

WILDNISPFAD

PCA



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WILDNISPFAD

Wildnispfad is a newsletter published regularly by Wilderness Trail PCA to inform members of the club and others about activities related and other matters of interest. This newsletter's content may be reproduced (excluding the ads) provided proper credit is given to the author and the source.

Historical newsletters are also available on our website:
<https://wtrpca.org/newsletter/>



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Photo: NetCarShow.com

Cover photo: WTR's 42nd Anniversary Tour Drive - Group stop at Shady Valley, captured by Val Herod - July/2020

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Photo: Sarah Herlth

Photo: Mitchel Stevenson

Photo: Jim Lucier

**"IF YOU DON'T LOOK BACK AT YOUR
CAR AFTER YOU PARK IT, YOU
BOUGHT THE WRONG CAR"**

- UNKNOWN



**"DATE A CAR GUY.
WE BREAK PARTS, NOT HEARTS"**

- UNKNOWN

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RESIDENT'S MESSAGE

Happy Fall Everyone! We have been forging ahead despite Covid-19 slowing our social calendar. Our Club membership is up 20% this year thanks to the hard work of Leo and other club members. I would like again to personally thank Leo for recruiting new members and setting up driving events. With fall quickly upon us we want to continue our growth into 2021. Please remember during all events that we must remain vigilant about following driving standards put out by PCA.

I love seeing everyone out in their cars and enjoying what I believe to be the best driving roads in the country. I am a true believer in the PCA motto of "it's not the cars, it's the people." We will continue our upward growth and I know Leo will keep us in as many driving events as possible. I hope we will be able to start our monthly social dinners as soon as it is safe. It may look a little different with seating



and each member will need to make the decision on their own if they feel it is safe to attend. Our next driving event will be on October 31 called Appalachian Autobahn. We will be meeting at Rick Hill Porsche at 9:30. You will find details and RSVP on the website. See everyone soon.

Mitch Rainero
President WTR-PCA

E

DITOR'S COLUMN

On July 11th, we finally resumed our post-quarantine driving events and we had to follow the numerous new PCA COVID-19 rules. I would like to thank everyone who attended an event lately and for being mindful and respecting those rules. We had very successful and fun events between July and September and more coming to the rest of the year.

Although we do not make the use of PPE mandatory on our events, we recommend wearing a face mask when 6ft distance isn't possible, for example when I am checking-in participants on our events



Our club is evolving and new members and new ideas are just what we need to keep things moving in the right

direction. Everyone please come up with some ideas on where we might drive our Porsches, see some sights and have a good meal. If you know someone who has a Porsche and isn't a member, bring them to one of our events as a guest and talk to them about signing up.

This newsletter covers activities from July 1st to September 30th.

-Leandro Nascimento



WILDERNESS TRAIL REGION NEWS



Photo: Eric Saunders (Unsplash)



Photo: Viktor Theo (Unsplash)

Wilderness Trail Region became an official PCA branch in **July 9th, 1978**. To celebrate this important milestone, on July 11th, almost 40 PCA members and guests went on a Tour Drive at US-421: The Snake. That was also our club's first drive since March, when the pandemic made us put driving plans on hold. We met on a hot and sunny summer afternoon at the Fireworks Supermarket in Blountville.



During the check-in, I saw many familiar faces, but I also met members that were joining club's event for the first time. At 1:45, Mitch hosted the drivers' meeting and went over the safety notes for the drive and at 2:00 everyone was ready to go. The group was divided in two: experienced drivers, led by Daniel Thompson and novice, led by Mitch. We drove through TN-394 towards US-421 and then through the Snake until we reached our first stop. Well, almost. The goal was to stop at the Shady Valley Country Store

but on a beautiful sunny summer day like that, the store's parking lot was taken by motorcycles. We decided then to stop at the gas station across the store. Our fellow PCA member Val Herod was strategically positioned at the Store's tower to snag some photos of us arriving (photos on the next page). After a brief stop we headed to Mountain City to another set of curves.

To see more photos of this event, go to our website's gallery: wtrpca.org/gallery/

WTR 42ND ANNIVERSARY TOUR DRIVE PHOTOS





PCA Sim Racing provides fun and competitive online racing against members from all 14 Zones!

Join PCA members from all 14 Zones.

Ready to join us in PCA Sim Racing? The group is founded on the principles of gentlemen driver racing found in PCA Club Racing. If you are a beginner racing online this is a great place to start as we openly coach and mentor new drivers through our highly successful eDE Driver Education program. Races are broadcasted live on YouTube with professional announcers.

JOIN US! <https://register-simracing.pca.org>

FOR MORE INFORMATION: <https://pcasimracing.com>



PORSCHE CLUB OF AMERICA

August was time to take the club to a Tour Drive at Roan Mountain area. The day started cloudy, but as the check-in process went through, the sun started to shine and we knew it was going to be a gorgeous day. We welcomed guests from other PCA regions: Jamie Partons (Smoky Mountain), Jim & Ann Lucier (Carolinas), Matt Motteler (Carolinas), Derrick & Brendan Nankoo (Metro NY).

We had closer to 30 cars forming a beautiful parade and we got thumbs up all way along. Daniel Thompson, was our lead car and he took us through the Tiger Creek Road, 11 miles of twists, sweepers, good surface and very little traffic, with huge trees on both sides of the road making a nice canopy. From there, we drove through TN-107 and NC-226S to start climbing

Roan Mountain, both roads are very curvy with many switch backs and very few straights and barely no local traffic, which everyone was pleased with. Before descending down the mountain, we enjoyed fantastic views from the overlook at the top of Roan Mountain. After two hours from starting the drive, we arrived at our destination, a picnic area at the base of the mountain with enough space to keep safe social distancing.

