines that truly changed the world. Virtually unknown today, these women and their contributions should not be forgotten.

Turn-of-the-20th-century automobiles were toys for wealthy men. The "separate sphere" morality of the Victorian Age consigned women to homemaking, child rearing and piety. Women were considered intellectually, physically and emotionally incapable of operating an automobile.

Joan Newton was born into this restrictive society in 1876. She was the fourth daughter in a progressive industrial family interested in technology. She suffered few of the restrictions placed on young affluent girls. In 1898 she married Andrew Cuneo who understood his wife's interest in new technology and her daredevil personality. In 1902 he bought her a Locomobile steam car and hired a mechanic/chauffeur to maintain it. She became a skilled driver and mechanic.

In 1903 she graduated to a larger, more powerful White Model C steam car which she said was like "handling a large ferry boat." In 1905, she acquired an even more powerful White to enter the Glidden Tour. Her husband and their mechanic were to ride with her. The Glidden Tour, sanctioned by the American Automobile Association, was an endurance contest, much like a modern rally, run on mostly unpaved, poorly maintained public roads. Starting in New York City, it ran 870 miles through New England and back to New York City.

Early in the tour, she lost control of her car while avoiding another competitor. The car ended up on its side in a stream. She and her passengers were unhurt, and accounts at the

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2015/16 Calendar of Events

*Visit **www.arpca.com** for more info on events or to register*

	Thursday	Dec 3	7:30 pm	Business Meeting
				Sewickley Car Store - BMW building
	Saturday	Dec 5	5:00 pm - 7:00 pm	*Holiday Party and Auction at Jergel's Rhythm Grille
				103 Slade Lane, Warrendale, PA 15086
	Thursday	Dec 10	7:00 pm	Joplin Auction Viewing Party
				Goosebumps, 110 Jones Drive, McMurray, PA 15317
			2016	
	Thursday	Jan 14	7:30 pm	Business Meeting
	Saturday	Jan 16	7:00 am - 9:00 am	*PCA/PCNA Breakfast at the Detroit Auto Show
	Saturday-Sunday	Jan 30-31		24 Hours of Daytona
	Thursday	Feb 11	5:30 pm	*Pittsburgh Int'l Auto Show Red CARpet Charity Premier
				Benefitting Pittsburgh Vintage Grand Prix Charities
				David L. Lawrence Convention Center, Pittsburgh, PA
	Thursday	Feb 18	7:30 pm	Business Meeting
	Thursday	Mar 10	7:30 pm	Business Meeting
	Saturday	Mar 5		*Mid-Winter Party
	Saturday	Apr 9		*New Member Dinner
	Thursday	Apr 14	7:30 pm	Business Meeting
	Saturday	Apr 16		Highway Clean-up
				Intersection of I-79 and 376
	Saturday	Apr 16		Hershey Swap Meet
				Hershey, PA
	Saturday	Apr 23		*Detailing Session
	Saturday	Apr 30		*Pirates Game vs. Reds
				PNC Park, Pittsburgh, PA
	Friday-Sunday	May 6-8		*Driver's Education
				Watkins Glen International, Watkins Glen, NY

