

Pace Setter

JULY 2010

Porsche Museum Visit

by Dan Stewart

This past October, I had the opportunity to visit the new Porsche Museum in Stuttgart. After an overnight flight from Louisville to Dallas to Frankfurt, a co-worker and I boarded a Sunday morning train to Stuttgart. With typical Teutonic efficiency, the train arrived on time and transported us to the main station where we had to transfer to a local train. A short trip across town deposited us at the Porsche Platz station, located directly across the street from the train stop. The new building is indeed impressive on the outside, with polished stainless steel panels serving as the ceiling tiles over the front entrance. We paid our reasonable 10 euro charge for entry, and rented the audio headsets to assist us on our tour. The escalator ride up deposited us on the very impressive display area.

Each car on display had a sign with a number that, when entered into the audio headset, would give a brief but informative narrative for each. The bare aluminum Paris/Rome replica, flanked by the nearby Porsche #1 was truly a sign of things to come. You can really see the characteristic Porsche look in each of these cars. Unlike many car museums, most of the vehicles on display are not roped off or on pedestals where you cannot get a good look at them. Many of the historic race cars are displayed end to end, making it easy to put your head inside the cockpit to see the interiors, dashboards, frame work, etc. Also, these race cars are still often used for their intended purposes, to be driven. I noticed several of the cars had tech stickers from the Goodwood Festival of Speed which had been held several weeks prior to my visit. It was not uncommon to see a few drops of oil under many of the cars as well. They aren't really Porsches unless they weep a little oil, are they?

The museum houses a great variety of street cars, race cars, and even some concept cars and prototypes. An early America Roadster that is on display even has a Ken Daugherty engine in it! Many other displays are on hand as well, including examples of the Porsche/Lohner hybrid vehicle, with its electric motors serving as a four wheel drive vehicle. Among the displays are cut-away engines, a 917 fiberglass body that is so thin that you can see light through the panels, and a disassembled 917 engine, including titanium crankshaft and connecting rods. Everything really was displayed very nicely, and was in excellent condition. The street cars were mostly immaculate, and the race cars maintained a patina with rock chips, small scratches and general use that shows they have experienced the track. As we walked through, the displays follow a general pattern from oldest to newest models, with race cars spread throughout. Seeing the Mark Donahue 917/30 along with the other versions of the 917 was really a thrill. Prior to this visit, these were just cars in photographs in books and magazines.

New technology was not forgotten, with interesting videos of the actual manufacturing processes in the factory across the street. One display hall included several of the cars used by the Porsche family, with the 914-8 (which was interesting to me since I have a 914 with a V8) as well as Ferry's car and a 911 driven by his wife Dortha. After spending around 3 hours walking around, we went to the lower level of the museum and sampled the food in the museum cafeteria. Also on the lower level is a large glass wall that allows visitors to view the working garage area that is used for repairing, rebuilding, and prepping all the cars in the museum.

The gift shop was the only disappointment of the visit, with what I felt was a poor selection of merchandise with greatly inflated prices. Upon exiting the museum, a quick walk across the street lead us to the multi-story dealership stocked with all the latest offerings. We saw 8 new Panameras and even a diesel Cayenne, neither of which had been released in the states at the time. Soon we were out of time and had to head back to the train to make our way back to Frankfurt and north to Kassel for a business appointment the next day. If you happen to be in Germany, and have some time, I would highly recommend a visit to this new showplace. I certainly enjoyed my hours there, and hopefully I can make a return trip to pick up my new car (when I win the Lottery)!

