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ALLEGHENY REGION

Rundschau

January 2016

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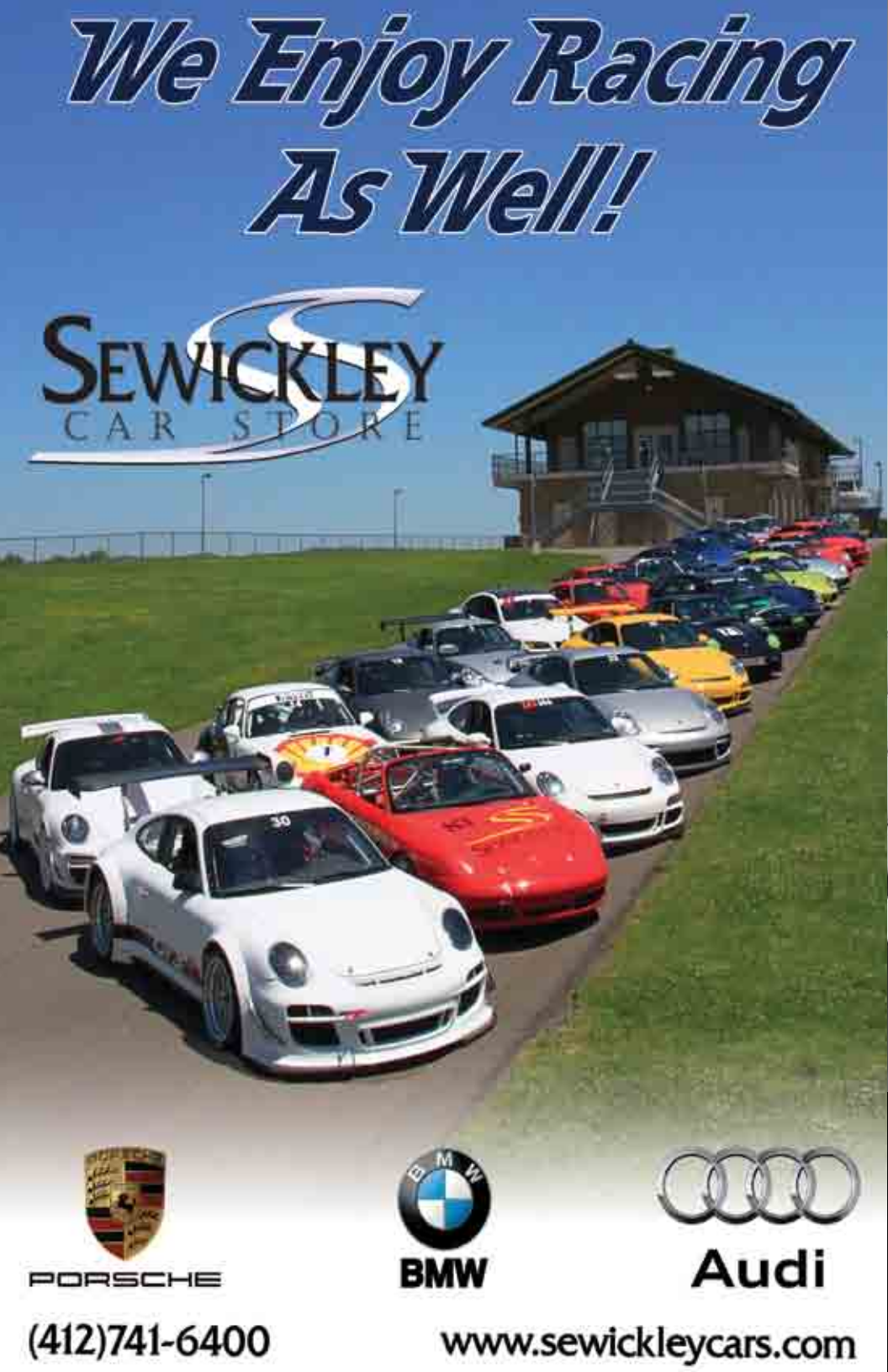

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On The Cover
Drake Core, ARPCA's STIG

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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.

