

Pace Setter

MAY 2012

PCA members to honor Ferdinand Alexander Porsche



With the recent news of the passing of the father of the 911 and 904, PCA members will honor F.A. Porsche by displaying a black ribbon across the Porsche logo on their cherished vehicles. They will maintain this display until the 2012 Porsche Parade in July. At Parade, PCA members will celebrate the iconic cars which have evolved from Mr. Porsche original designs.



<http://www.msnbc.msn.com/id/46966251#.T4sNZ9mt1a5>

KY PCA Website

www.kypca.org

Forums & E-Mail List

Stay informed and participate! Join the KYPCA forums & mailing list and be notified of upcoming events, club news, and membership information.

Remember, it's your participation as a member that makes the club successful.

Please visit the below website and sign-up today!

<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**
- **Off Topic**
- **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.

KENTUCKY REGION PCA OFFICERS & BOARD MEMBERS

President:

Steve McCombs

2603 Foxy Poise Rd.
Louisville, KY 40220
(502) 558-0306
shmc930@hotmail.com

Vice President:

Jeremy Miller

2409 Running Brook Trail
Fisherville, KY 40023
(502) 396-9111
jers993@msn.com

Secretary:

Chad Rainey

3904 Chesley Martin Dr
Louisville Ky 40299
502 439-8251
raineycd@hotmail.com

Treasurer:

Richard Darnell

4100 Narcissus Dr.
Louisville, KY 40219
(502) 889-8120
rdarnell@ayebblink.com

Membership:

Tony Proasi

1522 McKay Ave.
Louisville, KY 40213
(502) 751-1126
wagwerks@msn.com

Activities Chair:

Steven Rountree

(502) 386-3001
smr9463@insightbb.com

PaceSetter Editor:

Belinda Schweinhart

10712 Sun Ridge Rd.
Goshen, KY 40026
(502) 228-9725
article@kypca.org
belinda@lowcarbrecipes.com

Board Members:

Andy Daugherty (2012-2013)

1283 Farmdale Ave.
Louisville KY 40213
(502) 744-9343
dobie356@msn.com

Mark Lichtefeld (2012-2013)

5726 Moser Farm Rd.
Prospect, KY 40059
(502) 412-4185
marke@lichtefeldinc.com

Jason Miller (2011-2012)

6607 Westwood Way
Crestwood, KY 40014
(502) 253-5704
millermd@insightbb.com

Past President:

Tony Proasi

1522 McKay Ave.
Louisville, KY 40213
(502) 751-1126
wagwerks@msn.com

Website Chair:

Mark Bos
mbos@bluegrass.net

SW KY Area Rep.

Richard Hughes

981 Dunbarton Ave.
Bowling Green, KY
42104
(270) 991-4848
jrhughes47@hotmail.com

2012 KY Region PCA Calendar

www.kypca.org

Current Events!!	JANUARY	FEBRUARY	MARCH
***** NEW LOCATION AGAIN!! ***** May 14th, 2012 Membership Mtg. Time: 7:00 PM Matt & Lucy Innes' home Contact: Steve McCombs (see page 29) May 19th, 2012 Breakfast Social Frisch's Poplar Level Road Time: 9:00 AM- ??:?? (see page 21) NOTES: Contact Information can be obtained in the newsletter on Page 2. All events are subject to change due to weather and availability.			
	APRIL	MAY	JUNE
		12th-Cars n Coffee (see page 25) 12th-Movie Night (see page 29) 14th—Membership Mtg. 19th—Breakfast Social 26th-Drive Bourbon Trail (see page 25)	8-10th—DE Event Putnam Park (see page 4) 8th-Stoddard Swap Meet (see page 27) 9th-Cars n Coffee 11th—Membership Mtg. 16th—Breakfast Social
	JULY	AUGUST	SEPTEMBER
	9th—Membership Mtg. 14th—Breakfast Social 14th-Cars n Coffee 21st-Keeneland Concours 27th-29th—Drive Porsches to Ohio	11th-Cars n Coffee 13th—Membership Mtg. 18th—Breakfast Social	8th-Cars n Coffee 10th—Membership Mtg. 14-16th—DE Event Putnam Park 15th—Breakfast Social
	OCTOBER	NOVEMBER	DECEMBER
	7th-Churchill Down Concours 8th—Membership Mtg. 13th—Breakfast Social 13th-Cars n Coffee 13th-Drive Huber's Winery	12th—Membership Mtg. 17th—Breakfast Social	10th—Membership Mtg. 15th—Breakfast Social

KYPCA Drivers Education

2012 Schedule—June 8-10 & September 14-16

Putnam Park Road Course

www.KYPCA.org



WHAT IS DRIVERS ED? - This program is designed to afford participants the opportunity to develop car control and other essential driving skills in an organized manner. People of various skill levels attend these events for a variety of reasons. The common denominator is that they have a great time and learn from their experience. Safety of participants and their cars is our number one concern.