Drivers' meeting photo below. To see more photos of this event, go to our website's gallery: wtrpca.org/gallery/

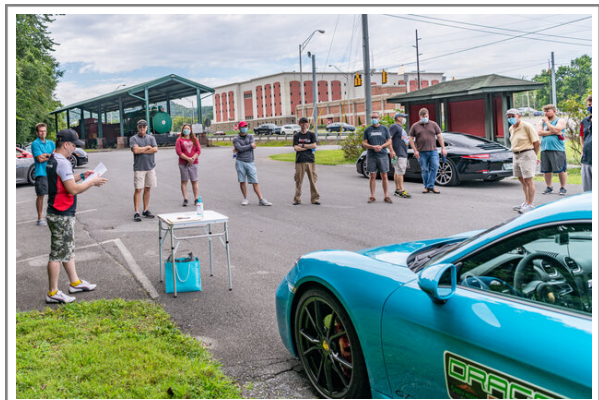


Photo: Jim Lucier

WTR ROAN MOUNTAIN TÖGE RUN

PHOTOS



Photo: Jim Lucier



Photo: Jim Lucier



Photo: Daniel Thompson

NASTY WINDSHIELD AFTER THE DRIVE?

SOME WILL SAY THAT OUR FRIEND PAUL WAS
CLEANING CARS FOR A SMALL FEE AT THE END OF
THE DRIVE... 😂



Photo: Leandro Nascimento

Social Dinner & Gathering

Monthly Social Dinner and Gathering is still on hold.

We have been following PCA and CDC's recommendations of social distancing. Our dinning events usually brings 35-45 members and guests, and no restaurant in Tri-Cities area can accommodate us while complying with the safety guidelines.

Tri-Cities Cars & Coffee

After more than six years, Cars & Coffee Tri-Cities changed dates and location. The meet is now on every 1st Saturday of each month, almost year round, from 8-10am at University Parkway Baptist Church in Johnson City.

If you are on Facebook, search for Cars & Coffee Tri-Cities group on Facebook to be informed about any updates on the event. Check below how the September meet looked like.



To kick off the Fall, the club went on a mountain drive on September 26th.

The day was cloudy, but there were no rain in the forecast, even though it did rain the night before. During the check-in, I saw familiar faces but also many new members who joined the club this year. We also had guests from other PCA regions, such as Peach State, Hurricane and Carolinas. Some of them drove more than 3 hours to come drive with us!

With 23 cars and 36 participants showing up, we had two driving groups. Daniel Thompson was the lead car to the experienced group and myself led the cruisers and first timers. We drove to Little Switzerland in North Carolina via Unicoi and Roan Mountain area.

Approaching Little Switzerland in the morning, we drove with extra care through dense fog before we met some other cars that were joining us from there.

We drove then to the NC-226A, the Diamondback, a loop right behind Little Switzerland with more than 190 steep climbing curves in just 12 miles, filled with steep switchbacks looping almost 360 degrees.

From there, we drove to the Devil's Whip (NC-80), a fun road with 160 curves and some switchbacks, rising 2000 feet in elevation in 12 miles of pure adrenaline. This road is far more arduous than the legendary Tail of the Dragon.

We also drove through the Blue Ridge Parkway and we made a scenic stop at the Black Mountain Overlook, before ending our drive at The Historic Orchard at Altapass, where we had a covered pavilion with a beautiful view to the surrounding nature (even though the fog was covering the mountains).

To see more photos of this event, go to our website's gallery: wtrpca.org/gallery/

WTR @ DIAMONDBACK, DEVIL'S WHIP & LITTLE SWITZERLAND PHOTOS





Did you know PCA has its own racing series?

PCA Club Racing has provided fantastic Porsche-only wheel to wheel racing since 1992 at tracks big and small across North America.

Club Racing is a place for Porsche enthusiasts to race their Porsches in a friendly, competitive environment. Club Racing has a class for just about every sports car Porsche has made, everything from a converted 944 to a new Porsche Motorsport GT3 Cup is welcome. With Club Racing, you can race your Porsche on some of the most historic tracks in North America like Lime Rock, Watkins Glen, Road Atlanta, and Canadian Tire Motorsports Park.

If you are a PCA member and have a Porsche race car, come race with us. For information on how to get started, head over to <https://pcaclubracing.org/licensing>

FOR MORE INFORMATION: <https://pcaclubracing.org>

SOCIAL MEDIA: @pcaclubracing on Facebook and Instagram



PORSCHE CLUB OF AMERICA

E VENTS



Photo: Francesco Lo Giudice / Unsplash

OCTOBER

03: Tri-Cities Cars & Coffee: Click [here](#) for more information.

Not a sanctioned PCA event. PCA insurance does not apply.

04: Rick Hill Customer Appreciation Day and PCA New Members Welcome @ Back of the Dragon (VA16). More details below.

11: Autocross @ Bristol Motor Speedway - Click [here](#) to register.

Not a sanctioned PCA event. PCA insurance does not apply.

31: Appalachian Autobahn - Dragon Slayer, Little Shepherd Trail and Backroads of Appalachia - RSVP at wtrpca.org

NOVEMBER & DECEMBER

8: Smoky Mountain PCA - Fall Fest Autocross @ Greeneville Airport - Register at smtPCA.org

RICK HILL PORSCHE CUSTOMER APPRECIATION DAY & PCA NEW MEMBERS WELCOME

- **When:** October 4th - 9:00 AM
- **Where:** Virginia Welcome Center & Rest Area (VA Exit 1 - Hwy I-81)
- **What:** Back of the Dragon (VA16) & Lunch at BOTD Welcome Center
- **Length:** 80 miles - 1:45 hours + lunch reception

We have prepared a Welcome Social Event for new members who joined the Wilderness Trail Region of Porsche Club of America in 2020.

The event will be co-hosted by Rick Hill Porsche, our partner Porsche dealer in Kingsport and we will be visiting the new Back of the Dragon Welcome Center.