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	Thursday	May 12	7:30 pm	Business Meeting
	Saturday	May 14		*Break-Out Tour Drive and Rallye
	Wednesday	May 25	11:30 am	Porsche Touring Crew Luncheon
	Saturday	May 28		*Car Control Clinic
				Pitt Race, Wampum, PA
	Sunday	May 29		*Autocross #1
				Pitt Race, Wampum, PA
	Sunday	May 29		Monaco F1 2016
	Friday-Sunday	Jun 3-5		*Driver's Education #1
				Pitt Race, Wampum, PA
	Thursday	Jun 9	7:30 pm	Business Meeting
	Sunday-Sunday	Jun 19-26		*Porsche Parade 2016
				Jay Peak, VT
	Saturday-Sunday	Jun 18-19		24 Hours of Le Mans
	Wednesday	Jun 29	11:30 am	Porsche Touring Crew Luncheon
	Friday	Jul 8	7:00 pm	*Black Tie & Tailpipes Gala
	Friday-Sunday	Jul 8-10		PVGP Historics at Pitt Race
				Pitt Race, Wampum, PA
	Wednesday	Jul 13	6:00 pm - 9:00 pm	Tune-Up Party at Atria's
				Federal St. and Sixth St., Pittsburgh, PA
	Thursday	Jul 14	7:30 pm	Business Meeting
	Friday	Jul 15		*Pittsburgh Vintage Grand Prix (PVGP) Kick-Off Rallye
				Ending at Double Wide Grille, Mars, PA
	Saturday-Sunday	Jul 16-17		*Schenley Park Car Show & Vintage Races (PVGP)
				Schenley Park, Pittsburgh, PA
	Wednesday	Jul 27	11:30 am	Porsche Touring Crew Luncheon
	Friday-Sunday	Jul 29-31		*Driver's Education #2
				Pitt Race, Wampum, PA

Legend
Business Meeting
Social
Track & Autocross
Tour & Rallye

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time reported that she relit the car's burners and drove the damaged car from the stream. An instant celebrity pictured on newspaper front pages, she had not endeared herself to her male competitors.

Reaching New Hampshire, the AAA declared the Mt. Washington climb "too dangerous" for a woman and barred her from participating, preventing her from being credited with a complete tour. Undeterred by this discrimination, she continued to compete not only in long distance endurance races but in circuit races and speed trials.

In 1908 she earned a perfect score on the Glidden Tour. Unlike male competitors who had relief drivers, Cuneo drove entire endurance races herself. In 1909, driving a gasoline-powered 50-horsepower Knox Giant, she defeated leading male drivers in the Mardi Gras Races and finished second *by only 63 seconds* to Ralph De Palma, the leading driver of the day, in a 50-mile race. (Ralph De Palma won the Indianapolis 500 in 1915.)

In a 1914 interview in *Country Life in America*, Joan Newton Cuneo spoke of the 1909 Mardi Gras Races. She said, "During the three-day Mardi-Gras meet on the dirt track in New Orleans, competing with the greatest men drivers, I was fortunate to break some records, winning the gold trophy for the American amateur championship, two silver cups, a Rockwood vase,

Wilmington Historical Society, Wilmington, VT
Joan Newton Cuneo in her Knox Giant

and a gold Klaxon horn. The surprise was a shock for too much of the men, and the American Automobile Association ruled that no more women would be allowed to compete in their sanctioned events."

The ban of women drivers from AAA-sanctioned competitions ended her racing career. She continued to run speed trials and record attempts. In 1911 she set a women's speed record of 111.5 mph driving a Pope Hummer on the Long Island Parkway. Virtually unknown today, she was the most experienced woman racing driver in the United States from 1905 to 1910.

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zone. If you have never been to a Club Race, plan to attend one, or better yet, volunteer your time and services. They really are a lot of fun, and the region would greatly appreciate the assistance.

The last weekend of September, Rennsport Reunion V - Legends of LeMans, the world's premiere official Porsche gathering, was held at Laguna Seca. It was an amazing event with a record-breaking attendance of 57,351. There were 1500 cars registered for the corrals, which were separated by model, including around twenty 918s.

For this event, Porsche assembled a spectacular collection of vintage and current racecars from 1955 to the present. Many of them are rarely seen outside of the factory museum or are in private collections, such as Jerry Seinfeld's #20 Gulf 917. Included in the collection were the 24hr LeMans-winning 919 and the 911RSR that won the previous weekend at COTA. Chopard sponsored the Heritage Display which showcased 60 of the rarest and most significant racecars. In addition, 50 legendary and current drivers, engineers and owners were in attendance and participated in interviews and autograph sessions. Many historic cars took part in the races held throughout the weekend, and it was incredible to be able to watch several 917s racing a few feet away as we stood just outside the paddock.

