

A P R I L 2 0 1 1



# Smoke Signals

[smtpca.org](http://smtpca.org)

News of Smoky Mountain Region PCA

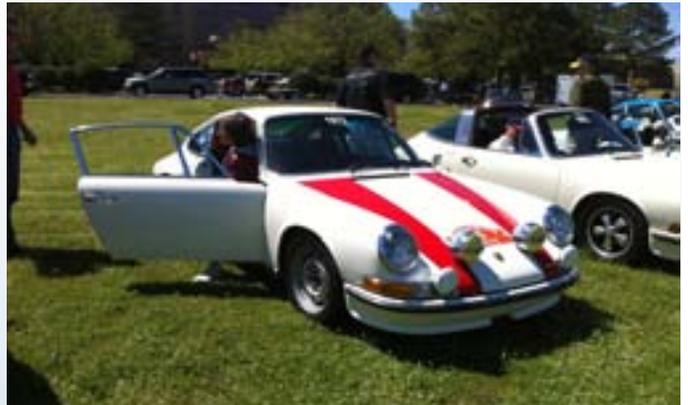
## UPDATE FROM FOULDS

### HEART OF DIXIE'S 50TH ANNIVERSARY BASH IN HUNTSVILLE, ALABAMA- SATURDAY APRIL 2<sup>ND</sup>

Great weather, great friends, great cars! It doesn't get much better. That was what we had at the Heart O'Dixie Region's 50th Anniversary Celebration held at the Marriott, Huntsville, AL on Saturday, April 2nd.

It started with 105 Porsches leaving the Marriott and heading to the Cedars, a historic antebellum home built in the mid 1800's. The towering cedars provided shade for an excellent boxed lunch prior to the drive back to the Marriott, in convoy, oldest cars at the front, starting with a 1959 356. The variety of cars was amazing, and the convoy was over a mile long!

At the evening banquet past presidents going back 50 years gave a history of the region's activities, membership, and a few of the ups and downs over the years. The food was great, and Heart of Dixie (HOD) president Jim Cambron did an excellent job. The 100th anniversary event is already booked for April 2nd, 2061. If you're still around, don't miss it



### AUTOCROSS REPORT

The turnout for the first autocross of the season was light, with only 18 entries, most of them non-Porsche entries, with many people asking "where's the Porsche's?"

The event was held at the Splash Country parking lot in Pigeon Forge. The course was fast, with a tricky 90-degree gate at the finish (maybe a bit too tricky, as John Brown spun his car through the finish, taking out the timing lights in the process. Fortunately, the timing equipment survived, but one of the mounting tripods wasn't so lucky! R.I.P.)

With just two Porsches running, Bonne Foulds and Rick Brooksbank duked it out for the Porsche crown, with Bonne taking fastest time in her '71 911 RSR clone.

On the non-Porsche side, John Brown took 1st in his STS Miata by 64/1000th's of a second over Kristo Kukk in his Civic SI. Jonathan Foulds came in third by 0.506 sec., opting not to drive Bonne's 911 in the Porsche class, but competing against the SCCA boys in Bonne's stock BMW Z3 M Roadster daily driver!!

**April Membership Meeting – 4/12 - 6 pm**

**Join club members for the monthly meeting at Sullivan's in Rocky Hill, 7545 North Shore Drive. Phone – 865-694-9696**

We are hoping to have some Porsche only autocrosses in the future. However, with so few Porsche entries in our current autocrosses, it seems unlikely that we will make the jump to a Porsche only event any time soon (this is a subtle hint to come out and autocross your Porsche.) Current PCA autocross standings, Bonne Foulds 10 pts, Rick Brooksbank 8 pts.

#### HARPER PORSCHE TRACK DAY

Harper Porsche in Knoxville teamed up with the Nashville Porsche dealership and Tracks Unlimited to sponsor a free track weekend for Porsche drivers at Nashville Super Speedway earlier this month. Several SMT PCA members attended the Harper sponsored event, and despite periods of heavy rain that limited time on the track, the event went well.

In attendance, and giving rides in a Porsche 911 turbo, was Porsche Motorsport's driver Patrick Long ([www.patricklong.com](http://www.patricklong.com)). A couple of laps with this guy in the wet, in a 500+ hp 911 Turbo was an experience I won't forget!