WHY DRIVERS ED? - The principal reasons for Driver Education are to make all of us who participate more skilled and safer drivers and to provide us with the opportunity to learn about our cars and to experience "driving in its purest form". The fact that this happens to be an incredible amount of fun is quite an extra bonus.

Registration opens approximately 4-5 weeks prior to the event.



Go to www.MotorSportReg.com to register.



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President's Report

Steve McCombs—KY Region President

We thought we'd do something different for the May meeting. Matt Innes has invited the Club to have our membership meeting at his home. We'll plan on a cookout with bebies. We'll also be voting on the revision to the bylaws concerning electronic voting for 2012. Per the bylaws, the information about the change must be published in the newsletter for two months and then voted upon. If there are any objections we need to hear them by the May 14th meeting.

During the April meeting the club voted on eliminating the paper copy of the PaceSetter and publish it on the website only to save the printing/mailing cost and then add additional color pictures and content. According to the PCA National report, all but just a handful of Regions still print paper copies of their newsletters. I feel this move will be good for our Region and make it available for all to see. Once again content is key so we'll need the membership to submit articles to make the PaceSetter worth reading.

The Region is planning events that we hope everyone will be interested in with two events in May and the first 2012 DE in June. Our goal is to have a variety of events to choose from. Please pick one and attend. Your involvement is key to the success of these events.

The weather is improving and gas prices are easing a little so it's time to get those Porsches out of the garage and meet up with the group to do something fun! Hope to see you at one of the May events.

Regards,
Steve McCombs

Central Indiana PCA
Calendar
www.cirpca.org

CKR Solo Schedule

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

Proposed revision amendments to the Porsche Club of America Zone 13 The Kentucky Region By-Laws.

Dated: March 21, 2012

Submitted by: Steve McCombs 2011/12 President.

Under Article 9. Election of Officers

Section 3---- Elections The proposed change is as follows:

Elections shall be by email, using a official template ballot from The Kentucky Region's website www.kypca.org. to be valid. Each ballot must be electronically signed by each voting member and or family or associate member, by using your PCA membership number, which is assigned by the National Secretary. Or can be found on your membership card. Ballots must be emailed to the Region's Secretary on or before November 30th.

Section 4 ---- Ballots The proposed change is as follows:

It is the duty of the Webmaster to update/revise the website master electronic ballot. Reflecting the correct Region's Secretary name and email contact address as directed by the Nominating committee. Any member shall be entitled to write in the name of any member in good standing as his or her choice for any office. Email Ballot received subsequent to the listed deadline of November 30th shall be invalid.

NOTE: This change will be voted on at the May membership meeting.

PORSCHE®



The Family Porsche—Welcome a New Member to Our Family

By Alec Van Ryan

Welcome our latest progeny . . . not a niece, cousin, a new son/daughter but perhaps all of the aforementioned: Porsche 911 *enzeugen* new Porsche 911. The next generation has arrived.

Because the lineage of a 911 is so clearly defined and each succeeding generation contains DNA from the first 901 displayed at the Internationale Automobil-Ausstellung (Frankfurt Motor Show) in September 1963, each generation raises the engineering and excellence bar for each succeeding generation to strive to exceed. My years as a national Concours judge and the six 911s I have owned going back to a 1973 911T Targa underline that to me.

And this column about the family of Porsche even involves my family. My brother Patrick is interested in buying a new 991 Cabriolet (his daily driver is a Ferrari F430 Spyder and he has owned a 911 Turbo) and he solicited my humble opinion of this new kid on the block.



Like most of us Porschephiles, I read all the reviews before driving the 991. What I found was an agreement by the writers that it was the best Porsche ever yet many questioned if it was the best 911 ever. Each reviewer seemed to couch their opinion about the new car's "911ness." Loved this, hated this. All agreed the new car was faster, quieter, more luxurious and easier to drive fast. The very things reviewers of earlier generations of 911s bemoaned as a fault, now corrected in the 991, now seemed to be seen by some reviewers as reducing the car's purity of essence (with apologies to Dr. Strangelove). Per se: hate the fault, fix the fault, and now miss the fault.

To find out for myself and tell this story I arranged a test drive. I drove my 911S there so I could do a back to back comparison . . . approaching the test drive with a mix of guarded optimism/cautious cynicism. Enthusiastic but weary.

Have a seat. Let's go for a ride.

First impression. The new 991's exterior styling is actually much more attractive than the photos. Side by side, 991 and 997, you might think they were the same car until you notice the details. Perfect. Your mother's eyes, your father's build – the next generation moves into the light.