The PCA tent hosted several presentations including one by August Achleitner, Porsche's 911 Product Director, who introduced the new 991.2. The twin turbocharged car represents the future of all 911s to come.

With the holidays approaching, many regions will celebrate with their PCA family and friends by holding festive annual holiday parties. Please remember to check your inboxes, your region's newsletter and website, as well as the Zone 4 website http://zone4.pca.org, for the most up-to-date information about events available to you.

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

How'd These End Up in My Garage?

by Monica Burgauer, Editor

I'm finally getting around to writing my first article as your current *Rundschau* editor, and this has me shaking my head. How did I end up editing a newsletter for a Porsche club? I've been in the club less than a year! And for that matter, how did my husband, Scott, and I end up being eligible to join a Porsche club? Well, that's a story…

When Scott and I started dating, he lived in sunny Florida and was preparing to build a kit car for his dad. A yellow supercar graced his Facebook cover page. Car magazines were stacked in his living room. And of course, he loved talking about cars. While Scott faithlessly lusted after countless makes of speedy and powerful automobiles, he seemed to most passionately speak about Porsches, sometimes even waxing poetic with metaphors comparing me to this esteemed marque: they're temperamental; they can be hard to handle but that makes them fun; their hindquarters are, ahem, curvy.

Fast forward one year: he has unexplainably moved to the snowy north and married me. The stack of car magazines has relocated to the living room of our new home in a far north suburb of the 'Burgh. There are empty spots in our four-car garage. Scott informs me that he'd like to buy an old Miata to go racing. Wait – what?

A Miata? He's never stared dreamily at a Miata. Has anybody? Sure, it's a well-balanced, light car that moves impressively around the tight turns of a track, but life is short. So I bullied him (correction – provided spousal advice) into getting what he's always wanted but never thought he'd have: a Porsche. Mind you,

this wasn't an automatic reaction on my part. Sure, I'd grown up admiring the lovely curves of Porsches, particularly the iconic headlights and the horizontal louvres in back, but I'd no more contemplated ever owning one than I'd thought to own a private tropical island or win a Grammy. It just wasn't realistic. So I was pleasantly surprised when I started looking at used car websites and saw what 12-year-old Boxsters were going for. A couple months later, one was sitting in my driveway.

And I couldn't really drive it. See, it's a manual (yes, yes, I realize that many readers don't consider it a real Porsche if it doesn't have three pedals), and I hadn't driven a manual since before I could legally imbibe. And even then, it hadn't gone swimmingly. Smashingly, perhaps, right into the rear bumper of a Merc in a parking garage. (No damage, thank goodness.) So off the hubs and I went for him to bravely

refresh my skills with a stick shift in his new-to-him Boxster S in the local high school parking lot. The transmission survived my insulting inputs, and after a few sessions I was released to the open road. Unfortunately, it seems that full-on social anxiety sets in when pulling from a stop at an intersection where other vehicles are present (a frequent occurrence in states other than Wyoming). While I could rather reliably get the car going in first in the parking lot, real world testing resulted in lots of stalling and eventually hysteria as I caused a traffic jam in New Wilmington, of all places; even a buggy was stuck behind me! A quick [politically-correct] fire drill ensued, and Scott and I realized that perhaps I wouldn't be driving The Box on the track any time soon.

We continued to enjoy open-air motoring around the countryside with Scott at the wheel. On a related note, I discovered the importance of securing my hair in a head scarf when we intended to venture out in public at our destinations. But Scott, devoted husband that he is, felt guilty that I wasn't getting to enjoy driving our new investment, especially on the track, which he had already tried and instantly adored.

So what to do? Being a mechanical engineer, he had already made modifications to The Box and was understandably attached to his labor of love. Plus, he had no interest in driving an automatic, so trading didn't make sense. We would both be happy with a PDK, but at the time, they were stretching the budget a bit. Oh, and we have a son who was four at the time, and I couldn't foresee many opportunities to drive something with just two seats. Throw in the typical Mars versus Venus disparity in priorities – somehow Scott didn't think that cocoa leather, back-up sensors and ventilated seats were critical to his track performance – and we were stuck.