(watch for photos from Dan's visit sprinkled throughout several newsletters)



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2010 KY Region PCA Calendar

www.kypca.org

Current Events!!	JANUARY	FEBRUARY	MARCH
<p>*****</p> <p>NEW LOCATION AGAIN!!</p> <p>*****</p>			
	APRIL	MAY	JUNE
<p>July 12th, 2010 Membership Meeting BlueGrass MotorSports Time: 7:00 PM Contact: Tony Proasi (see page 16)</p> <p>July 17th, 2010 Breakfast Social Frisch's Poplar Level Road Time: 8:00 AM- ??:?? Contact: Ken Daugherty</p>	<p>JULY</p> <p>12th—Membership Mtg. BlueGrass MotorSports (see page 16)</p> <p>17th—Keeneland Concours (see page 5)</p> <p>17th—Breakfast Social Frisch's—Poplar Level Road</p> <p>31st—Porsches 2 Oxford (see page 4)</p>	<p>AUGUST</p> <p>9th—Membership Mtg. TBA (see page 16)</p> <p>14th—Breakfast Social Frisch's—Poplar Level Road</p>	<p>SEPTEMBER</p> <p>13th—Membership Mtg. TBA (see page 16)</p> <p>18th—Breakfast Social Frisch's—Poplar Level Road</p> <p>18-19th—DE Event (see page 10)</p>
<p>NOTES: Contact Information can be obtained in the newsletter on Page 7.</p> <p>All events are subject to change due to weather and availability.</p>	<p>OCTOBER</p> <p>11th—Membership Mtg. TBA (see page 16)</p> <p>16th—Breakfast Social Frisch's—Poplar Level Road</p>	<p>NOVEMBER</p> <p>8th—Membership Mtg. TBA (see page 16)</p> <p>13th—Breakfast Social Frisch's—Poplar Level Road</p>	<p>DECEMBER</p> <p>13th—Membership Mtg. TBA (see page 16)</p> <p>18th—Breakfast Social Frisch's—Poplar Level Road</p>

Club Drive to Porsches 2 Oxford, Sat July 31st, 7:00 AM

This event is a true Porsche Happening. This is Mid-Ohio's 6th year of Porsches to Oxford, Ohio. Each year this event's attendance gets larger and larger. According to their web site, P2O is projecting over 500 Porsches from many different Regions on that Saturday. It's a two day event and you can check out the schedule of events on their web site (www.porsches2oxford.com). The Kentucky Region will be driving up early Saturday morning. So if you are planning on going up Friday, you'll have to make your own plans. I understand that all the hotels and motels around Oxford are booked for Friday evening. You'll have to stay somewhere in northern Cincy.


Our plans:

When: **Saturday, July 31, 2010**
Where to meet: **Starbucks in Crestwood at Hwy 329 and I-71**
Time: **7:00 AM Depart..** YES that early
(we need to get to Oxford by 9:00 AM for a halfway decent spot)
(The mileage one way is approx 150 miles)
Group Depart from Oxford: **4:30pm** back to Louisville
Event fee: \$25.00 per car paid at the Oxford sign in desk.




P2O states this is a rain or shine event... But if it's raining, I personally don't want to drive two hours in the rain. So, if it's raining that day, you're on your own.

If you have any questions give me a call... Steve McCombs (558-0306)




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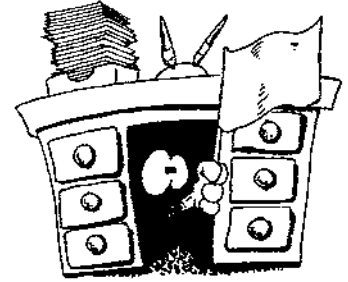


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President's Report

Tony Proasi—KY Region President



Well we're in the heat of the summer now and man has it been a hot one! I hope if you attended the DE you had a great time. We would like to thank Blue Grass and all the volunteer help. Make that a BIG thanks!

The next big Porsche event for this area is P20 (or Porsches to Oxford) which is a great event and looks like we will have a caravan going up early Saturday morning. Look for more info in this issue of the Pacesetter and the web site at www.kypca.com .