Since this is a column and not a book let me cut to the chase. One of the joys of 911s is that within a few miles of driving any of them you feel at home; respect for each one's different attributes . . . sure . . . but at home. Interior, ride, new electromechanical power steering* . . . all literally invisible after a few blocks.

To me, and what I'll recommend to my brother, two improvements about this car v. my 997 make it well worth adding to his collection: the "sound" and the improved PDK. (I also include a caveat about the new electromechanical power steering.)

Sound. After having had my brother's Ferrari here in Birmingham for nearly a year as he remodeled his home in Florida "I know sound." He told me when he bought the Spyder he did so mostly because of the music from the engine. Anyone who has driven one knows of what I speak. To drive a Ferrari is to experience sitting next to the conductor at a Carnegie Hall symphonic performance. It's not the volume in play here; but a complete envelopment in the mechanics of the machine's music. In my 997 the engine sounds would be best described as attending the same Carnegie symphony but sitting in the balcony. While not positioned next to the conductor, the new 991 takes you down to front row center; the same essence of power experience as the Ferrari but experienced now from just 20 feet away. There have been multiple articles in *Christophorus* about the application of new acoustical engineering techniques into the 991 and now I understand what they were striving to succeed. And they did. Bravo.

Bottom line: the new 991's sound from the driver's seat takes one from the almost eerie quiet of the 997 (unless of course you play hard and high with the tach and throttle) and moves you ingeniously one clever step toward what 911s used to sound like to the driver . . . essentially the acoustical engineering of back to the future.

Revised PDK. Again the F430 experience comes into play here. My brother's car has the F1 (PDK-Like) transmission. If you draw a metaphorical line between the Spyder to the PDKs in the 911s the Spyder shifts like a 1,000 HP Tractor (shift, slam, chirp, thrust), my 997's generation one PDK (subtle shift, thrust) falls to the center of the line, and the new 991's updated PDK represents a substantial and very noticeable improvement (all thrust). The new PDK shifts noticeably quicker, smoother, and power flow up and down the gears is spot on.



I believe for us newly converted automatic double clutchers, the new PDK itself is definitely worth the price of admission and clearly is one element that is a jewel in the new 991's crown.

***Finally one caveat:** The much commented on new electromechanical power steering to me is a non-issue unless the Power Steering Plus option is checked on the order form. The new standard power steering is wonderfully invisible and Porsche has found a way to again weave subtle improvements into the system. But add the Power Steering Plus option, what is a wonderful addition as an accessory to our Cayenne, be aware that the steering feel changes considerably.

What Power Steering Plus does is it differentiates and adjusts the amount of boost and ratio between high and low speed maneuvers. What is welcomed in the Cayenne as this option reduces the steering effort at parking lot or driveway speeds causes the 991 to lose the linear steering feel I have come accustomed to in all previous generations of 911s. I would recommend driving a 991 with both the standard steering and the optional Power Steering Plus before deciding which you might prefer.

So welcome the new 911. Like all previous generations each new iteration it is faster, more luxurious, and to the mild chagrin of some of each previous generation's aficionados, more civilized. Bravo. Bravo.

2002 Boxster S Transmission Rebuild December 2011—PART 2

By Gary Jackson & Lenny Wydotis, Louisville KY



Disassembling the Transmission: One of the biggest challenges we had when we started to pull the gears from the transmission shaft was figuring out how to use a conventional gear puller to remove the gears when the output shaft itself was hollow? This was apparently done by Porsche to reduce weight but added a level of complication to the process that we were not expecting. After many hours of thinking this through and searching through our tools and parts boxes we came up with what we considered to be a pretty clever solution. By sheer coincidence, the inside diameter of the hollow shaft was just a few thousandths of an inch less than the outside diameter of the McPherson strut shaft removed from Lenny's 1990 944 S2 Cabrio salvaged from a strut replacement job done the year prior. This certainly reinforced Lenny's theory of never throwing any old parts away! We were able to add a series of large diameter washers to the threaded end of the shaft, grind their overall outside diameter down and secure them with the original nut. We had to grind the collective outside diameter of the washer stack so it didn't interfere with the gear removal process. We now had a way to fill the void in the output shaft and create a positive, secure seat for the threaded portion of the gear puller to contact. We could not have done this job without manufacturing this tool. Details of the dimensions are in the Custom Tool Section toward the end of this report.



A large 2-arm gear puller with very thin feet was used to extract the gears, collars and bearings off of the output shaft. Only the components for reverse, 1st and 2nd gear were removed. They were removed in two stages. In stage one, the reverse and first gears and all associated components above them were removed with a single pull. You cannot pull each piece off independently as there are no gaps between the parts for the gear puller teeth to seat on. You have to use a large puller like the Kukko tool with extension arms shown below, to grab the underside of the first gear and pull everything above it off at once. In stage two, second gear and all the remaining components above it were then removed.