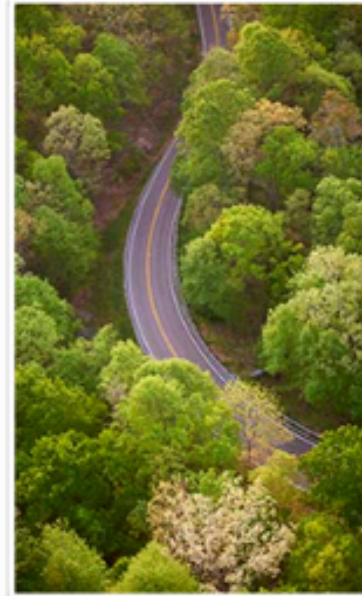


While Rick Hill is treating us with lunch and a surprise car for a test drive at the Back of the Dragon, we will have music, prizes and more. You will have the opportunity to meet older members and like-minded enthusiasts. What is better than talking and networking with people that share the same passion as you do?

With thirty-two miles and over three hundred curves, the Back of the Dragon is the premier riding road in the nation! Ideal for sports cars like our beautiful Porsche's, this road offers the most spectacular views you can find in the Appalachians. Crossing three mountains in its course from Marion to Tazewell, VA, the Back of the Dragon offers dragging curves, switchbacks, limited access and elevation changes that no other route can offer.



PORSCHE
Rick Hill Imports



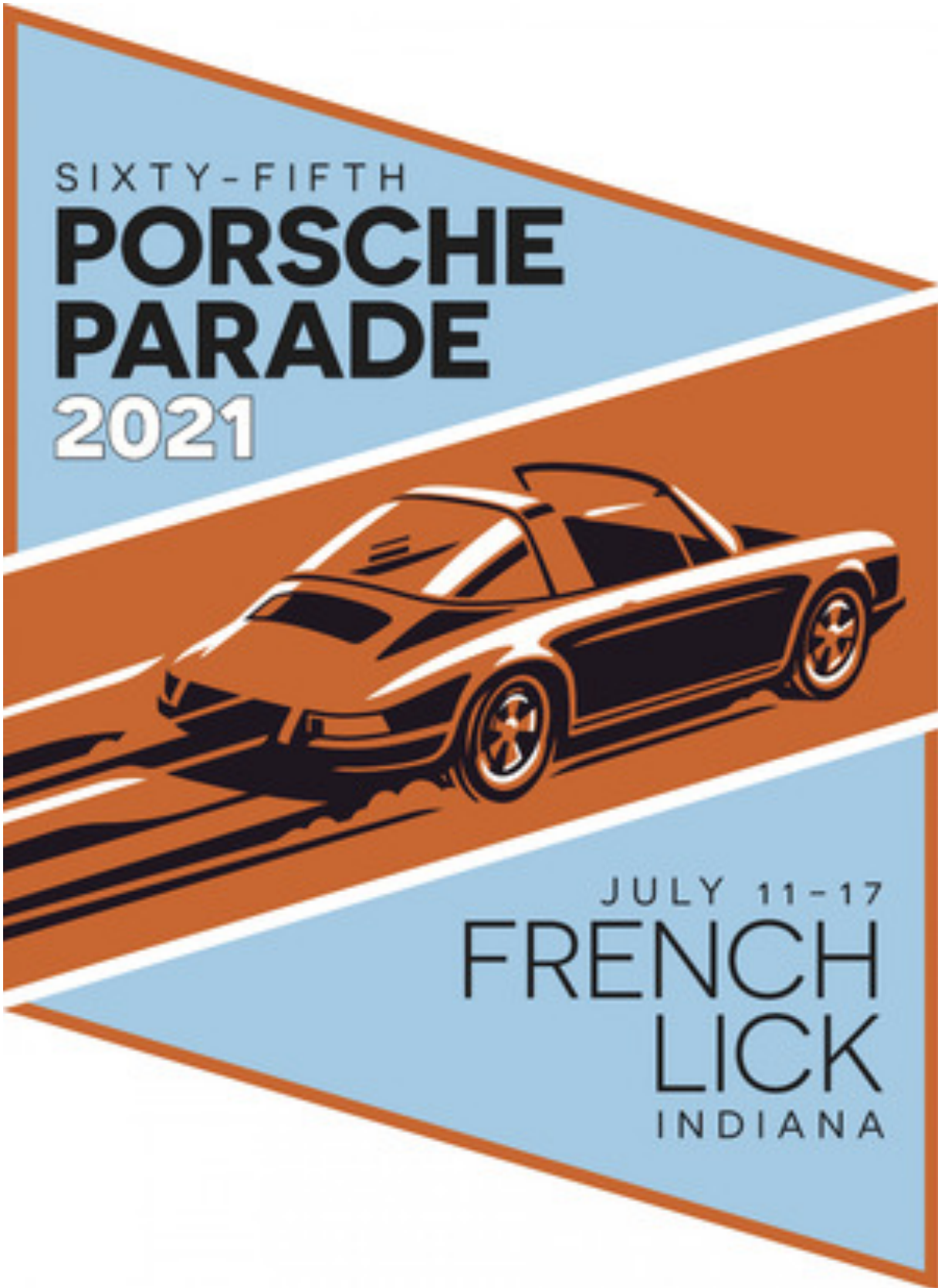
2020 PCA New Members Welcome **Social Event**



**Rick Hill Porsche & Wilderness Trail
Region PCA invites all 2020 New Members
Sunday, October 4, 2020**

We will meet at Virginia Welcome Center at 9:00am and drive to the new Back of the Dragon Welcome Center after enjoying 300 curves in 32 miles. Rick Hill Porsche of Kingsport will treat us with lunch and test drive on a surprise Porsche.

We have a lot planned for this event, including food, music and prizes to new members. The new Welcome Center is wide open and allows social distancing while we socialize.



APPALACHIAN AUTOBAHN

- **When:** October 31st - 9:30 AM
- **Where:** Rick Hill Porsche - Kingsport/TN
- **What:** Dragon Slayer & Backroads of Appalachia
- **Length:** 202 miles - 5:20 hours + lunch & stops

Come to experience 110 miles of curves and breathtaking views of the Appalachian Mountains. Test your skills on asphalt rally-racing approved roads! Dragon Slayer, Laidens Trail, Little Sheppard Trail & many more... We will end the day at a Charity's Halloween Car Show in Johnson City (Organized by Nightshift Garage - Not PCA).