Thanks,
Tony

Club Drive to the Keeneland Concours, Sat July 17th, 10:15 AM

Our Club will have a drive to the 7th Annual Keeneland Concours d'Elegance on Saturday, July 17th, which benefits the Kentucky Children's Hospital. This year Ferrari is featured along with over 100 of the finest and rarest nationally and internationally renowned Concours automobiles. In addition, this year's 'wildcard' class is wooden boats. As nice as this show truly is, the Car Club Paddock is also an important aspect of the show. There will be a Porsche Corral and we'll park together with the other 100+ Porsches in attendance. They have stated there were 14 car clubs last year, but Porsche was the largest turn-out with over 100 cars. And Porsche also collects the most money of any car club for this charity event. There will be a \$15 entrance fee per person as we arrive into the entrance driveway (so have your cash ready in your car), anyone that's Active Military in uniform gets in free, and children under 12 are free. Their very nice hard-bound collector's booklet, which will have all the detailed information regarding every automobile in the event, will be \$10. I attended last year and was very impressed! You'd have to fly to the Pebble Beach Concours to do any better. Jeremy Miller will be a judge again, so be sure to say "hi". This is a great event and it's so close to home...so let's show our support for a good cause and join the Bluegrass Porsche Club for friends and automobile fun!



Blue Grass Motorsport is the sponsor for the "Hanger Bash" afterwards. The event begins at 7 PM and runs until 11 PM. The entrance fee is \$50.

Check their website, www.keenelandconcours.com, for all the detailed information including other events starting on Thursday and ending on Sunday.

Please meet at the DQ on Bluegrass Parkway along Hurstbourne Lane and I-64 by 10:15 AM. We'll leave at 10:30 AM and head east toward Lexington on I-64. We'll take the scenic route once we get closer. The event trophy presentation will begin at 3 PM with the event lasting until 4:30 PM. It's fun having a long group of Porsches running up the road and pulling into an event together, so shine up the car and let's go! You can return home whenever you want, or some of us may drive back together. See you at DQ!

Unfortunately, if it's pouring down rain then the deal is probably off, so give a ring to be certain. Steven Rountree (386-3001)

2010 KY SCCA Autocross

www.kyscca.org

8:00 am Event Site Opens
 8:00 am Registration for Everyone Opens
 8:00 am Tech Opens
 9:00 am Registration Closes for Walkup Registrants
 9:30 am Check-In Closes for Online Registrants
 10:00 am Tech Closes
 10:00 am Novice Walk
 10:30 am Mandatory Drivers Meeting
 10:50-11:00 am First Car Off

Event is subject to cancellation due to weather.

PJCS = (Papa John's Cardinal Stadium)

UPS = (UPS Grade Lane Employee Parking Lot)

Calendar

<u>Event</u>	<u>Date</u>	<u>Location</u>
Autocross	3/06	UPS
Autocross	3/21	UPS
Autocross School	4/10	PJCS
Autocross	4/11	PJCS
Autocross	5/15	PJCS
Autocross	5/29	PJCS
Autocross	6/12	PJCS
Autocross	7/31	PJCS
Autocross	8/15	PJCS
Autocross	9/04	UPS
Autocross	9/19	UPS
Autocross	10/17	UPS

CKR Solo Schedule

Central KY Region SCCA
 Schedule is at:
www.ckrscca.org

Central Indiana PCA Calendar cir.pca.org

PACESETTER ADVERTISING RATES

Classified Ads for 'The Mart' are published at no cost to PCA members for 3 months and at nominal cost to non-members. Send copy for ads to the PaceSetter Editor.

Commercial Rates: 1/4 Page \$130, 1/2 Page \$250, Full Page \$500, per year. Quarterly terms are available but require advance payment.

Business card ads are accepted from Kentucky Region members only at \$65 per year. Mail your card and a check made payable to Kentucky Region PCA, to the PaceSetter Editor.

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www.kypca.org/ mailing-list

<http://forums.kypca.org/>

Current Forums List:

- **Let's Go Driving**
- **Want To Sell**
- **Want To Buy**
- **Recycler**
- **Tech Talk**
- **Make It Shine**
- **Track & DE**
- **Autocross**
- **Club News**
- **Member Rides (upload your photos)**

www.kypca.org/news

(club activities, meetings, or general announcements from KY Region PCA, the latest issue of the Pacesetter (our monthly newsletter), announcements of new models, racing news)

www.kypca.org/information

(club specific documents, upcoming club events, frequently asked questions, mailing list sign-up, Web Links)

www.kypca.org/media

(photos and videos from club events (member submitted or just something we think is really cool and Porsche related))

Having trouble viewing the kypca.org website? Do you have a suggestion on how we can improve it? Please send any feedback you might have to feedback@kypca.org.