Rundschau is the official publication of Allegheny Region of the Porsche Club of America (PCA) and is published monthly at 120 Surrey Drive Delmont, PA 15626. Opinions expressed herein are those of the individual authors and do not necessarily represent the position of Allegheny Region, PCA, its officers or members. The editor reserves the right to edit or omit any materials submitted for publication.

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Durch die S-Kurve

by Mark Hanson, *ARPCA President*

It was inevitable, this presidency thing. I had been approached several times over the years to take the reins of our Club but have always preferred to provide my support from behind the scenes. I would take on one-time projects or volunteer to fill a void to support a particular event. I even pursued a few new ideas to see if I could broaden the product offerings for our Club members, all with one goal in mind: to tempt more members to participate.

Now, as your president, I can tell you straight up my objective is simple. I would like to see our participation numbers rise on several fronts. First and foremost, I strongly encourage new members to attend an event, any event, to simply meet other members and to see up close...more Porsches! I can assure you, you will not be disappointed. Second, I encourage those of you who do participate in select events to stretch your interest a bit and try something different. Why don't you track guys spit shine your cars and go for a concours trophy? Third, I would appeal to those members who have succumbed to "been there, done that" disease to return and see how your Club has changed. I, too, came down with a case of BTDT but started missing my Porsche friends and realized that, as our past President so eloquently stated, "The cars bring us together, but the people are what keep us coming back." And lastly, I would

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welcome your input as to what you expect from your Club. Let us know what it is you would like to do to enhance your experience with your Porsche.

January is the season of fresh starts and resolutions. So let me propose the following: resolve today to attend just one Club event this year. Resolutions are often broken within a few months and for some within a few weeks. This resolution, however, will be one that you will have several opportunities to fulfill throughout the year.

Did you miss our Holiday Party at Jergel's on December 5? The atmosphere was electric! The party room was decked out in Porsche colors and holiday brilliance. We were surrounded by tasty victuals, flowing libations, and Porsche swag. You also missed the opportunity to go home with some very cool stuff. The now annual charity auction generated great fun, lively banter, and most importantly $1,200 for the Greater Pittsburgh Community Food Bank. Thank you all for your donations and to Jay Policastro in particular for donating so many desirable items for the auction. As our formal festivities wound down, many Club members retired to front rail balcony "seats" looking down on the stage and enjoyed two nationally known Pittsburgh talents: the comedy of Frank Nicotero and the rock 'n roll of Donny Iris and The Cruisers. I must say, this was one of our better holiday parties. Thank you Tony Sciullo, Lisa Malobicky, and Beth Core for pulling this one off.

Upcoming ARPCA gatherings will be casual affairs. In mid-January a group of ARPCA members will be heading to the Detroit Auto Show to breakfast with Porsche Cars North America before the doors open to the general public on Saturday morning, January

16. If you have never been to the Detroit Auto Show, it is much different than typical auto shows. The exhibitors at the Detroit show are the manufacturers, not the dealers, so it has a very different feel. To understand what I mean, think of the difference between a Broadway production on Broadway versus the touring version that comes to town.

In the same vein, there will be a group of ARPCA members heading to Daytona at the end of January for the start of the sports car racing season, the Rolex 24 Hours of Daytona. Those who don't want to head to Florida in January (what?!) often meet at the Double Wide Grill on the South Side where ARPCA typically takes over the seating area surrounded by big screen televisions broadcasting the race. We will gather at the Double Wide on January 30 around 1:30 pm for the start of the race at 2:10 pm. It's a great activity and venue to gather and enjoy an afternoon with your Porsche friends.

As we embark upon the new year, it is also a time to take a moment to reflect on the past. On behalf of all ARPCA members, I would like to thank outgoing president George Patterson for his leadership and dedication in overseeing our Club for the past three years. I've known George for many years, and his persistence in aiming high and reaching for the seemingly unachievable has been inspiring. His keen insight and unique perspective of the world (who will ever forget seeing George roll into the PVGP in his white Cayman on GREEN wheels?) brought out the best in the many volunteers who make our Club so extraordinary. Thank you, George. I do have your assurance that you will be available for future consultations... right?