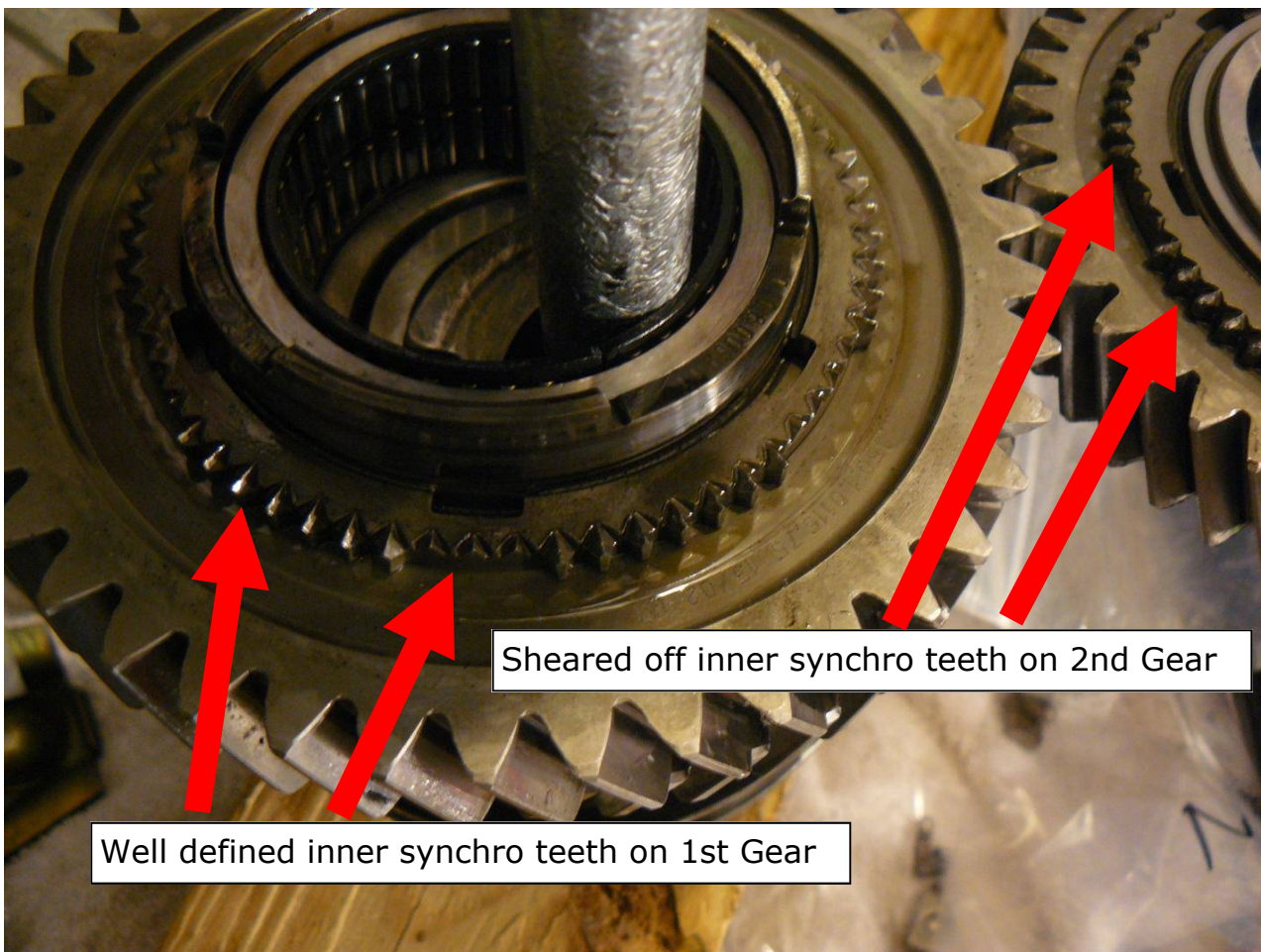
Kukko Gear Puller & Extension Arms

A significant amount of force was applied to the gear puller drive screw via a pneumatic impact wrench set to 110 psi. The estimated torque required to move the bearings along the shaft is calculated at 305 foot pounds which would generate 3660 pounds of force per inch. The resultant force on the ½ inch shaft of the gear puller is 7,320 pounds or 3.66 tons of force. You need to go slow and make sure the feet of the gear puller remain seated fully when the parts start to move along the shaft. This is a very dangerous operation so make sure all of the women and children take cover during this process. Please also be sure to wear safety goggles

As you remove each of the components from the shaft, make note of the order in which the parts are removed and their orientation (both end-over-end and rotationally on the shaft). Extra precaution is needed when you get to removing the synchro components. The detents on the synchro gears have three spring loaded ball bearings in them which pop apart very easily when the components above them are removed. We were warned about this ahead of time from several of our local PCA club members and took extra care in the disassembly. We still spent quite a bit of time looking for the ball bearings and springs with flashlights when a few of them flew across the garage. They **will** come apart, so be prepared for it and make sure you have a few strong magnets to contain the components once you find them all. Having several pencil-style magnetic tools will also really help you when it comes time to put these back together. The reassembly of each synchro is easily a 2-person, 4-hand job. If you happen to have an octopus handy, now would be a great time to ask them for the extra sets of hands!