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Monthly Membership Meeting Minutes—April

By Chad Rainey, KY Region Secretary

Date: 6/14/2010

Location: Zapata's Corner

Officers Present: Tony Proasi, President; Jeremy Miller, VP; Richard Darnell, Treasurer; Chad Rainey, Secretary

Board Members Present: Mark Lichtefeld, Edgar Smiley

Chairs Present: Ken Daugherty, Membership Chair; Steven Roundtree/Steve McCombs joint Activities Chair; Belinda Schweinhart, Pacesetter Editor

Attendance: 30 members

The meeting kicked off around 7:15pm and was brought into order by the President.

Topics Discussed:

- Tony mentioned that Porsches To Oxford (P2O) is coming up and we will have a caravan Saturday morning. Meeting at 7am at Starbucks at Crestwood Exit off I-71.
- Jeremy Miller talked about the upcoming DE (drivers education) and instructor training. The event is June 25-27 at Putnam Park Road Course. Registration is currently open – visit <http://www.kypca.org> to register or for more information.



Photos by Steven Roundtree

Jeremy also mentioned that two PCNA drivers will be there with the new Boxster Spyders! John Lewis will also be up there!

- Richard Darnell, the Treasurer, stated that we have money, and with the Summer Heat DE filled up, the bank account has grown!

- Steven mentioned a drive up to the Putnam Park DE.

Here are a few of the events for 2010:

July 4th weekend – Porsche Parade in St. Charles IL (near Chicago). Cost is \$150 minimum per person. Visit this website for more information and registration: <http://parade2010.pca.org/>

July 17th – Keeneland Concours – featured marquee this year is Ferrari. <http://www.keenelandconcours.com/>

July 30/31 – Porsches 2 Oxford – more information visit <http://www.porsches2oxford.com/>

October 3 – Louisville Concours at Churchill Downs. Featured marquee this year is classic Rolls Royce. <http://www.concourslouisville.com/>

He also mentioned the monthly Cars and Coffee in Prospect. It is at Java Brewing in Prospect and happens every 2nd Saturday each month from 9am to noon.

- For the most up-to-date information, please use the award winning KYPKA.org website. It has ALL the latest information and a new forum to communicate with your fellow members. The website is at <http://www.kypca.org>

The Indianapolis 500

By Steven Rountree

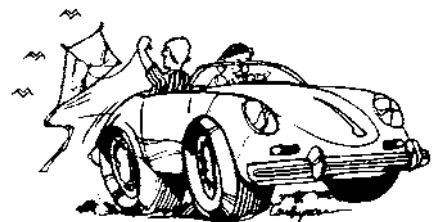
As some of you already know, I work in the wine wholesale business. A couple of days before the Indianapolis 500 my winemaker-friend in California, Tom Meadowcroft, rang the phone to ask if I'd like to go to "the race". "Of course...!!" I had never been, but I have always watched the race on TV. Well as it turns out, Tom makes wine for AJ Foyt and I was offered two tickets to the AJ Foyt VIP Suite (sweet!). I took my nephew, Bradley Gilmore, and we had a HOT time at the track. So hot that it was the hottest Indy race ever! The track temperature reached 131 degrees and 1500 people were treated for heat-related problems. Fortunately for us, we were in the air conditioning most of the time with plenty of cold beverages to drink and food to eat. However, that was only after we had asked for directions at the gate between turns one and two. We were sent walking to the Grand Tower only to discover that we were supposed to be on the outside of turn two! So we had our share of the walking tour that day. The "VIP Suites" building is hovering right over the track on the outside of turn two and AJ's unit was the third (top) floor end unit with a two-tiered balcony containing closed-circuit televisions inside and out. Our view was quite expansive being that we could see from the input of turn two, down the back straight-away and into turn three. We also had a Jumbo-Tron just across the track in the infield, so we had no shortage of views. Unfortunately for AJ, who only had one car running this time, his driver, Vitor Miera, brushed the wall in turn two about mid-way through the race, broke the front suspension and was out for the day. The race was won by Dario Franchitti who had been a leader and deserved to win. Afterwards, Bradley and I made our way over to the Hall of Fame Museum in the infield which is filled with some really incredible racing history. If you go to Indy, you must stop in the Museum. By the way, the museum stays open two hours past the finish of any race, which makes it a great place to spend time in the A/C looking at cars and trophies rather than sitting in traffic. When we arrived back at the car, the traffic was already gone and we made an easy exit home...a great first day at Indy!