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Spritztour Versicherung Mann

by Tony Sciullo, *ARPCA Vice President*

Chevy versus Porsche, Corvette versus 911: is this class warfare, or a discourse in automotive engineering? The trenches were dug long ago, but perhaps not as long ago as you might think. While the Chevrolet Corvette predates the 911, the Corvette didn't become a "real" sports car until the early 1960s. The 911 didn't appear until 1963 (some would say not even then was the Corvette a sports car), so the competition began in earnest about that time.

The "63" or C2 Corvette was the first Stingray with a split rear window fastback and a Muncie four-speed transmission that included an independent rear suspension, but with drum brakes all around. It had a 327-cubic-inch engine with available horsepower ranging from 250 to 360 gross horsepower. There was available a 36-gallon tank and track exhaust, or you could get a Z06 special performance equipment package, without all of which the car weighed in at 3,150 pounds. Hmm, sounds like big fun (muscle) car to me.

The 911 was available with an air-cooled rear-mounted six-cylinder boxer engine that displaced 1,991 cc, or 121.5 cubic inches, which made 128 horsepower. All this power passed through a four- or five-speed manual gearshift, weighing in at 2,359 pounds. But hold on, it had discs all the way around, making it quite the little sports car. The 911 was also shorter (162.8 vs. 175.2 inches) and narrower (63 vs. 69.6 inches), but it was indeed about the same height (50.1 vs. 49.8 inches).

When you put all these numbers together, you arrive at some interesting facts. The Corvette was certainly quicker; utilizing the middle-of-the-road 300 horsepower 327-cubic-inch V8, it made zero to 60 in 6.1 seconds versus the Porsche's 9 seconds flat. The Corvette did zero to 100 in 14.5 seconds versus the 911's 23.7 seconds, and it also boasted a faster top track speed of 142 mph versus the 911's 132 mph on the Autobahn. But the 911, being shorter, narrower, and lighter (by about 800 pounds), had a concomitant lower polar moment of inertia along with a lower moment of inertia.

In plain English, the 911 handled far, far better. "You pays your money, and youse makes yo' picks." Both are fun and fast, but one, the Porsche 911, was more the sports car and the tuther a down-and-dirty muscle car built for two.

To be continued…

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You Can't Change the Physics

A Track Prep Guide

by Thomas Demko

Bleeding Your Brake System for Track or Road

ARPCA's 2015 High-Performance Driver's Education (HPDE) season is here and gone. The 2015 season was anticipated by many of us for some time, waiting for the addition of the 1.2-mile south track at Pitt Race. The combined track now consists of 19 turns over a 2.8-mile road course. Pitt Race is now a world-class venue for ARPCA's HPDE home-track events. HPDE events are designed to be enjoyable and educational, making the Porsche owner a better, more educated, and more capable driver on and off the track. To get the most of your HPDE event, and to enjoy the peace of mind that comes with knowing your car can endure the track-day stresses and come home in one piece, proper track preparation and inspections are critical for an incident-free weekend at the track.

The ARPCA tech form has 15 requirements for your vehicle that you are responsible for meeting to ensure your vehicle is safe on the track for both you and for the other drivers. With the exception of driving with a Snell SA-certified helmet, none of these inspection requirements are any more onerous or track-specific than what you should already be doing to keep your vehicle in top shape for everyday driving.

Two of the most critical vehicle systems are your car's abilities to stop reliably and maintain traction around the track. Brakes and tires. This is true on and off the track.

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Margaret Dixon Remembered

by Wade and Jane Anna Miller

It is with a very sad heart that we need to report the passing of a long time PCA member, Margaret Dixon. Many may recall that earlier this year, Margaret celebrated her 100th birthday with many of you sending her cards that she very much appreciated. Margaret and her husband, Ted, were very active in Allegheny Region from the time they joined in 1964 through 2005 when Ted passed away.

Ted was noted in the club as having helped the Porsche family re-establish their company after WWII. In that role Ted established a lifelong friendship with the family to the extent that he was godfather to Ferry's sons. So needless to say, many conversations with Ted and Margaret in Porsche circles focused on Porsche stories from Ted.