RSVP & details at: <https://wtrpca.org/>

APPALACHIAN AUTOBAHN

10/31 PORSCHE CLUB DRIVE

RSVP: WTRPCA.ORG

DRAGON SLAYER

COME EXPERIENCE 110 MILES OF CURVES AND BREATHTAKING VIEWS OF THE APPALACHIAN MOUNTAINS AND TEST YOUR SKILLS ON ASPHALT RALLY-RACING APPROVED ROADS! DRAGON SLAYER, LAIDENS TRAIL, LITTLE SHEPPARD TRAIL & MANY MORE...

PORSCHE CLUB OF AMERICA

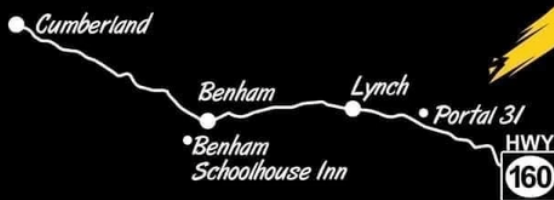
BACKROADS OF APPALACHIA

PORSCHE

Appalachian Autobahn Invasion



DRAGON SLAYER



10/31/2020
WTRPCA.ORG



Artwork by Kustom FX Graphics

KY
VA

Appalachia



APPALACHIAN AUTOWASH

110 MILES OF
ASPHALT
RALLY-RACING
APPROVED ROADS!



DRAGON SLAYERS

APPALACHIA'S BEST KEPT SECRET

Details & RSVP at:
WTRPCA.ORG

Porsche Club
Drive

10.31



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ECH TALK: HOW DID PORSCHE TRANSFORM ITS 3.0 BI-TURBO IN A 4.0 ASPIRATED?

(LEONARDO CONTESINI)

If there is one thing you should keep in mind when talking about cars and mechanics, it is that not everything is what it seems. Changing engines, for example, is something that seems simple: you take the original engine out, look for a new engine that fits the gearbox - or a gearbox that fits the car and the new engine, joins the two, adapts the supports and that's it. So, I ask you: what about the cables / gearbox bars? The transmission? Is everything compatible?

Another example: BMW uses the same 2.0 turbo engine for the 320i and 328i of the previous generation. For many, just reprogramming the ECU to change the working pressure of the turbo, controlled by an electronic valve. It even works, but when you consult the technical data sheet and the technical manual of the two cars you notice that there are small differences between the two engines.

The hell is in the details: even apparently identical engines have their differences that can complicate your work or even make that quick fix you wanted to do on Saturday morning impossible.

When Porsche launched the top versions of the 718 line - the Boxster Spyder and Cayman GT4 - many people imagined that the aspirated 4.0 was a tamed version of the 4.0 offered in the 911 GT3 and 911 T. Porsche made a point of pointing out that was not it. She couldn't even, actually.

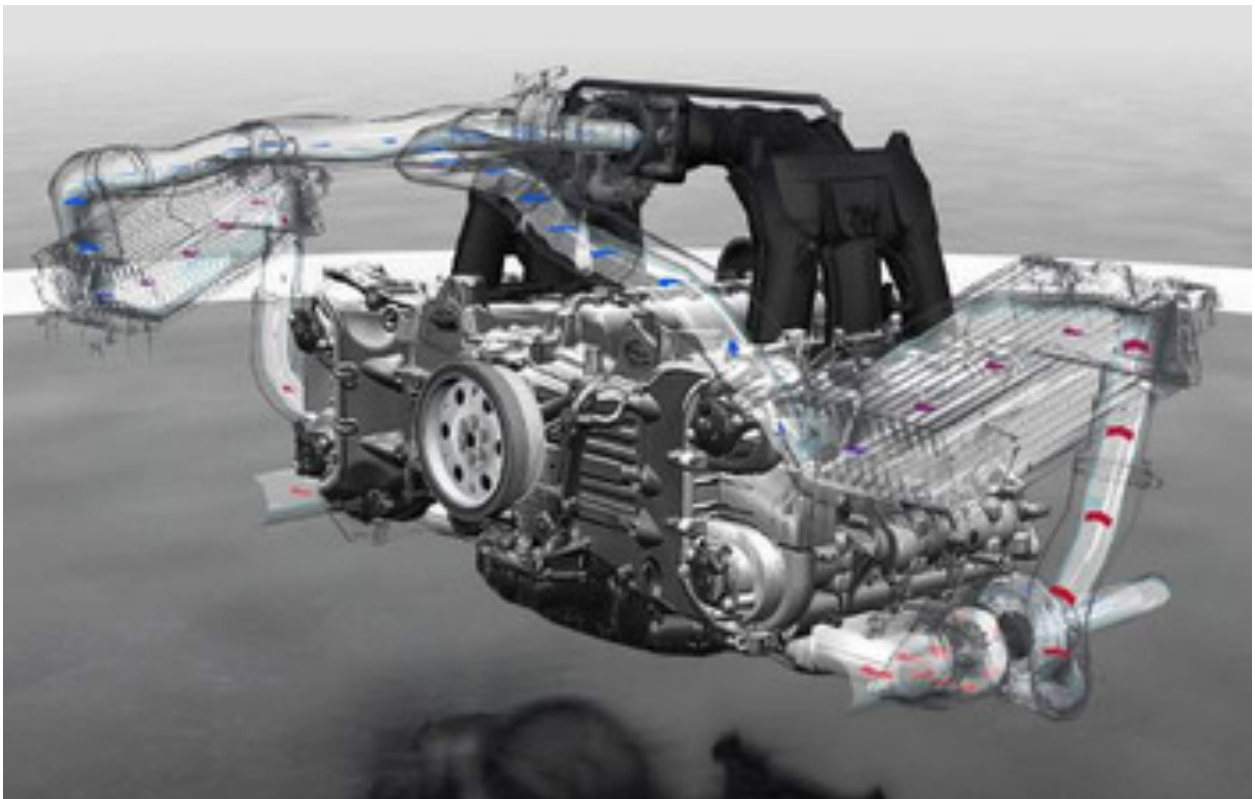
The Cayman GT4, even though it is a top model, is the top model of a lower line than the 911. Giving it the GT3 engine, although tame, would reduce the added value of the 911 GT3 and its derivatives, the GT3 Touring and the 911 T. The question is literally this: "Why pay more for the 911 if you can have the same engine and the same power / weight ratio on the Cayman for less money?"