Photos from TN Tubs Event



←←← Ken's doing some education.



PCA Anniversaries!!

JULY

1979 Dan Stewart
1982 Mark & Belinda Schweinhart
1992 Harry Downing
1997 Raymond Hudson
1999 Jeremy Miller
2001 Trudy Ross
2001 Patrick Strehl
2002 Cris Bucy
2005 Carl L. Heick
2007 Carl D. Baker
2007 Jack G Webster
2008 Thomas E. Zoeller
2008 Larry Woods

(* denotes last issue—time to renew!)

Welcome New Members!!

JUNE 2010

Marcia J. Brown
Bowling Green, KY—2002 Boxster

John L. Kucera
Louisville, KY—2009 Carrera

C.J. Theobald
Louisville, KY—1970 911

KY PCA Yahoo! Group

KY PCA has available to us Yahoo! Group. This site is available to all members and is secure. John Campbell and John Howe are the moderators for the site. The site contains a KY PCA Calendar and is a forum for communicating events and event changes as well as a place for members to ask questions.

To join, or subscribe to the Yahoo! Group go to:

<http://autos.groups.yahoo.com/group/kypca/>

Click on **Join this Group!**

REMEMBER!



**Deadline for newsletter
articles is the 15th!!**

article@kypca.org



Ken's Ramblings....

Andy and I made the road trip to the 23rd Stoddard swap meet and again it was a fun weekend. Got to renew old acquaintances and meet folks that I only know through the internet. The Friday evening Literature meet was interesting and I resisted the temptation to buy some trinkets, I have enough...

Saturday morning was beautiful, not too hot and a gentle breeze. Moved in and got set up. Tony Proasi has the space next to us and Mark and Belinda Schweinhart had a space around the corner. Mark was selling some excess 914 parts, Tony sold a truckload of good used parts and we sold much of what we needed to 'unload'. We made a few bucks and gained some shelf space. All in all, a good weekend.

Still working on a couple of motors and starting to a make list of things I don't need. I have some duplicate Porsche books, lots of 356 motor parts, etc, etc.

The truck picked up the blue 356 coupe and it is on its way to its new home in Greece. Bon Voyage...

I have several thoughts about the BP spill. In the Army we had a couple of terms to describe 'problems': one was FUBAR, and the other was 'cluster ****'. I think that the primary responsibility is all on BP but the Feds haven't helped. First they should have allowed boom ships to try to contain the floating oil while it was out at sea and close to the area. They should have suspended the law preventing foreign ships (with the expertise) from assisting. They should have allowed the Governor of LA to build sand berms and not 'worry' about the environmental impact of a sand berm. How is a sand berm worse than oil in the marshes? The government is not helping. They are listening to the wrong folks and seem to be more concerned about exercising 'control' than seeking solutions. If this blowout had happened on land (Anwar) it could have been contained in hours. If it had occurred in shallow sea, it could have been contained in days. But no, the 'powers' insisted on drilling off shore in deep water where the difficulty in drilling and stopping potential problems are magnified. The moratorium on drilling is also counter productive. All that is doing is putting more Gulf coast folks out of work. As they say, 'never waste a crisis'. It's all about control....