At this point, all the men are shaking their heads, saying, "Tell her to learn to drive stick or shut up!" Believe me, I know. I frequently mentioned this reasonable solution. But we still found ourselves wiling away irretrievable hours of our lives on cars.com, cargurus.com, eBay and local dealer websites, pouring over the possibilities for a car for me. While I was often struck with incredulity – seriously? A second Porsche? Who did we think we were? – I found myself one day at the cusp of hitting the "Buy It Now" button for a stunning 2006 Cayman S, silver with black wheels, Tiptronic and (dreamy sigh) a cocoa interior. The hubs had signed off. I'd talked to the dealer. I'd already named the car. I was looking at flights to my home stomping grounds near Chicago to pick this beauty up…and then I looked over at my son. He'd

never get to ride in it, at least not for seven more years, when he'd be big enough to hopefully survive an airbag.

Back to the drawing board. Let's fast forward through several angst-filled more months of searching and test driving (ah, first-world problems). Though sometimes getting sidetracked on more kid-friendly Panameras, Maseratis, Jags and M5s, we'd finally arrived at the point when a car carrier blocked off my quiet street to deliver my "new" 996 Turbo, again silver with black wheels, Tiptronic (oh, the sacrilege!) with a sporty black interior. I had seen the light, and forewent the dreamy cocoa interior and fancy nanny features for this TT with some existing mods that suited it better for the track driving that I'd agreed to try. And how the heck did I end up with a Turbo of all things? Well, it's fuzzy; the "Buy" button was hit about 1 am. I vaguely remember some concerns about the IMS bearing on 996s and this not being a problem with Turbos. And the all-wheel drive gave Scott some peace of mind when picturing his wife speeding around a track.

My new wheels were an instant hit with the kiddo. After installing his car seat with my face pressed up against the rear window on a hot summer's day, punctuated by some exclamations that harken back to my Naval ROTC days, we took her on a test drive. (Researching new children's car seats for older model 911s is a whole 'nother story…) While I of course kept the Turbo at safe and legal speeds with my precious cargo aboard, my son acted like we were breaking the sound barrier. And with the windows down, the sunroof open and my foot in it, it felt like we were, as the acceleration threw us back in our seats. Remembering my son gleefully shouting, "This is aaaawesoooooome!" as we drove the back roads that day, I know we made the right choice.

A week later, I attended the Car Control Clinic for a rain-soaked day of getting to know my car. And over this past summer, Scott and I had a blast running a couple DE's together; I'm officially a track addict now! Though he sometimes gets horsepower envy (oh, the Boxster's his? You drive the Turbo?), he annihilates me on the track, likely owing to his fearless history as a pilot in the Air Force and just how darn well that mid-engine car goes around those turns. So I think our stable is, well, stable for the moment.

Oooh, did you see that Cayman R?

Membership

by Terri Mattock, ARPCA Membership Chair

Happy Anniversary!

These Allegheny Region members are celebrating membership anniversaries last month

Ralph Gaudio	35	R. G. Witchey	16	Scott Schober	12
Ronald A. Lichalk	28	Robert Nadin	16	Timothy D. Gallagher	11
Harvey L. Rice	25	Clifford Rowe	15	J. R. Morton	10
W. Craig Spink	24	Albert D. Lang	15	Gary L. McKnight	9
Mark D. Hanson	23	Gregory P. Farrell	15	James C. Fisher	8
David M. Gilmore	23	Clifford R. Rowe	15	David A. Hosbach	8
Mark J. Kridler	22	Thomas	15	James A. Lynn	7
Gary R. Fisher	21	Joseph A. Policastro	15	Timothy J. Hronek	6
Robert E. Weir	21	Eric M. Neishloss	14	William T. Hufnagel	6
William J. Stefan	21	David G. Berkstresser	13	Charles Stegeman	5
Carl H. Baxter	21	William L. Martin	13	W. James Hunter	5
Michael F. Ulrich	20	Gerald W. Callan	13	David M. Morrison	5
Lathe Haynes	19	Gene V. Patterson	13	Members with less than 5 years:	16
Virginia L. Mickitsch	18	C. Edward De Muth	13		
Frank M. Bunecicky	18	Jolene A. Cicci	12		

Welcome New Members!