The 718 GTS 2.5-liter flat-4 is likely to have some development margin to produce the same 400 hp as the four-liter flat-6 - German preparer Techart did this with the four-cylinder. The problem is that the previous model used a derivation of the Porsche GT flat-6 and installing a pumped flat-4 would have a face, smell and, mainly, downgrade snoring.

Faced with this impasse, Porsche used good old creativity: it took the 3.0 bi-turbo off the 911 Carrera, took out the turbos, increased the displacement and solved the issue.

But... as I said at the beginning of the text, things were not that simple.

The flat-6 3.0 turbo engine was developed to produce between 370 and 500 hp and meet the emission levels and consumption targets required by legislation worldwide. And it replaced a 3.8-liter flat-6 precisely because the aspirated 3.8 did not meet the consumption and emissions standards of this new decade. The conversion to an aspirated engine was therefore a little more extensive.

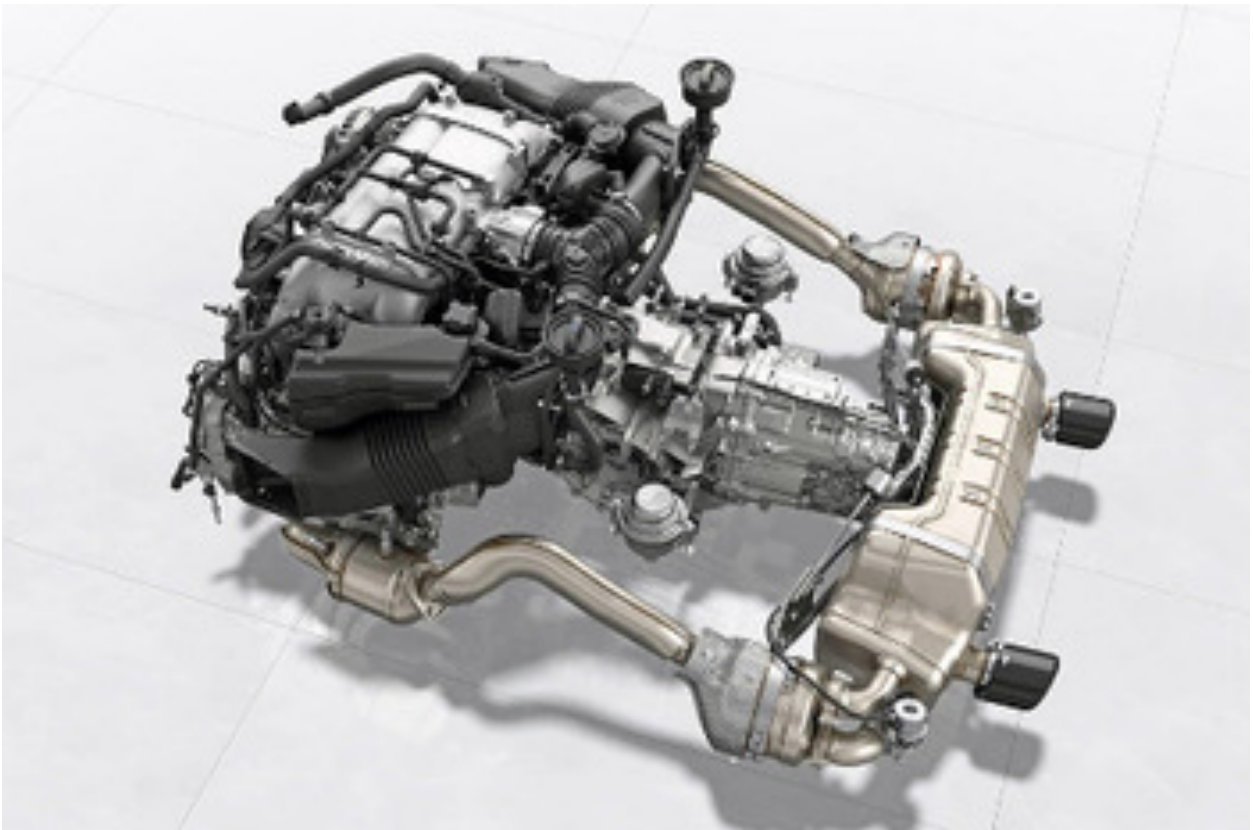


The first step was to adopt a cylinder deactivation system at lower speeds, between 1,600 rpm and 3,000 rpm, or when the torque demand is less than 98 Nm, each cylinder bench is deactivated alternately every 20 seconds. This keeps the catalysts warm, which is crucial to reducing the level of emissions.

Then, the 718 flat-6 does not use injector valves operated by solenoids as in its 911 bi-turbo version. Instead, the nozzles act as piezoelectric. In the case of solenoids, the actuation is made by an electric pulse that generates a magnetic field that opens and closes the injection valve (I will use the "nozzle" jargon from now on, ok?). Piezoelectric nozzles replace the solenoids with a stack of crystals that expand when stimulated by an electric current.



They are significantly more expensive than solenoid nozzles, but have a faster response to electrical pulses, allowing the injection time to be controlled more precisely. With this, instead of controlling only the moment of the pulse and the opening time of each valve, it is able to make up to five "micro-injections" in each combustion cycle to obtain the ideal ratio of the air-fuel mixture - the which directly affects the level of emissions. in addition to consumption.



In addition, Porsche looked to diesel engines for a solution to reduce the fine particles typical of direct injection engines and installed a particulate filter on each side of the exhaust system of this 4.0.

Only after this did the easy part of the conversion come: new heads and valves to optimize the flow induced by atmospheric pressure, new pistons to increase the compression ratio from 10: 1 to 12.5: 1 and also to increase the diameter of the 91 mm to 102 mm cylinders and new connecting rods and crankshaft to increase stroke from 76 mm to 81.5 mm.