Second Gear Damage: The problem with shifting into second gear and staying there was very evident once we analyzed the synchro teeth on the second gear assembly. All of the teeth around the circumference of the gear were completely sheared off. There is a strong magnet in the bottom of the transmission to collect gear filings and it was completely covered with debris from the failure of these teeth.

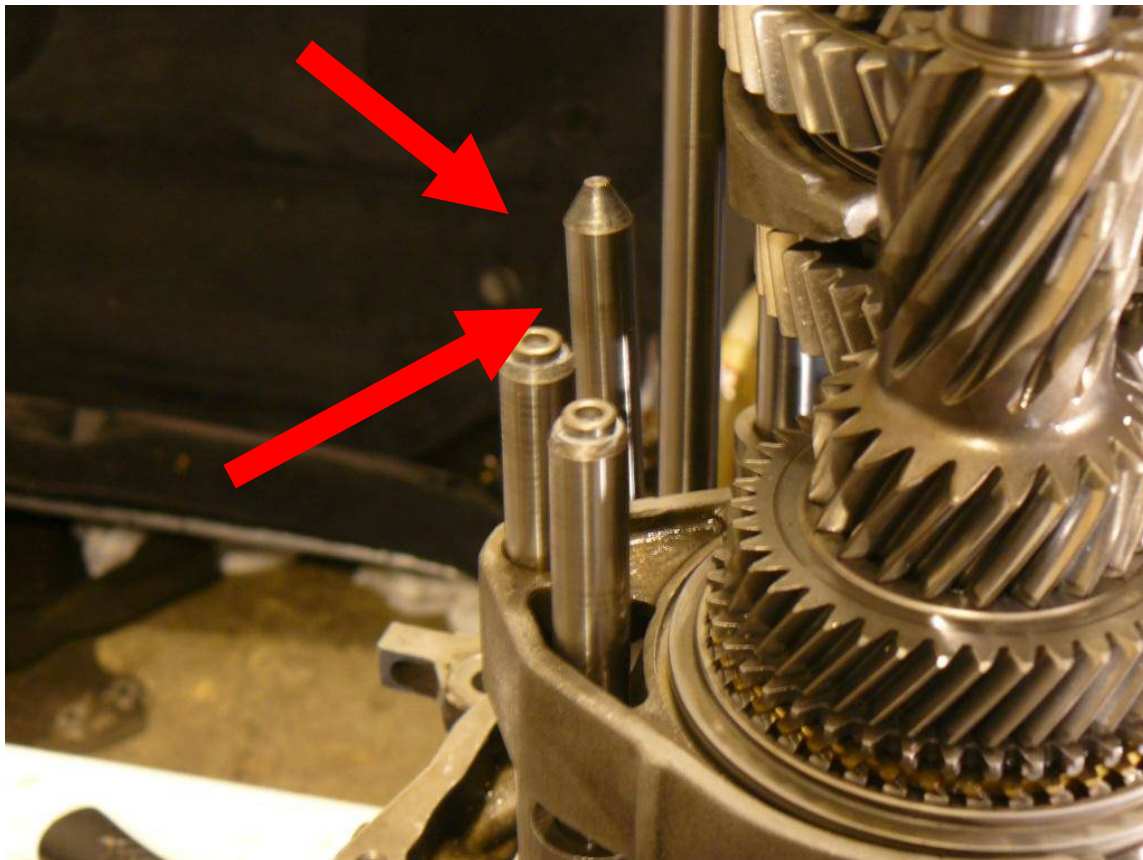


Top view of second gear-teeth go in a 7 tooth, 3 blank, 7 tooth pattern around the circumference-every 7 tooth set has been sheared off