Jean-Luc Glorieux	2003	911 Carrera 4S
William Yaeger	1997	911 Carrera
Christopher Barkley	2005	911 Carrera

Primary Members 648
Affiliate Members 440
Total Members 1,088

Die Menschen Sprechen

Die Menschen Sprechen, meaning "the people speak," will be a monthly feature that shares club members' responses, musings, witty anecdotes or pictures submitted in response to the question put forth in the prior issue. So for December's issue...Share the most memorable thing a stranger has ever said about your Porsche - good, bad, or ugly. Send your answers to editor@arpca.com along with your name and town, and check the next issue to see what outrageous insults, lavish praise and hilarious questions have been directed at the club's P-cars.

Share the most memorable thing a stranger has ever said about your Porsche – good, bad or ugly.

2016 ARPCA Officer Slate

Candidate for President
Mark Hanson

Mark began his Porsche ownership in 1989 by purchasing his first 911, a guards red 1980 SC. The next year, he joined the Allegheny Region Porsche Club of America. Mark attended his first ARPCA business meeting and found that the most serious topic of the evening was increasing advertising revenue to help support the club newsletter. Thus began Mark's first participation in the club, securing additional advertisers for the Rundschau. A few months later "the board" created a new position of Advertising Chair. Mark was the first to hold the position.

After that first business meeting, Mark could be found at most club events: concourses, road rallies, tech sessions and social events. His participation then evolved into organizing the concourses, road rallies and social events. In 1992, Mark attended his first driver's education event at Mid-Ohio and the hook was set. He became a member of the driver's education operating team, chairing and co-chairing events. Mark is also a member of our driver's education instructor corps.

Mark has been a member of Allegheny Region for 23 years and has occupied numerous club chair positions, including Advertising, Dealer Relations, Rally, Track, Social, PVGP and Rundschau Editor. On two occasions, Mark has been named the ARPCA "Enthusiast of the Year."

Social, track, PVGP and newsletter editor. He has truly been a participant, contributor and organizer.

Candidate for Vice President
Tony Sciullo

Well, I'm about 10 months into this year as your VP, and hopefully I've been able to meet all of you. I believe I've attended all the club social functions, but I've only participated in one track event. If you read my monthly column, you know that no one's going to retire my autocross number, as I'm still in my infancy as a Porsche pilot. If reelected I promise to continue to be socially active, except when I'm out of country (think Panama/China/Africa), but I will redouble my track presence (think Big Fun). This club's volunteerism at the track and PVGP is absolutely incredible, and I am so privileged to be associated with you all! If reelected I will endeavor to be worthy of your trust.

Candidate for Treasurer
Beth Core

Greetings to my fellow Porsche fans and club members. This year has been a fantastic year for ARPCA. Thank you to those who put forth the massive effort towards another successful year. Those efforts have placed the club in a very financially stable position to continue into 2016. We look forward to planning the numerous track and social events that all of us have grown to love. It has been an honor to serve you as Treasurer of ARPCA. I am running as Treasurer for 2016 and would greatly appreciate your support and vote.

Candidate for Secretary
Scott "Fun Scott/Madam Secretary" Mores

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Visit ARPCA.com and follow the link to vote through December 1, 2015!

Greensburg-Jeannette Autocross

by Rob Hoffman

The day came. The day went...autocross in the fall: typically a sketchy time of year to be holding an autocross, but the weather held out. We had a mostly dry day for our last event of the season.

The morning kicked off at O'Dark Thirty as every driving event does for the organizers of autocrosses and DE's, yet it's easy to get out of bed when you're going to play cars. Upon arrival, S'mores, the Gauses and the good Dr. Hill were already hard at work tweaking the course and setting up for registration. I did my due diligence as AX chair and brought donuts, waivers and the insurance form.