However, over the years we learned much about Margaret, as well. Margaret graduated college in Utah with degrees in secretarial science and teaching. She was teaching after war was declared, and an Air Force Supply Depot was opened near Ogden. Margaret got a job at the base and by the end of the war had worked her way up to be secretary to the commanding officer. At war's end, she began working for the State Department and served as a secretary to Ambassador Robert Murphy, working in London, Paris, and Berlin, and participating in meetings in Moscow among the "Big Three." Margaret was in Düsseldorf as part of the American delegation to the Ruhr Authority. Almost as an aside, we once asked Margaret if she had crossed paths with General Eisenhower while she was over there. She responded that yes, he had his office right across the hall from where she worked and, when he was in town, he would stop by every day to say hello to the secretaries! She also had the chance to meet Winston Churchill during her travels. Düsseldorf is where she met Ted. They were wed in 1951.

Ted and Margaret celebrating their 50th Anniversary

Ted's friendship with the Porsche family was well established at that point, but Margaret quickly became part of the friendship. Margaret, in particular, became good friends with Ferry Porsche's sister, Louise Piech. (Yes, that is the Piech of VW fame. Just imagine the son and daughter of Ferdinand Porsche each being involved in one of two major car companies.) Louise hosted the Dixons' wedding breakfast. Margaret and Louise were such good friends that Margaret found herself reluctant to compliment some item of Louise's, such as a piece of china or a vase, as shortly thereafter one would arrive, a gift from Louise. It became apparent to us as Margaret shared other stories that she had acquired this trait, as well (or maybe she had passed it on to Louise?).

The Dixons moved to the US in 1952. Ted

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2016 Calendar of Events

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

Saturday	Jan 30	1:30 pm	24 Hours of Daytona Viewing Party
			Double Wide Grill, 2339 E. Carson St., Pittsburgh
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
Thursday	Feb 18	7:30 pm	Business Meeting
Saturday	Mar 5		*Mid-Winter Party
Thursday	Mar 10	7:30 pm	Business Meeting
Saturday	Apr 2		991.2 Reveal Party
			Sewickley Porsche, 526 Ohio River Blvd., Sewickley, PA
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
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		*Autocross School
			Pitt Race, Wampum, PA

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	Sunday	May 29		*Autocross #1
				Pitt Race, Wampum, PA
	Sunday	May 29		Monaco F1 2016
	Friday-Sunday	Jun 3-5		*Driver's Education Pitt Race #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 Pitt Race #2
				Pitt Race, Wampum, PA
	Saturday	Jul 30		*Autocross #2
				Pitt Race, Wampum, PA
	Thursday	Aug 11	7:30 pm	Business Meeting
	Saturday	Aug 13 or 20		*Grand Concours and People's Choice Top 10
	Wednesday	Aug 31	11:30 am	Porsche Touring Crew Luncheon

Legend
Business Meeting
Social
Track & Autocross
Tour & Rallye

*Registration or Tickets Required

For the latest information, additional details and registration, visit our website: www.arpca.com.

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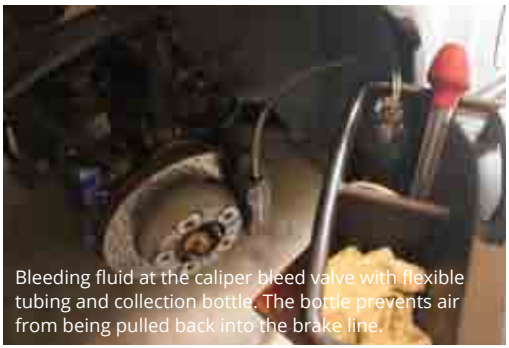
The brake fluid reservoir is located on the firewall under the plastic cover.

Power bleeder attached to reservoir.



Bleeding fluid at the caliper bleed valve with flexible tubing and collection bottle. The bottle prevents air from being pulled back into the brake line.

Brake Fluid

Porsche brake systems utilize a glycol-based brake fluid. Glycol is the ingredient responsible for the magical property of simultaneously lowering the freezing point and raising the boiling point of the fluid in your car's brake lines (and cooling system). You wouldn't want to press on your brake pedal on a cold winter's morning, only to find the pedal stuck in place, pushing against frozen-solid brake lines. Conversely, you don't want to press against the pedal when you need it most – during hard braking – only to feel the pedal fade away from your foot without resistance or braking pressure, due to the fluid having exceeded its boiling point and transforming to vapor within the lines.