The result was a new aspirated flat-6, capable of turning 8,000 rpm to produce 420 hp and 419.7 Nm, but, above all, capable of making a Porsche GT snore as it should.

This article was written by Leonardo Contesini and it was adapted from <https://flatout.com.br/como-a-porsche-transformou-seu-3-0-biturbo-em-um-4-0-aspirado/>

S ON & DAD BONDED BY THE PORSCHE LOVE

Hello, my name is Mitchell Stevenson. My current age is 14 years old. I am a huge car enthusiast, my love for Porsche tops everything else! When I was maybe 9 or 10, I played a game on my PS3 that changed my life. This game revolved around car chases and police cars. Sounds like the perfect game for a child but, it definitely had a positive affect on my life.

Here is how a simple game changed my life. I drove a 911 turbo police car and I just loved it. It sounded amazing and it was fast. That car made me fall in love with Porsche's. I got Porsche posters, hot wheels, model cars and everything. I told my father, Doug Stevenson, that I wanted a Porsche and he said that we would never afford one. He thought to him self that he spent a lot of time with his

daughters and not as much with me and he felt bad. Me being a begging 10 year old did what I did best and I... begged! After a while of contemplation, my father decided to save up and buy a Porsche. He was thinking about a 986 Boxster because it was cheap and fun. He started saving up and working really hard. When he started racking up money, he thought; "if I save up a tiny bit more, I can get a 987 Boxster". After he reached that point, he said that if he saved up a bit more, he could get a 987 Cayman. We then settled on looking for a 987 Cayman S.



We looked for 2 years for the perfect Porsche. We found a Boxster that needed tender loving care. We decided to not get it and carried on looking. We found a red 987 Cayman S. It was manual, with Chrono package, and almost perfect. We test drove it and decided to buy it. The salesman said that someone else beat us by 5 minutes and got the car before us. We were upset because we told them that we were on the way to buy that car. After a while of looking, we found our car: a Gray 987 Porsche Cayman S, 6-speed manual, Chrono package, equipped with nice 911 sport rims and aftermarket exhaust. It was just perfect. We called the guy selling the car and he said that he put it in the auction house that day. We told him to set the reserve high and to call us back when it doesn't sell. After a few days, we received that call and we told him that we would be

down there that Saturday with cash to buy that car.

We drove all the way down to Jacksonville Florida with the money. We looked at the car, test drove it and we were 100% sure of the decision we were making. We filled out the paperwork and drove home with a Cayman S.



I decided to start a Facebook Group, Porsche Club of GA, with intentions to meet a couple local Porsche owners.

The group now has over 530 members and I have met so many friends including Josh Vandergriff (Rennsport Dragon Rally organizer), Daniel, Leandro & Matt (from PCA WTR), and many others, including my best friend, Elliot.

My father and I started to modify the Porsche slowly with suspension, brakes, deep oil sump kit, exhaust, and way more.



My Instagram blew up, my YouTube blew up, my overall popularity blew up. During this time, I was becoming very good with automotive cinematography and I turned it into a full on business. I am now known as the young cinematographer at many car shows. Not many 14 year olds filming cars with a huge camera rig. I have done private shoots and more and the Porsche is my way of advertising. I will never give up filming as it's my choice of career in life. Thank you everyone for reading my story and please tell me your thoughts.

-Mitchel Stevenson





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LASSIFIEDS

Dick Templeton got few of the Magnus Walker shirts (L and XL). If you are interested, they cost \$20 and they come with one of the stickers below (or you can buy them for \$1).

If you are interested, contact Dick:

 DRTempleton@hotmail.com



Are you selling? Gary Poe is looking for a 911 Cab, either 2002-2005 or 2009-2015, with low miles and documented history. Perhaps someone in the club might be looking to get something newer or was just waiting for this opportunity to upgrade. If you have a car of Gary's interest call or text him:  423-914-1004 (Gary Poe)

Classifieds are free of ads fee to WTR members for items personally owned or sought by the member. Deadline for classified ad submission to the next newsletter edition is September 15th. Ads will run for one issue and repeated until requested to remove. Terms of sale and all other aspects of the transaction are the sole responsibility of buyer and seller.

G ENERAL INFORMATION

OLD MATERIAL HUNTING

Everyone who has old materials of any significance, please bring this information to our next meetings or email them to me. If it is a printed material, and you are not coming to any meetings soon, you can mail me, if it is digital, please send it to wtrpca@gmail.com and we will make it available on our website and future newsletters.

EVENTS

We would like for our members to come up with some new ideas for events we could do as a club for the remaining of the year and for 2021. Please report on DE's, Concours shows, tours/drives, racing, autocross and anything which might interest our members for more camaraderie and a good time.

MEMBERS RIDES

Email photos of your car(s) to wtrpca@gmail.com and we will

add them to future newsletters and on our website. Inform model, year, color and other details that you may think relevant.

UPDATE YOUR PROFILE

Go to <https://www.pca.org/user> and update your profile info. Once you logon, click on EDIT, then Account and update the information on this screen. Then click on MEMBERSHIP and update the information there as well.

PCA STORE: Looking for official PCA apparel or merchandise? PCA Web-store has what you need: clothing, lifestyle products, Club Racing exclusives and more. Order today and show your PCA pride: pcawebstore.com



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Wilderness Trail Region Porsche Club of America MAY '09 NEWSLETTER

May '09—Kaffe Blue in Kingsport, TN Meeting called to order by President Greg Miller

We enjoyed the meeting and food at our new location, Kaffe Blue, however; they do not currently serve dinner (only open for lunch) but may be open for dinner in the future if we are looking for another venue for our meetings.

The Treasurer's Report was given by Barbara Lang. She reported our balance is currently \$11,258.78 with no outstanding debts and all invoices have been paid for the D E.

The D E made around \$4,000 (net). We hope to make the same amount of money for our September D E as well. Please make note of this important date for our next session: Thursday, September 10th! We have already paid the deposit for the event.