Ken & Tony



Mark & Belinda



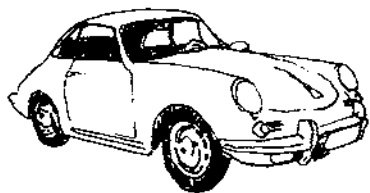
Pickers from Nebraska

(Continued on page 13)

Big controversy about the border in Arizona. What part of 'illegal' don't they understand? Just try to sneak into Mexico, jail will be quick and unpleasant. Look what happens when folks stray into North Korea or Iran. Watch out for 'Comprehensive Immigration Reform", it is code for amnesty. What's wrong with the Arizona law? I would be suspicious of a carload of similar folks wearing gang colors and lots of 'tats'. That's 'gang profiling' and nothing wrong with it.

This slug Van der Sloot deserves to spend a few years in a Peruvian prison. They can make a 'deal' with him and 'promise' to send him to an Aruba prison in exchange for information where Natalie Holloway's body is. If they find her body then they should change their mind and tell him "psych". The fellow is a psychopath. Now his Mother is saying that he is mentally ill...Do you think ????

Ken Daugherty
kend356@insightbb.com



Overall view of swap meet car show



Chuck Stoddard's split window VW pickup, mint condition and with a 356 motor!

THE MART

The Mart Rules
The Mart Ads are free to all PCA members. It will appear for three issues. All ads must be car related. To place an advertisement in "The Mart" contact the PaceSetter editor.

Cars

Wanted

Need one copy of the OCT. 2003 AUTUMN DERBY poster for my collection. With or without black frame.
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Porsche Turbo v. Nissan GT-R Electronic Warfare or Electronic Welfare

By Alec Van Ryan

As I started writing this column I started to think perhaps Andy Rooney, if he was a Porsche guy, might start by complaining:

“Have we not had enough of computers now eating away at even the little things, the simple pleasures of life? Is it really an attempt to make us better . . . or an attempt to take over our lives bit by bit?” (Sorry for the pun but could not resist!)

For your consideration:

- Take the new car ad on TV that spends the first half of the commercial bragging about the size of the hard drive in the car . . . or
- Similar commercials defining the car in terms of its human to computer voice activated phone and entertainment interface.

Please let me go on record that I am not talking about some of the life saving and wonders of automobile technology like ABS and Porsche’s PASM. I’m talking about marketing cars not as vehicles but as rolling computers and entertainment centers. There is some long ago learned sage advice that might come into play here: just because you can does not mean you should.

I guess my point is that there has been so much made recently, and rightly so, about distracted driving. As a commercial pilot and flight instructor, one of the primary lessons I was taught and therefore pass on to my students is “fly the airplane first.” One’s primary responsibility is to manipulate the controls, not talk on the radio.

I am afraid that, and dearly hope this is not the case, as we evolve as a society we are losing the appreciation for the fun aspects of the driving experience in all its forms and foibles.

iPod v. violin. Guitar Hero v. Martin D-35 Dreadnought.

Is one better than another? No . . . just a matter of choices and level of active involvement. To each his/her own. And since I am old enough now to define “old school” this column is certainly written through bifocal rose colored glasses.

But recently **Road & Track** came to a similar conclusion about passive v. active driver involvement. In comparing the Nissan GT-R and Porsche Turbo one main theme surfaced – the GT-R’s manifold deficits were all corrected by complex mechanical systems directed by skilled computer programs. And, in the process, the test drivers found they were just somewhat more going along for the ride as opposed to driving the car. It seemed to remove the driver from the driving experience. The Porsche has similar but different electronics – the difference is that the driver remains involved because the electronics don’t mask the experience – they enhance it. That is why the authors of the article elected to pick the Turbo over its competition even though the Porsche was not the fastest and mostly came in behind the GT-R in all the manifold judging categories.

Perhaps this is why that, as heavy aircraft become flying mainframes, many of the commercial pilots I know either fly J3 Piper Cubs or drive 356s.

I hope the new Porsche company remembers Dr. Porsche’s first rule: “shoe maker – remember your last.”



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July 12th
7:00 PM**

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July 2010