There were several Harper customer attendees from smoky mountain region, and we all had a great time, with a BBQ lunch and a great Q&A session with Patrick Long. A big thank-you to Harper's and the Nashville Porsche dealer for a fun and well-organized event.

#### CLUB RACE NEWS

BY JONATHAN FOULDS

Jonathan Foulds and Newsom Baker entered the 20th annual PCA Peachstate 225 club race at Road Atlanta held on 3/25-27. For Newsom Baker, this was his rookie race:

Jonathan:

Completing the race weekend will allow me to remove the big "x" on the front and back of my car that signifies that I am a rookie with less than 4 races under my belt. For Newsom, it was his first ever race. The weekend was scheduled for 2 Saturday sprint races of 30 minutes, and a 1-1/2 hr Enduro on the Sunday the weather was similar to recent years, with thunderstorms and rain showers causing delays and schedule changes. The weather held off for the first sprint race, and I came third in class in the 944 S2, and setting a personal best lap time in the process. By the time the second race group were due to run, the rain had started. Newsom Baker, running in the second group in his '87 911, ran a great first race in damp conditions, on slick racing tires and had a great battle with a couple of cars in his class.

Karl Poeltl of Racers Edge in Knoxville was also running in the second sprint race, and had set a blistering qualifying

time, ahead of not only all the cars in his class, but many of the cars in the several classes above him. Karl, running on slicks, retired after 6 laps when the rain started to fall, deciding it was better to take the car home in one piece. Some weren't so lucky.

After timing and scoring announced results and lap times, we found Newsom's times were several seconds off his qualifying time which had put him ahead of one third of his class, a great result for his first ever qualifying session. On coming off track after the first sprint race, we found out why. A failed front suspension cross member caused the right front suspension to sag and upset the entire front suspension geometry, costing Newsom 4-5 seconds or more per lap. Unfortunately, no spares could be had at such short notice, and that was Newsom's last race for the weekend.

The weather deteriorated for the rest of the Saturday, and after going out on the pace lap for the second sprint race, and now running on Hoosier wets I encountered 5-6 inches of standing water in a couple of places on the track and promptly pulled off into the pits as the green flag dropped, as did many others! Unfortunately, the rain took its toll on those that braved the weather, with several off track excursions due to hydroplaning in the slick conditions.

The forecast didn't look much better for Sunday, but the thunderstorms held off for the early 7:30 am Enduro



105 PORSCHEs LEAVING THE MARRIOTT AND HEADING TO THE CEDARS

race qualifying session. The 1hr 15 min. Enduro race started at 8:30 am. The track was wet, with light rain, but no deep standing water. I decided to skip qualifying due to track conditions, but was ready at the start of the shortened Enduro race, albeit near the back of the pack due to skipping the qualifying session. The race again took its toll, with several off track incidents. I had changed the suspension settings for the wet conditions, but had too much under steer dialed in, which is safer than over steer, but made for slow lap times - 1 hour 15 minutes. Later, after 2 full course yellow's, and some great battles with a 911 and an E stock 944 S2, I managed a 10th place overall, with second in class in the Enduro.

Frank Hodges, Past President of Musik-Stadt Region PCA also entered the event in his 944-S2. It was Frank's rookie event, and he drove a great race in both the first sprint race and the Sunday Enduro. The first race is always a nerve-racking experience, especially if you are in one of the slower classes in a run group. Both Newsom and Frank had a great time, and will be back out at the next race.

Next stop, Newsom and I are already signed up for the Mid-Ohio Club race in May.