We have talked about re-doing our web site. Greg had some input from Hilah (from Romania). She has looked at our site and feels we'll need to reconstruct everything from scratch. If anyone has any better ideas, please speak to Greg about it.

Since our D E was so successful, Greg thought we may want to purchase some club golf/polo shirts with our PCA logo. Depending on overall cost, the club may purchase.

Greg reported on the Autocross. September 12th is the only date available. The require a minimum of 30 cars and we'll have to pay for two of their employees. We have decided not to do this event on our own and will check with the Smokey Mountain Region in hopes to partner with them.

Other miscellaneous reporting included : Greg Schuette is looking into a trip to Highlands but he has not yet reported back. Jerry Godsey reported on renovation at the Rick Hill Porsche Dealership and nothing has been done at this point. And last but not least—Look out on the roadway—Joe traded his Mercedes for a 2002 yellow 996 Carrera with low miles and in great condition! YOU CAN'T MISS HIM!

Hugh reported on the Rolex races at VIR. Hugh and Mark Finley attended. They enjoyed great weather. There were about three classes of open wheel formula cars that put on a good show and the Mazda Rotary Class were turning times under two minutes—very close to the Daytona Prototype Cars! The Prototype Cars put on an amazing show on areas of the track such as the "esses" where they didn't seem to be slowed down at all—it was like they were traveling around the track on rails! Having access to the drivers, the cars and the paddock was extremely nice (unlike other races, where you don't have access to the hot pits and drivers). Three drivers from TRG Racers Group (Andy Lally, Justin Marks and Craig Stanton) came over to talk to us at the Porscheplatz Parking and Tent where refreshments were offered and we enjoyed lunch.

Each of the drivers gave a brief summary of how they got started in racing and their experiences on V I R which was easy to relate to for many of us who have tracked our cars on V I R. They all stressed what a huge amount of physical conditioning each racer must commit to and you can never overdue it! Craig Stanton is so into working out and staying physically fit, that besides racing (cars) he participates in marathons—and, he'll be participating in a 24 hour mountain bike race in West Virginia in June! V I R was a favorite of all three drivers who spoke to us and at the end of their session there was a super Q&A.

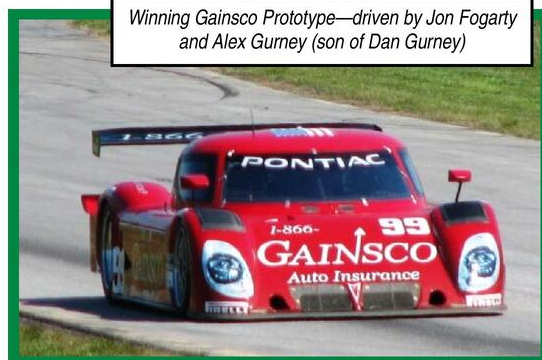
Hugh felt like these drivers were the best of all the sessions he's attended at the Porscheplatz. It was also a nice gesture for Kevin Buckler from TRG-The Racers Group to allow all of these drivers to make themselves available to us for that speaking engagement.



The esses hardly slowed the Prototype cars down!



Prototypes heading down the "roller coaster"...



Winning Gainsco Prototype—driven by Jon Fogarty and Alex Gurney (son of Dan Gurney)



GT2 cars heading down lower area of the "roller coaster..."



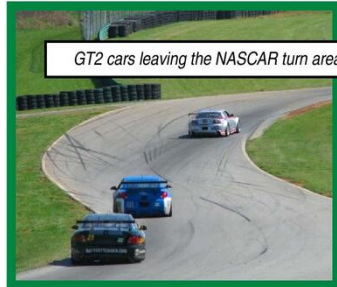
*Prototypes near the end of the south straightaway
...Probably approaching 180 mph!*

There are more photos on page three as well as a special message from Mark Finley. See you in June!

Regards,

Hugh

Hugh Tackett
Newsletter Secretary



GT2 cars leaving the NASCAR turn areas

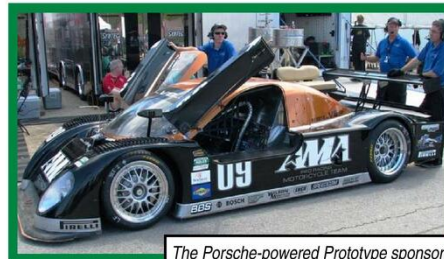
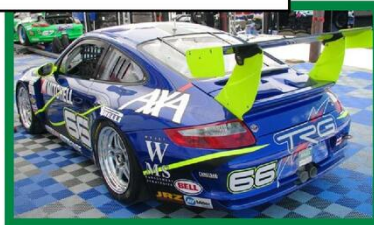


Wayne Taylor's Sun Trust Prototype



Hurley H. Haywood (Brumos Porsche)—Atop the pit box making pre-race notes

One of the TRG GT2 cars in their Paddock



The Porsche-powered Prototype sponsored by American Motorcycle Association (AMA)



From the desk of Mark Finley...

This is a thank you from your Chief Driving Instructor and Tech Adviser to Wayne Thacker, Randy Moore, Justin Cook and Broughton Solley for enduring the "pressure cooker" environment in teching seventy-five cars prior to our DS event. The importance of this team cannot be overstated for the well-being of the participants and the lessening of liability to the club.

Sincerely, Mark

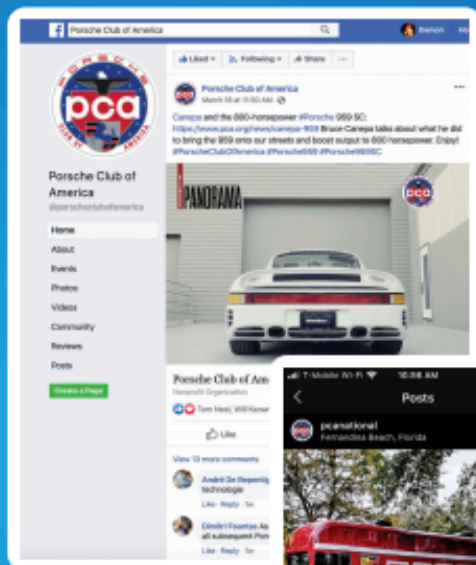
Reproduction of May 2009 WTR's digital newsletter (page 3) - Editor: Hugh Tackett

Check this and other past newsletters on our website: wtrpca.org/newsletter/

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Hang out with PCA on social media

In addition to the huge regional social media presence, the club is active at the National level, too. Join us for our daily posts on Facebook, Instagram, and Twitter.