Once everyone had registered, attended the drivers meeting and discussed safety, we hit the tarmac of the almost famous Greensburg-Jeannette airport.

The best word I can use to describe the course is "fast." I know I almost always say the courses were fast, but this one was truly the fastest course we have ever had. Some of the seasoned drivers were pushing 72-73 mph in third gear. As usual I was nowhere near this rate of speed, and my braking was less than sensational. Pretty standard.

The course started on a taxi-way and swept left then right into a slalom out on the main runway. After a series of sweeps and a quick left-to-right gate, drivers were at the end of the runway needing to quickly slow down and turn around, then quickly accelerate and run the course in the opposite direction. Once drivers passed the start, there was another set of gates, a hard sweep left, followed by a hard right curve and left sweep to the finish.

Everyone from beginners to veterans made the comment that this was one of the most fun autocross venues they had been to. Scott Mores, Trevor Hill, Tim Hronek, and Frank and Kristi Gaus were an amazing team this year and helped to put on three successful autocross events for the club. Without their help and support, our autocross program wouldn't be possible.

After the event we met at Rivertowne Brewing in Export for some local craft beer, food and laughs. The evening ended a little rainy, but nonetheless it was quite the culmination of an amazing 2015 season.

I hope you will join us in 2016 as we run the cones again.

ARPCA Holiday Party at Jergel's

Join the ARPCA gang as club members wake up from their post-Thanksgiving hibernation and really get in to the holiday spirit at Jergel's Rhythm Grille in Warrendale on Saturday, December 5 from 5:00 to 7:00 pm. The cost is $40.00 per person for our own private room, hors d'oeuvres and a light dinner buffet. We will have a cash bar with half-price drinks until 7:00 pm.

While mingling with fellow ARPCAers, enjoy a continuous slideshow of our many fun events of 2015. Have any great pictures from 2015 to include in our slideshow? Please email them to pix@arpca.com with the subject line "2015 Event Pix."

Party-goers can also purchase raffle tickets to win one of the many Chinese auction bags filled with ARPCA and Porsche memorabilia. If you have any retro or surplus ARPCA, PCA or Porsche memorabilia or gear to donate for grab bags, please bring it with you!

In-kind registration donations and on-site donations, as well as the proceeds from the auction, will support the Greater Pittsburgh Community Food Bank, which distributes nearly 2 million pounds of food every month throughout southwestern Pennsylvania. The Food Bank's programs source and distribute increasingly-fresh foods to those in need.

Bonus: Anyone staying until 8:00 pm will enjoy free admission to that evening's live entertainment. The 'Burgh's own Donnie Iris and the Cruisers are slated to perform, but check Jergel's website for updates.

Space is limited! Preregister via the link at www.arpca.com by November 30. Email Tony Sciullo at tonysciullo@me.com with any questions.

Add Your Two Cents!

Submissions of articles from club members are welcome and needed, so share your technical expertise, automotive musings, Porsche historical knowledge, ARPCA event experiences and more! Email editor Monica Burgauer at editor@arpca.com to discuss ideas or submit your article. Pictures to accompany your article may be attached, as well. I look forward to hearing from you!

2000 Speed Yellow Boxster S. 6-sp manual with only 65k miles. Well-maintained and always garaged. 60k mile service done. GT3 Aerokit, Bilstein PSS9 suspension, B&B exhaust, B&M short shifter, BK extended roll bar, Cayman suede leather hardback seats in matching Speed Yellow, hardtop & storage cart, Kenwood stereo with Bluetooth and Sirius, plus many other performance and trim accessories. Two sets of wheels available (17" BBS Sport Classic and/or 18" OZ Racing) - both sets with new tires. $17,000 OBO. Please call Brian at 412-877-4951 or email at concours@arpca.com.