Glycol brake fluids (DOT 3, 4, and 5.1) are hygroscopic (water absorbing), which means they attract and absorb water and water vapor right out of the air. DOT 3 or 4 fluid can absorb 2% of its weight in water per year. Over time, water can lead to corrosion and eventual damage to your braking system. It is important to routinely flush your braking system and refill with fresh brake fluid to avoid corrosion damage.

In the short term – e.g. on the track when you

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need maximum braking force – water within the brake fluid can boil and vaporize under the pressure and heat created by aggressive braking from high speeds, creating a spongy feeling that reduces brake pedal feel and effectiveness. Even worse, water vapor in your brake lines can reduce your braking force to ZERO.

You'll often see cylinders of compressed air at the track, because vapors are compressible. You won't see any cylinders of compressed water. Liquids, by their nature, are already fairly dense, and that is what makes hydraulic brakes so effective: the fluid transfers the pedal pressure to the calipers and creates braking force. Brake pressure failure occurs when the temperature of the brake fluid exceeds the boiling point of either the brake fluid or – more likely – the absorbed water within the fluid (think boiling water). The frictional heat produced by the pads pressing against the rotors transfers into the calipers and brake fluid through induction. The heat boils the water absorbed within the fluid, and the water expands into a gaseous state: water vapor. When you apply pressure on the brake pedal, the water vapor compresses and fails to transfer the pressure from the pedal to the calipers, pads, and rotors. The car goes off the track, and a host of embarrassing liabilities ensue.

So for your safety and the safety of others enjoying their HPDE event at the track, please heed the requirement to bleed or flush your brake fluid EVERY TIME. Fluid doesn't respond to our hopes and dreams of "It's new enough" or "I replaced it prior to the last event. It should still be good." Fluid only responds to the physics, and you can't change that.

Brake Pads

While I'm flushing the braking system on my Porsche, I must remove the wheels to access the bleeder valve on the calipers. This affords me the opportunity to visually inspect my rotors, pads, and tires for the minimum specifications required for track day.

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Because track events can really wear through a set of pads, it's important that you have more than half the original thickness of the pads remaining. While a half-worn pad can last for some time on the streets, it's pretty easy to wear that pad down to the metal backings with a few hot laps on a hot day at the track.

To avoid throwing away perfectly good but half-worn pads, I install track-specific pads on track days and reinstall the street pads after the events. With the wheels already off the car for the brake fluid flush, the additional labor to change out the pads is minor once you get the hang of it. Porsche calipers are designed for quick pad changes (the pads are replaceable without removing the calipers), another delightful attribute of Porsche ownership. Once the wheels are removed, a retaining pin, a cotter pin, and a retaining spring are all that hold each pad in place. Once liberated from their metallic restraints, the pads are easily extracted through specially designed Porsche calipers and replaced with track pads. Because the more aggressive track pads are seeing only limited use, the rotors aren't wearing out at an intolerable rate, which is another benefit of alternating track-specific pads.

Brake pad retention clip removal with punch tool.

Brake pads are subject to physics just as glycol is. Street pads are composed of a recipe of powdered metals and materials that allow for effective braking at normal operating temperatures. To achieve this level of performance, street pads are made of relatively soft and sacrificial materials that produce

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!

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prodigious amounts of brake dust that liberally coat the interior portions of your wheels. Unfortunately, Porsche wheels seem to be specifically designed to inhibit easy cleaning of that sacrificial dust from the interior portions of the wheels.

Track and race pads are made from a recipe of materials that require hard braking or a warm-up to achieve their maximum stopping potential. Track pads are designed for optimal performance at track or race temperatures that can reach 1,200° F when measured at the pad. The heat that boils your brake fluid is a friend to track pads, allowing them to stop effectively and repeatedly at high temperatures without fade or protest.