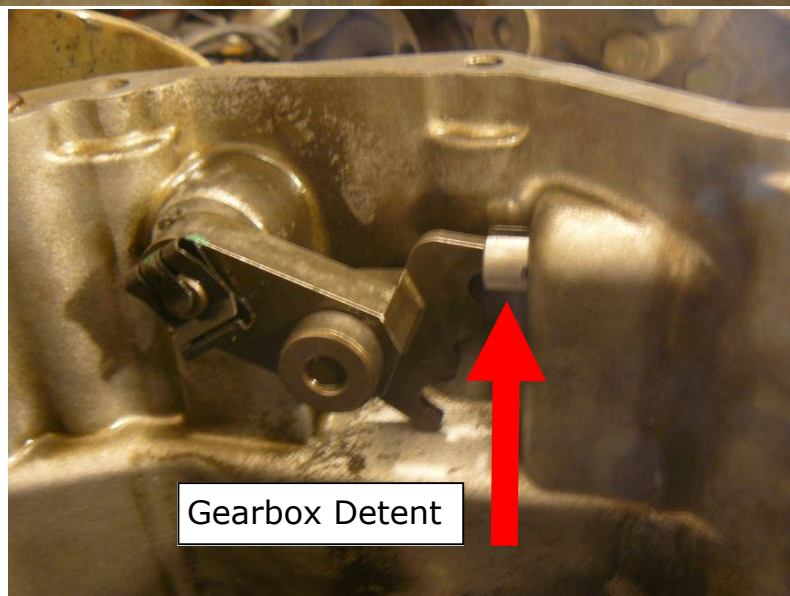
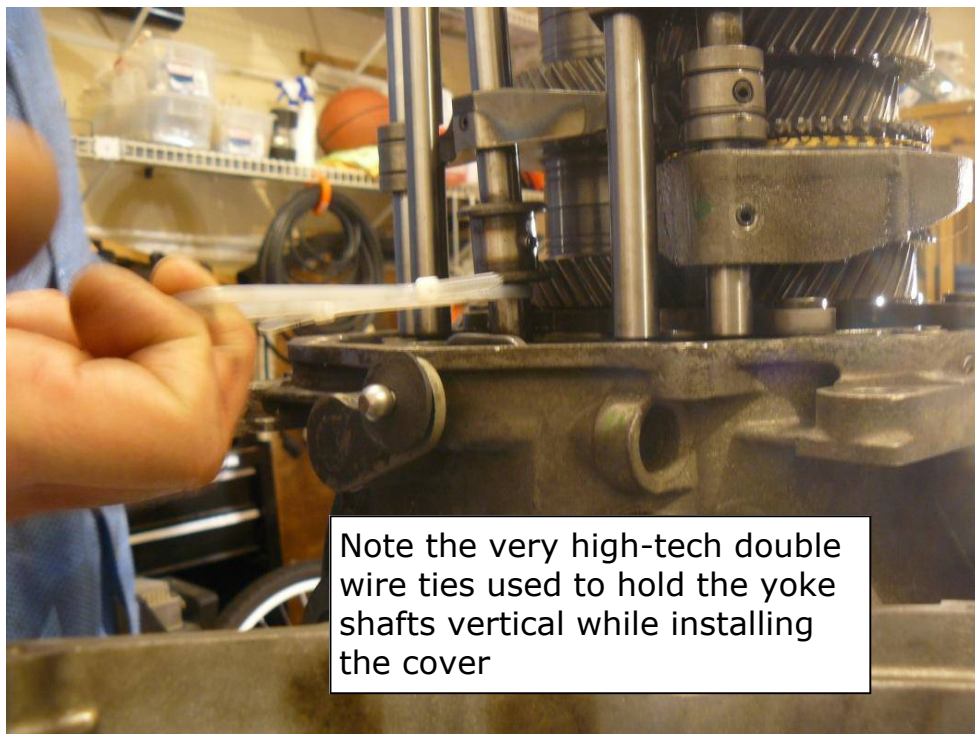
Reassembly: Once we received the new second gear and synchro ring, the gears went back onto the shaft much easier than they came off. This is because we heated all of the gears, spacers and bearings that were pressed onto the shaft in an oven at 400 degrees F for an hour beforehand. In addition, the temperature in the garage was around 40 degrees, which obviously helped us as well.. The parts literally slipped right onto the shaft with no effort, but we had to work quickly because we found that we had less than 5 minutes with each part before it cooled down enough to seize on the shaft. Be sure to wear insulated gloves when handling the parts from the oven.

Once we had all of the parts assembled on the shaft and the top snap ring in place, we were able to manually move the synchro yokes up and down their adjacent shafts and run the transmission smoothly through all seven gear positions. We were confident at this point that we had this well-engineering back together properly and working as it was originally designed.

You never want to take apart a complicated assembly like this and have parts left over. When we originally took the rear cover off of the housing, we found two washer-like spacers loose on the inside. After spending much time on the internet and talking to many people we finally figured out that these spacers were used to take up the lateral movement in the two synchro yoke shafts. We secured them to the end of each shaft, as shown below, prior to putting the cast aluminum end cover back on.