We bring you the inside scoop at PCA and Porsche events, auto shows, road tests, Porsche Panorama video and photoshoots, and more.

Help us grow our social media community and subscribe to them all!

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PORSCHE CLUB OF AMERICA

PORSCHE LAUGH

A rookie police officer pulled me over for speeding and had the following exchange:



Officer: May I see your driver's license?

Me: I don't have one. I had it suspended when I got my 5th DUI.

Officer: May I see the owner's card for this vehicle?

Me: It's not my car. I stole it.

Officer: The Porsche is stolen?

Me: That's right. But come to think of it, I think I saw the owner's card in the glove compartment when I was putting my gun in there.

Officer: There's a gun in the glove compartment?

Me: Yes sir. That's where I put it after I shot and killed the dude who owns this car and stuffed his dope on the center console.

Officer: There's drugs on the center console too?!?!?

Me: Yes, sir. Hearing this, the rookie immediately called his captain. I was then quickly surrounded by police, and the captain approached me to handle the tense situation:

Captain: Sir, can I see your license?

Me: Sure. Here it is. It was valid.

Captain: Who's car is this?

Me: It's mine, officer. Here's the registration.

Captain: Could you slowly open your glove compartment so I can see if there's a gun in it?

Me: Yes, sir, but there's no gun in it. Sure enough, there was nothing in the glove compartment.

Captain: Would you mind opening your center console? I was told you said there's drugs in them.

Me: No problem. The center console was opened; no drugs.

Captain: I don't understand it. The officer who stopped you said you told him you didn't have a license, stole this car, had a gun in the glove compartment, and that there were drugs in the center console.

Me: Yeah, I'll bet he told you I was speeding, too.

M

EMBERSHIP NEWS

We would like to welcome the year-to-date new members:

Danny Williams & Amy Mann - 1973 914 2.0 Red
 James Pierce - 2015 911 Turbo S Rhodium Silver
 Jeffrey Weatherall - 2007 Boxster Black
 Brandt Fuqua - 2019 911 GT3 RS Lizard Green
 Greg Sanders - 1956 356 Speedster Red
 Antonio Abriola - 2015 Cayenne S White
 Keith & Tina Sluss - 2000 Boxster Speed Yellow
 Sam Henry - 2001 Boxster S Seal Gray
 Riley Alison - 1979 911 SC Red
 Chris Mitchell - 1990 944 S2 Cabriolet Silver
 Char Murphy - 2014 Boxster S Rhodium Silver Metallic
 John Burns - 1979 911 SC Targa
 John Miller - 2019 Panamera Turbo Chalk
 Jeremy Stanley - Cayman Metallic Mahogany
 Henry Bailey - 911 Turbo Cabriolet Black
 Haven France III - Cayenne Ice White
 Dicky Templeton - Panamera S Black
 Shelton Cherry - 911 Carrera Silver
 Michael Carrier - Boxster Speed Yellow
 Matthew Leach - 911 Turbo Orange
 Jeffrey McKee - 718 Boxster Red
 Shelley Huber - Boxster Meteor Gray Metallic
 Daniel Thompson - 911 Carrera Black

Edward & Nanette Hidalgo - Boxster S Navy Blue Metallic
 (transfer from Space Coast Region)

Derek Harman - 2017 911 Carrera (transfer from Blue Ridge Region)
 Bradley Graham - 2010 Cayman S Black (transfer from Ozark Region)

CLUB MEMBER ANNIVERSARIES

Ed Yates - 40 Years
 Scott Arnold - 38 Years
 John Dellis - 38 Years
 Dow Strader - 31 Years
 Kernie Timmons - 30 Years
 Tom Raymond - 30 Years
 Scott Hubbard - 29 Years
 Wes Adams - 28 Years
 Michael Roberts - 28 Years
 Tim Loy - 26 Years
 Mark Finley - 26 Years
 Joseph Brown - 21 Years
 Ted Koehner - 21 Years
 Randy Moore - 20 Years
 Jerry Godsey - 19 Years
 Frank Saylor - 18 Years
 Robert Scales - 17 Years
 Jaye Cornett - 17 Years
 Wayne Thacker - 16 Years
 John Kressin - 16 Years
 David Miranda - 13 Years
 David Kreshek - 13 Years
 Howard Cummings - 12 Years
 Greg Schuette - 12 Years
 Broughton Jolley - 11 Years
 Jim Holmes - 10 Years
 Grady Moore - 10 Years
 Gregory Chudzik - 10 Years
 Dennis Bellamy - 10 Years
 Parker Smith - 9 Years
 James Myers - 9 Years
 Jerry Smith - 9 Years
 Gary Poe - 9 Years
 Carter Haws - 8 Years
 Tom Kwasigroch - 8 Years



Carl Justice - 8 Years
 Bobby Gibbons - 8 Years
 Paul Jaynes - 8 Years
 Scott Cole - 8 Years
 Mike Lamb - 8 Years
 Gary Umbarger - 8 Years
 Steven Blankenbeckler - 7 Years
 Garrick Ho - 7 Years
 Ryan Elswick - 6 Years
 James Boles - 6 Years
 Jason Carter - 6 Years
 Gene Greene - 6 Years
 Wayne Culbertson - 6 Years
 David Fagerburg - 6 Years
 Derek Guske - 6 Years
 Dave Sample - 6 Years
 Michael Kidd - 5 Years
 Patrick Morrison - 5 Years
 James Maxwell - 5 Years
 William Campbell - 5 Years
 Larry Jenkins - 5 Years
 Jim Mayden - 5 Years

Congratulations on your Membership Anniversary!

Check on www.pca.org/anniversary details of Membership Anniversary recognition.