After my HPDE event, I simply reverse the process and reinstall my street pads. Reinstalling the street pads for the drive home gives me peace of mind in knowing my brakes are safe and adequate for the drive home.

Track Wheels and Tires

Since the street wheels and tires are already off the car for the brake fluid and pad work, one last step in my track-prep routine is to install a set of track-specific wheels and tires. This requires no additional time at all since the street wheels are already off the car.

Like brake fluid and brake pads, tires are also predictably dependent on physics. The rubber compounds used in the manufacture of tires

are designed specifically for speed rating, temperature, load rating, pressure, and all the performance attributes we expect from our tires. Pushing the car around the track creates heat and friction on the tires, and that can alter the performance characteristics of the tires. Track days are relentlessly punishing on your tires. A dedicated set of track tires can save you time and money on street tires. And you can finally clean the insides of those hard-to-clean silver wheels for the Concourse events.

Because I drive my car to the track, I use tires approved by the DOT for road and track use. Tires can be another article unto themselves, but specially designed DOT-approved street/track tires provide improved contact patch area, feedback, and grip under extreme conditions that street-only tires may not provide. Again, the physics dictate that what may work well for all-weather driving on the street is less optimal for track conditions at high speeds and temperatures. Dedicated street/track tires and consistent equipment will allow you to gain confidence in grip, adhesion, turning, and the performance characteristics of your vehicle, allowing you to explore the limits of what you – and the car – can do on the track.

So whether you track your car or not, please remember you can't cheat physics. Always run your vehicle with fresh brake fluid, adequate track pads, and suitable tires for your safety… and the safety of those around you.

set up an American subsidiary of a German firm specializing in environmental protection devices for heavy industry, such as heat removal equipment for use in steel mills. Margaret worked for a while for Shell petroleum in the US Steel building downtown. They built a custom house near North Park where they lived for 40 years.

We first met the Dixons in 1982 (or 1983?) at the ARPCA Annual Christmas Party held in Oakland. At that time, we had a gift exchange where men would bring a gift suitable for another man and women would bring a gift suitable for another woman. At the dinner a gift was selected from the pile of gifts, and a name was drawn to select the receiver of the gift. Margaret was awarded Jane Anna's gift that year, and thus began a 30+ year friendship. We shared many dinners together, attended many ARPCA events together, and spent time together at many Porsche Parades around the country. They took us to our first visit to the Duquesne Club, and we took them to their first visit to McDonald's.

Margaret and Ted both focused on quality and it showed in everything they did, from their home and its furnishings, to their appearances, to their entertaining, to Margaret's cooking, piano playing, flower arranging, and on and on. They were the epitome of class in the mind of all who knew them. The classic English Gentleman and the American Lady.

Per Margaret's request, there were no services held for her. Charitable contributions can be made in the memory of Margaret and Ted Dixon to:

The Salvation Army
of Western Pennsylvania
700 N. Bell Ave.
Carnegie, PA 15106

If you would like the family to be informed, please include a note to notify the Dixon family of your request:

Dixon Family
c/o Carol Mathis
21 Rosewood Court
Bowling Green, OH 43402

Holiday Party at Jergel's Rhythm Grille

by Lisa M. Malobicky, ARPCA Social Chair

Club members rang in the season on December 5 at the ARPCA Holiday Party at Jergel's Rhythm Grille. A popular feature of the annual Holiday Party continues to be the open outcry auction for Porsche racing memorabilia and Porsche swag to raise money for charity. President George Patterson admirably balanced on the dais (chair) as he auctioned this year's collection of outstanding items. Of note were paintings by local artist Jason Sauer, a Pittsburgh 40 Under 40 winner and owner of Most Wanted Fine Art, his Pittsburgh gallery. Sauer's artwork using metal from his demolition derby cars (he's a derby champ), oil pastels, and paint were a fun addition to this year's auction, especially since he was able to join the party and meet the new owners of his unique pieces. Other noteworthy items were a racing suit and helmet belonging to Jay Policastro, which track co-chair Drake Core gamely modeled on the spot. Kudos to those who donated these fine treasures!

Membership

by Terri Mattock, ARPCA Membership Chair

Happy Anniversary!