The most difficult part about reassembling the transmission by far was getting the rear cover back on and seated properly to the main housing. We had the complete Porsche workshop manual and it does a great job of telling you "what" you need to do but really lacks in telling you specifically "how" to accomplish the task at hand. It probably took us 20 tries to get everything aligned, make sure the yoke spacers remained in place and ensuring all of the shift levers were in their correct location before the housing finally seated flush with the main housing and we could bolt it in place. This included some tricky antics to hold the yoke shafts in their vertical position as we attempted to install the cover. It is also very helpful to remove the gearbox detent in order to get the housing back on. This is definitely a 2-person job as well. We made sure we were able to shift through all six gears and reverse by moving the two external levers before we installed all of the bolts and torqued them in an alternating circular pattern.



Additional "While You're In There" Projects: Obviously when you go to the extent of dropping a transmission, there are several other maintenance items that can be tended to and you will never find a better opportunity to get them done even if they do cost a small fortune. For us, this included replacing the rear main seal, intermediate bearing (both of which have a long history of failure on Porsches in general), a complete Clutch Assembly and new boots & grease for the CV joints. All of these projects are covered in pretty good detail in the 101 Projects for Your Porsche Boxster publication by Wayne Dempsey. Without question you will definitely need the specialized VW tool to extract the old and seat the new intermediate bearing. In addition there is absolutely no way to reinstall the transmission without using the specialized splined VW tool to center the clutch pressure plate splines with the bearing in the engine block. There is also a specialized VW tool used to insert the new rear main seal without damaging the rubber seal. Here is a snapshot of the assortment of new parts we used during this project.



Note- Be sure to first lock the engine to prevent rotation during this process and then loosen both belt tensioners to ease extraction and insertion of the IM bearing. Also be sure to replace belt tensioner oil seals as they will sure leak if you don't.



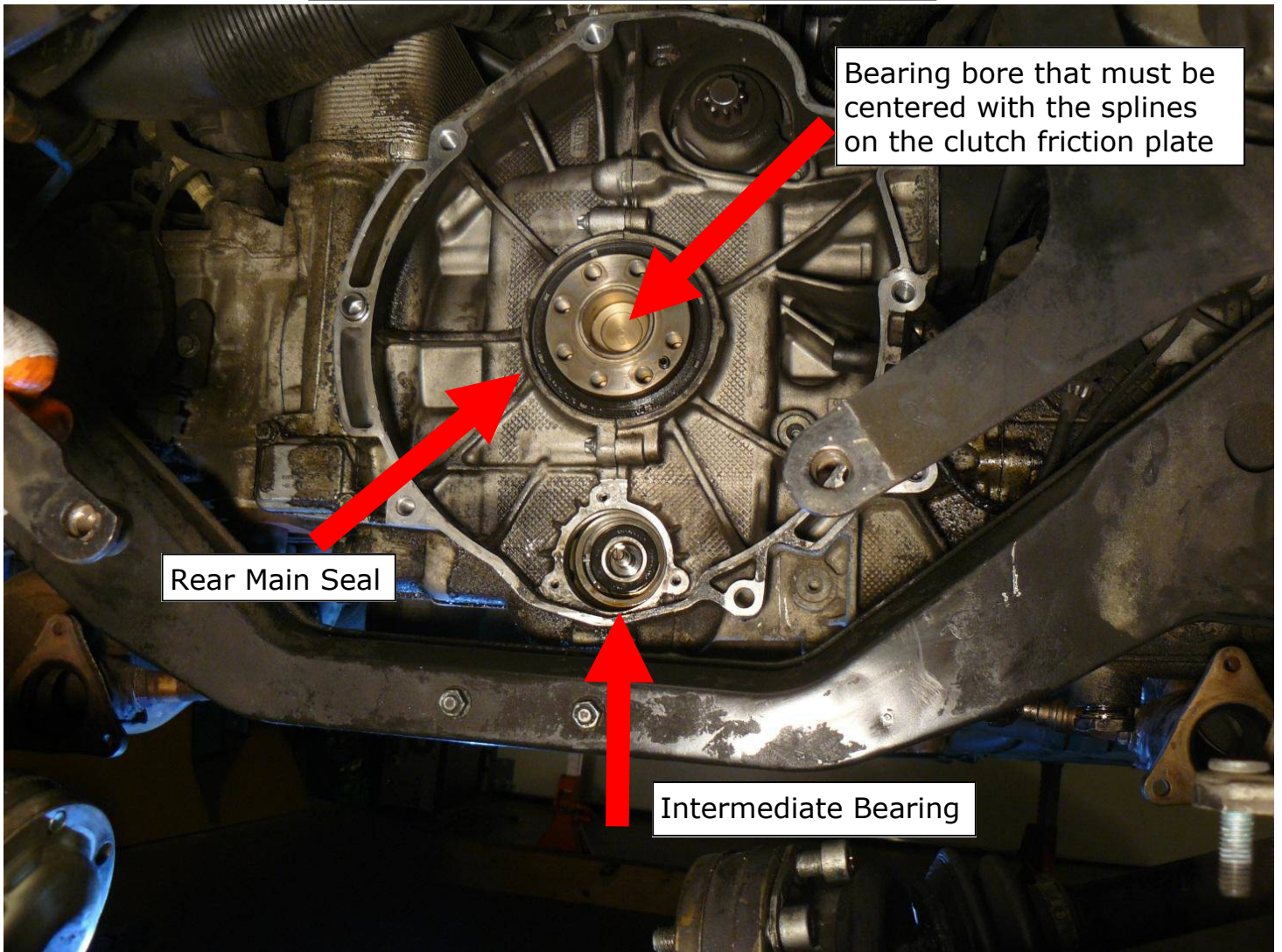
VW Tool used to extract the old and insert the new intermediate bearing