## DER MARKET

**Porsche 911 SC seats**, from a 1981 SC vinyl is in good shape but fabric is old and split. Sliders still work fine. Reduced to \$100 **Race tires**, two 205X50X17" A6 Hoosiers – scrubs with plenty of autocross/DE life left in them. \$120 pair.  
**Boxster floor mats**, gray, "PORSCHE" embossed. \$50  
**1981 911SC Front valance** painted Pacific Blue Metallic with lights \$200  
**Whale Tail**, 100% rubber from 911SC lid for \$450. All items call Tommy @ 423-333-5899 or [tommy.wilson@dailypostathenian.com](mailto:tommy.wilson@dailypostathenian.com)

For Sale, '86 944 Turbo non-sunroof coupe. Only 25K of the 944 turbos were produced world-wide (all years) and a much smaller number (10 – 15%) came without the sunroof (called the 'sunroof delete' option). Same PCA owner for 12 years, all service up to date. The car was on the dyno on 2/12/09 and ran ~220 horsepower at the wheels. All books and records since new, including the original bill of sale, ~\$30K in 1986. PCA valuation form that I received in 10/08 had a range of \$8290 to \$14,970 and an average of \$11,630. Many modifications, but still looks and drives like a street car. Asking \$8500. Call 865-376-2720

## 2011 OFFICERS AND BOARD OF DIRECTORS & COMMITTEE CHAIRS

**President** – Nick Imperato  
865-776—8097 [imperatofn@aol.com](mailto:imperatofn@aol.com)

**Vice President** – Janis Berry  
865-679-6348 [janisberry@frontiernet.net](mailto:janisberry@frontiernet.net)

**Secretary** – Vic Rola  
865-207-4303 [vicrola@hughes.net](mailto:vicrola@hughes.net)

**Treasurer** - Jonathan Foulds  
865-385-7297 [jonathanfoulds@yahoo.com](mailto:jonathanfoulds@yahoo.com)

**Past President** – Jeff Russell  
865-712-6253 [jerussl@aol.com](mailto:jerussl@aol.com)

### Board Members

**DIRECTOR** Jim Marsh [blue930@comcast.net](mailto:blue930@comcast.net)  
865-691-6086

Director Suzan Bowman  
[suzanbowman@gmail.com](mailto:suzanbowman@gmail.com)  
[rmp964@comcast.net](mailto:rmp964@comcast.net)

Director Bob Hutchins  
[hutchib@knology.net](mailto:hutchib@knology.net) 865.690.4811

**Appointed Chairpersons**  
**Autocross** - Jonathan Foulds  
865-385-7297/[jonathanfoulds@yahoo.com](mailto:jonathanfoulds@yahoo.com)

**Webmaster:** Greg DeBord - 865-539-1440  
[greg@debordsystems.com](mailto:greg@debordsystems.com)

**Membership:** Suzan Bowman – 865-579-9001  
[rmp964@comcast.com](mailto:rmp964@comcast.com)

**Safety/Technical**  
(Need volunteer)

**Spring Thing:** Committee

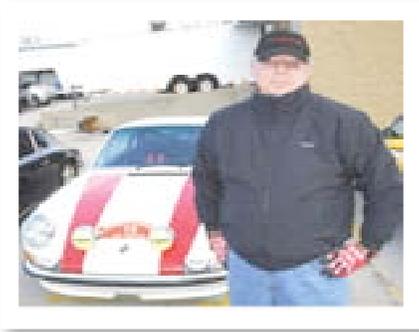
**Newsletter** - Tommy Wilson & Jill Jordan  
423-333-5899  
[tommy.wilson@dailypostathenian.com](mailto:tommy.wilson@dailypostathenian.com)

**Awards** - Vic Rola 865-207-4303

**Social events**  
Cathy Hutchins - 865-690-4811  
Mary Nell Bieler - 865-980-9181

**Historian** - Warren Sylvester 865-470-8238

## HEARD ROUND THE REGION BY VIC ROLA



Looks as though there is a strong team representing our little Region for this years' Savannah Porsche Parade! In no particular order...The Taylor's, the Wilson's, the Rola's, the Prout's, the Parker-Bowman's, the Hutchins, the Cox's, and the Berry's. Looks like some serious concours, rallye, autocross, and party-ers in there!!!

Not going to Parade? You ought to take Sunday and Monday (first weekend in August) to go to Savannah for the concours. It should be awesome, with some extremely nice Stuttgart based autos there!

An insurance miscue screwed up our first autocross of the season, but we came back stronger than ever the following weekend, with members stepping up to the plate to 'keep the ball rolling'. Special thanks to event organizer Jonathan Foulds.

Great turnout for our St. Patty's Day dinner at Calhoun's. Special thanks to the ladies putting this one on...Mary Nell Biehler and Cathy Hutchins. Thanks ladies!