These Allegheny Region members are celebrating membership anniversaries last month

R. John Wean	48	Thomas A. Kasper	15	Paul Nickoloff	6
Joseph R. Poponick	35	Mark T. Perna	15	William Lamantia	6
Anthony Berarducci	25	Kenneth W. Thomas	13	John McAdoo	6
Phillip J. Binotto	24	Jay Policastro	13	Jay M. Thompson	5
Thomas A. Karet	23	Geoffrey J. Bond	11	Paul W. Placeway	5
Charles G. Aftosmis	23	Alan L. Yuvan	10	Members with less than 5 years:	10
William T. Sulouff	23	Michael D. Kweller	9		
Joe Paul	22	Roy G. Dorrance	9		
Hans J. Sack	17	James L. Sherman	9		
Frederick Roberts	16	Philip R. Roberts	8		
Robert L. Eckbreth	16	Clifford B. Corson	7		

Welcome New Members!

Anil Gupta	2013	911 Carrera 4S
Robert Stein	1987	911 Carrera
John Connors	2014	Boxster S Convertible
Raymond Ruyak	1985	944

Primary Members 651
Affiliate Members 438
Total Members 1,089

Jay Policastro, Drake Core, Mike Laffey, Beth Core, George Patterson, Marty Smith and Judy Smith enjoying the festivities.

This year the auction proceeds benefited the Greater Pittsburgh Community Food Bank, with the 37 members in attendance raising $1,230. A big thank you to those who attended and contributed. The auction has proved to be overwhelmingly entertaining with a lot of great laughs for a very good cause.

Our event this year happened to coincide with one of Jergel's largest events, an appearance by Pittsburgh's own Donnie Iris. The evening was filled with wonderful conversation with P-club members, reminding us how fortunate we are to have this club and the members in it!

Thank you to Tony Sciullo for arranging this year's holiday party. Best wishes to the Porsche Club family during the holiday season and throughout 2016!

Die Menschen Sprechen

Check out fellow club members' stories of memorable things said to them about their Porsches:

A number of years ago, my wife, Ann, and I were at the Flashlight Drags, which were then held at the Zelienople Airport. We always enjoyed going there, not to drag race, but to just watch and gawk at all of the cars. I remember on one occasion we took my iris blue metallic 928, which was a very nice, subtle color and had that distinctive V-8 rumble. We were slowly pulling out of the spectator area, when we passed a nice young couple who were standing there watching the procession of cars. The young man turned to his girlfriend and with unwavering confidence pointed at my car and exclaimed, "Look at that! A beautiful Lamborghini!" I just smiled as we slowly drove past the young couple, and I looked in the mirror to watch his girlfriend's face as she looked at the rear of my car to see the big block letters that spelled "PORSCHE"! I got a pretty good chuckle out of that.
~ *Ed Rice*

It was mid-April, time to head east for the annual Porsche-only swap meet in Hershey. It was very early, so there were very few vehicles on the road. As I worked my way east, I came into range of two truck drivers carrying on a conversation on the CB radio. The trucks eventually came into view, and as I approached and signaled into the passing lane, one of the drivers said to the other, "Here comes ol' money bags. I wonder where he is headed so early in the morning?" The other driver replied, "Who cares? Don't you just love the shape of that Ferrari?" I think I heard my 911 laugh with me.
~ Anonymous

"Why are you putting gas in the front?" with a look that says, "This woman doesn't know what she's doing."

"I've never heard of the make Turbo."
~ *Monica Burgauer*

Those that know me know that I keep the underside of my car just as clean and meticulous as the top side and interior. We were at Watkins Glen one year and, as I was removing my street wheels to bolt on the track tires, the very clean and highly reflective aluminum heat shields under the rear of my 911 were glaring into the eyes of my track buddies. "Hey Hanson," spouts off Rob Pecori, with his hand shielding his eyes from the glare, "either drive that thing over some dirt or this is the last time we share a garage."
~ *Mark Hanson*

Me to my wife: Look at this great deal on a Porsche! We should get it. They hold their value so we can always sell it without really losing anything (secretly knowing the only way it'll get sold is to buy another one!).
Wife: Sure get it.
Me: Really?
Wife: Go ahead; I like Porsches (secretly always wanted a Porsche).
~ *Matt Anderson*

While at my local Auto Zone in West Virginia, one of the employees came in after I parked and told his coworker a Porsche had pulled in. (There aren't many around in WV.) The coworker's reply: *That's not American.*
~ *Matt Anderson*

On my all-white Cayman S, people often ask me what my plate, GEIST, means. It's "ghost" in German.