Winter Car Storage: 1 space in North Hills. $75/month. Call Mike @ 412-977-7343

Winter Car Storage: Located in Strip District. Building is heated and has 24-hour security. Used by multiple PCA members. $60/month. Call Mike @ 412-977-7343.

For Sale: 2006 Porsche Carrera 911 4S Cabriole - $55,500 Excellent condition; Garage-kept; 13,800 MILES; Midnight Metallic Blue; Convertible Blue Top; manual; PASM; PSM; 8x19 front alloy wheels; 11x19 rear alloy wheels; Adaptive sport full leather interior (cost $6,000); Heated front seats; Updated navigation; Bose high end sound package; 6 disc CD changer; 4 snow tires; Escort Passport built in front/rear radar detector/reflector; windstop screen; car cover; VIN: WP0CB29936S769321; Clean CARFAX; Contact Glenn at 412-999-2539

Porsche OE Sport Classic Wheels Front: 8J x 18 - Offset 50 Rear: 10J x 18 - Offset 65. BBS Excellent condition, no curb rash, dings or scratches. Tires are 225 40 18 and 265 35 18, and are original (off) off my 2001 996. Wheels were on the car for less than 5000 miles. (No center caps). Asking $1500 (Negotiable). Tom Kasper 412 999 5574 Mobile

2003 996C4S. Black on Black. All service up to date. 6speed. 65k miles. $31995 or b/o. Email me at msmitty64@aol.com

Garage spaces for rent. Clean, secure, heated garage space available near the South Side. This is in a large newly refurbished building with 14ft. high ceiling. There are spaces for several cars, enclosed trailer, or motorhome. Will rent by the space. Please contact Gary Schultz 412 915 1600 or gbsdmd@verizon.net.

4 Michelin Pilot Super Sport tires. Used 3 months. Size is 225-45x1. Asking $450.00 cash and must be picked up. I am in the Pines Plaza area of North Hills. 724-759-0539

1996 911 (993) C4 (AWD). 6-sp manual with 115k miles. Aventurine green exterior & light grey leather interior. Sunroof, cruise control, heated seats, and onboard computer. Two owner car. All service records since new. Stock except for Bilstein HD suspension and Fabspeed exhaust. Well-maintained and always garaged. 120k mile service and complete engine reseal just done plus new clutch and new front and rear rotors and brake pads. Two sets of wheels available (original 993 Cup and/or 996 Turbo Twist) - both sets professionally refinished with new tires. $45,000 obo. Please call Brian at 412-877-4951 or email at concours@arpca.com.

Never too early for winter - Taken from my traded in 2010 Cayman - 4 Winter Tires and Wheels - Continental Contact TS 810S N1 used 7,284 miles. Front 205/55/17 with 8/32 tread, Rear 235/50/17 with 7/32 tread. Mounted by Tire Rack with TPMS sensors. 5 Spoke twist wheels excellent with no damage . Lots of miles left. Stored properly. No center caps $999 for all - contact Frank at (412) 601-0351

Two Goodyear F1 Tires from the front of my 2006 911 Carerra (per National Tire they are 7/16) Size 235 40 R18 very good condition road use only. I switched to Michelins $79 OBO buyer to pick up or pay shipping Russ DeJulio 727 Osage Road Pittsburgh PA15243 (mt Lebanon) 412-330-8327

944 WHEELS & TRACK TIRES 944 Cup style wheels, 16" rims x 7 " with new 225/50/16 Toyo R 888 Qt=2 , 16" rims x 8 " with used 245/45/16 Toyo R 888, 1/32 tread Qt=2 . Wheels are good condition, some chips in paint. Also QT-2 each-Tires - 225/50/16 & 245/45/16 Toyo R888 well used. $ 600 for all Call Text - Jerry 412-523-1977

4 Michelin Pilot Sport Cup Tires with Porsche OEM wheels. 2 front 225/40/ZR 18"/ 2 rear 295/30/ZR 18"From a 2005-911 Turbo (996). Also used on a 2006-911 4S (997). Tracked only once! $1200 or best offer. Call Chuck Clark at 412-304-5800.

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