Annie, the wife of one of our Regions' friends, Jeff Gordon, is having some tuff health issues she's dealing with in Chattanooga. She's been in and out of the ER, IC, and has yet to have the surgery required to get her heading in the right direction. We wish her all the best...

It's not too late to register for Spring Thing, our premier annual event! Do it today. As of this writing, our out of Region visitors overwhelm our own!

Look for more than one 'hands on' tech session at Harper Porsche this year. Our Regions' President has been hard at work with our friends at Harper to come up with some innovative approaches to tech sessions. Thanks Nick!

Heard that Hansjoergs' son, Cornelius, has a hot rod 914 2.0L (+), in the shops of Eurotech. When is the official launch of this street beast?

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BY TOMMY WILSON

# EDITOR'S EXHAUST

## The 911 with a Lock on Shifting and Other Burning Issues

I joined this thing called PCA in 1993. After deciding not to sell my 1973 914, I thought I would have some fun with the car beyond the monthly Sunday drive. I had met Voc Rola and Clyde Peery while they visited my garage to consider purchasing the 914. They talked so much about PCA that I took the car off the market and joined.

Honestly, My life changed after that decision. I immediately started to autocross. Why I did not quit after the first few events, I'll never understand.

The first autocross was the Smoky Mountain Region's event at 411 Speedway. The clutch cable broke after two runs and I had to be towed out of the banked speedway. I had read that it was wise to keep an extra clutch and accelerator cable in the car because they would eventually break. With the help of Jim Frazier, I got it replaced before I went home. I did maybe one more there and could not seem to keep the rear end from coming around on me. I know now that should have been a sign for more problems since 914's are very neutral cars and it should have been pushing through the turns.

Then, there was the Dogwood Arts Festival in downtown Knoxville, weeks later. I did one run with part of it on the James White Parkway and did not do too badly, but I knew I could do much better. The second run was great until I made it to point I could see the finish. I went through the turn and that rear end came around on me. I had to stop and got a DNF.

It turned out I had not done enough reading BEFORE I bought the 914. They tend to have structural problems after years of rust under the battery box. My 914 was no exception and under the strain of autocross the suspension mounts broke down.

I got it fixed with the help of Kevin White and Skip Trammell at what was then German Auto. The car became a street-legal race car with a full cage and race seats.

Skip forward through a 944, a 1981 911, a 2000 Boxster to my current 1983 European 911SC. I bought the car because all the things one should do to an SC had been done by former owners. It needed a few things but I like to tinker with my cars and the Boxster was about as perfect as a car gets and needed no

tinkering.

Skipping forward a little more back in the Fall the Region had a DE at Talladega. I had made a couple of runs and was propped against Janis and Rick Berry's motor home when Rick casually said, "Tommy I think your car is on fire."

He was right. There was black smoke coming from the engine compartment. It was a short in the wiring harness and the airing was burning. We got the fire out and towed the car back to Tennessee. I discovered, through Rick and his Eurotech team, Porsche does not make wiring harnesses for the 1983 models any longer. That problem was solved through e-bay and my son who is a technician at a Porsche Mercedes dealership in Charleston, SC. He can find anything on the Internet. Eurotech installs and I am on my way.

Now, a few weeks ago I go out to eat, driving the 911, and when I come out to leave I have a problem. The car will not move unless I put the shifter in the neutral position and there find reverse --- no forward gears. Call the tow truck. Call my friend, Skip Trammell, hear the news that the car is stuck between gears.

The next day Skip comes out to the house from Knoxville (what a friend) lays his hands on the car and all is well -- we thought. Four weeks later, the same thing at a bank at 6 pm. Call the tow truck. This time Skip can't get to it and he does not have a lift to get the car off the floor enough.

I go outside the two days later to pull the car on the trailer to take it to Eurotech to discover it shifts fine -- again. We went to Eurotech anyhow. I do not want to get to somewhere Alabama only to discover reverse is in the neutral position.

Rick and staff worked with the shift linkage adjustments and now I am back on the road waiting for the next adventure.

I do not tell you all of this to make you feel sorry for me. I am telling you it is all worth it to me just to be in the PCA and hang out with people with the same passion for these cars. Hell, the thing is 28 years old stuff is going to happen and I knew that when I bought it. There is nothing like the sound of a Porsche zipping through the East Tennessee mountains. I am hooked.