On my former RS America, people used to ask what my plate, UBPASSED, meant. Seriously?!?

And I love when little boys look longingly at my Porsche…I used to be that little boy…
~ George Patterson

There is a very winding road that heads downhill into a valley near my house. I often practice driving as efficiently as possible down this twisty road with the objective of never having to touch the brake. Coming home late one night in my 911, I successfully traversed my mini test track, never once touching the brake pedal. As I started up the other side of the valley, a local police officer who had been following me lit up. I lifted off the gas to slow and pull aside to the let officer pass only to watch him slide in right behind me. The ensuing conversation went something like this:
Officer: Nice car. Too bad the brake lights don't work.
Me: I didn't touch the brake pedal down that hill. Did you?
Officer: Impressive...have a safe trip home.
~ Anonymous

For the next issue...
For many drivers, music is an essential element of memorable road trips and leisurely hours winding through the backroads. Whether you like to belt out your favorites, relax to soothing tunes, or speed into the frenzied crescendo of hard rock classics, music can make the trip. Many lists of ultimate road songs have been created, including mystery author John Sandford's list of the 100 "Best Songs of the Rock Era" published at the end of his novel *Broken Prey*. Here are some of Sandford's picks. (You can do a simple internet search to look at the rest of the list.)
Legs · ZZ Top
Radar Love · Golden Earring
Somebody to Love · Jefferson Airplane
Layla · Derek and the Dominoes
House of the Rising Sun · Animals
Sweet Emotion · Aerosmith
Thunder Road · Bruce Springsteen
Hotel California (cover the Eagles) · Gipsy Kings
Me 'n Bobby McGee · Janis Joplin
Black Water · Doobie Brothers
Like a Rolling Stone · Bob Dylan
Knockin' on Heaven's Door · Bob Dylan
Satisfaction · Rolling Stones
Sympathy for the Devil · Rolling Stones
Night Moves · Bob Seger
Ramblin' Man · Allman Brothers
Born to Be Wild · Steppenwolf
With or Without You · U2
White Wedding · Billy Idol
Sweet Child o' Mine · Guns 'n Roses
Feel Like Makin' Love · Bad Company
Brown Eyed Girl · Van Morrison
Runaway · Del Shannon
(Sittin' on the) Dock of the Bay · Otis Redding
Smells like Teen Spirit · Nirvana
Who Do You Love? · Bo Diddley
I Wanna Be Sedated · Ramones
Should I Stay or Should I Go · Clash
And a list on www.nj.com lists these top ten songs to drive to:
1. Don't Stop Believin' · Journey
2. Bohemian Rhapsody · Queen
3. You Shook Me All Night Long · AC/DC
3. Any Way You Want It · Journey
5. Life is a Highway · Tom Cochrane
6. Dancing Queen · ABBA
7. American Girl · Tom Petty and the Heartbreakers
8. Don't Stop Till You Get Enough · Michael Jackson
9. Born to Run · Bruce Springsteen
10. Fortunate Son · Creedence Clearwater Revival

So for the next issue, let's hear from ARPCA members…

What are your ultimate driving and road trip songs?

Email your picks to editor@arpca.com and we'll see what the ARPCA soundtrack looks like. (You can ask to be anonymous if you'd like to keep it a secret that you belt out Bette Midler in your P-car.)

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

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.

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.

For Sale: 2004 996 Turbo, Original owner, only 17,100 miles. Black on Black, AWD 6-speed manual. Garage kept, never driven in winter. All service records. $55,000. For additional pics, certificate of authenticity or Window sticker, please call Vic 412-849-8712 or email vtatum@verizon.net

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

Weather tech mats, one year old, fit a 2006 Porsche 911 C4, like new. $100.00. Call John 412-721-9721.

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