# Knoxville Performance and Dyno Hosts Open Garage Car Show and Dyno Day April 30

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<http://www.knoxvilleperformance.com/> Mslatter@utk.edu

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# St. Patty's Celebration

As always, Mary Nell Biehler and Cathy Hutchens did a wonderful job coordinating our St. Patty's Day Dinner at Calhoun's. There were several folks in attendance including three new members, Sue Groves, Matt and Leighanne Garrett. Welcome new members!"



Pat and Nick Imperato



Janet Lanz-Pasha and Chuck Reise



The Bairds



Bob and Cathy Hutchens



Matt and Leighanne Garrett



Janis and Rick Janis

## SMOKY MOUNTAIN REGION 2011 CALENDAR

DATE	EVENT	LOCATION	COMMENTS
04/12	Membership Meeting	TBA	
04/15-17	Spring Thing	Pigeon Forge, TN	
04/28-05/01	The Mitty	Road Atlanta	
05/10	Membership Meeting	TBA	
05/14	Autocross	SplashCountry Pigeon Forge,	
06/04	Autocross	Pellissippi State Campus	
06/14	Membership Meeting	TBA	
06/25	Autocross	Pellissippi State Campus	
07/12	Membership Meeting	TBA	
07/16	Autocross	Pellissippi State Campus	
07/31-08/1-6	Porsche Parade	Savannah, Georgia	
09/2-5	Rennfest Peach State	Brasstown Resort, Georgia	
09/13	Membership Meeting	TBA	
09/17	Fall Driveout (one-day)		
09/24	Autocross	SplashCountry, Pigeon Forge	
10/11	Membership Meeting	TBA	
10/15	Autocross	SplashCountry Pigeon Forge	
11/12-13	Fall Fest	Pigeon Forge	
11/15	Membership Meeting	TBA	
12/13	Membership Meeting	TBA	

### We only thought they were grown-ups!!!

Vic and Carol Rola take to the tricycles during the Annual Winterfest Tricycle Autocross.



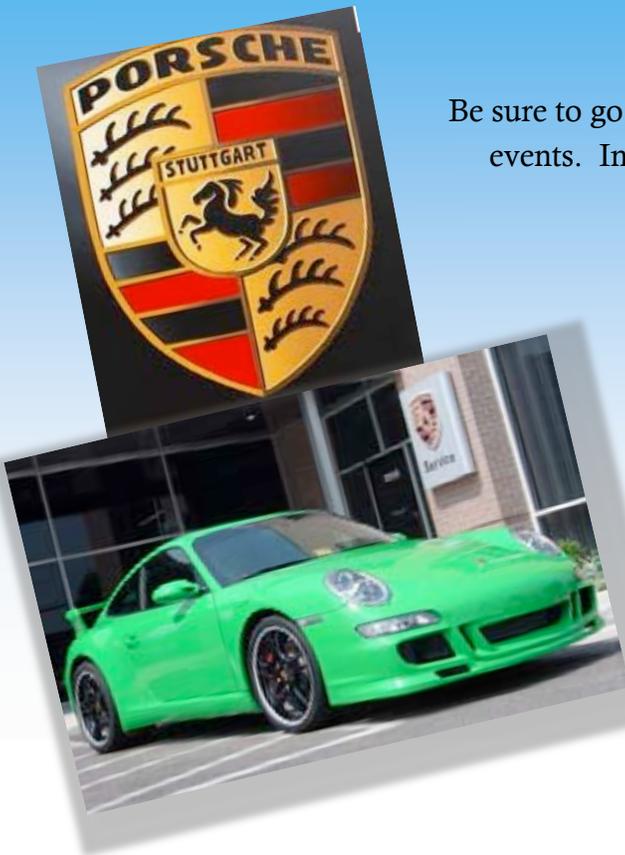
# Get Involved

Be sure to go to the monthly meetings to learn more about the club and events. Information is available online at the club's website 24/7

[www.smtPCA.org](http://www.smtPCA.org)

## Welcome New Members

Sue Groves,  
Matt and Leighanne Garrett



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