Note- This tool needs to be in place before all of the clutch plate bolts are tightened and then torqued in an alternating circular pattern. Then the tool can be removed to install the transmission



VW Splined Tool used to center the clutch friction plate with the engine bearing bore





VW Tool used to insert the new rear main seal

A Strong Word of Caution: Take pictures of everything you do throughout each disassembly stage, put all hardware from each step into Ziploc bags and mark them with a Sharpie. This project took us about 6 non-consecutive days to complete over a two week timeframe. We did all of this and filmed the entire process with a high resolution video camera and still had several issues remembering how things went back together. We spent over 4 hours getting the last two support bolts of the muffler into place. This resulted in us having to fabricate our own tool to access the heads of the bolts by drilling a hole through a scrap socket and inserting a foot long aluminum rod through it because our hands wouldn't fit between the top of the muffler and the back of the rear bumper. We officially had to swear these bolts back into place! We came across the picture below after the fact. The bolts came out pretty easily but were nearly impossible to put back in the same way. Save yourself some time and be very diligent in capturing every detail along the way.



Custom Tool: Here are the details of the custom-made shaft we had to create to fill the void in the hollow output shaft. The shaft used was part of an original McPherson strut assembly from an old 944.



Outside Diameter of Washer Stack = 32.4 mm



Outside Diameter of the Shaft = 22mm



1990 944 S2 Cabrio Strut the Shaft was extracted from

The Results: The sweet, sweet smell of success. The Boxster S now drives like a dream and second gear smooth and secure. On a complexity scale of 1 to 5 this project is definitely a 5 and certainly not for the weak hearted or average do-it-yourselfer. We would like to give a special note of thanks to Tony and the crew down at Stuttgart Specialists. These guys were very helpful and supportive throughout this venture and provide a lot of advice as we progressed. We would highly recommend them if you are looking for a good mechanic for your German automobile!

If you need any assistance when taking on one of these projects yourself, you can contact Gary at gjackson@itguynetworks.com or Lenny at lenny.wydotis@invensys.com. Feel free to send bail money if at all possible because these rides are fast and sweet. Good luck!

Monthly Membership Meeting Minutes—April

By Chad Rainey, KY Region Secretary

Date: 4/9/2012

Location: Rosies's Pizza

Officers Present: Steve McCombs, President; Jeremy Miller, VP; Richard Darnell, Treasurer; Chad Rainey, Secretary

Board Members Present: Jason Miller

Chairs Present: Steven Rountree, Activities Chair; Mark Bos, Website Chair

Attendance: 19 members

•Steve McCombs announced we have 383 members (229 primary)! He also mentioned an upcoming vote listed in the Pacesetter for allowing electronic methods to vote. This would allow the annual voting to be done through e-mail instead of mailing in ballots, etc. This hopes to create more participation in the vote!

There was also a vote to change to Pacesetter to online (PDF file) only. The vote was unanimous. The Pacesetter will change to PDF file e-mailed to members.

Steve also talked about the recent PCA regional President's Meeting in Peoria, IL. Items discussed were the upcoming PCA Parade in 2015 in our area. It was stated that the local region is not financially responsible for the event or required to provide assistance. However, if you would like to volunteer, please contact the National PCA prior to the event – there are a few years!

He also announced that PCA had 3000 new members since December for a total of over 68,000 members total!

Other things discussed at the President's Meeting were new procedures, regional event insurance (free for all events outside of the HPDE), and that our region's members are invited to any other region's events. Chicago region has on average 2 events per week – check their website for times/locations at <http://www.pca-chicago.org/cms/>.

•Steven Rountree mentioned some upcoming activities. On May 12 Mark Lichtefeld is hosting a movie night at the Caboose. Please RSVP – bring a cooler / lawn chair – the movie is going to be Cannonball Run.

Also on May 12 there will be a BBQ cookout in Bowling Green in place of the TN Tubs meet, which is taking a year off.

May 26 is planned a Bourbon Trail tour of 13 distilleries. Please RSVP to Steven.

Cars n Coffee is back in action for the year every 2nd Saturday at Java Brewing in Prospect.

If you have any event ideas or would like to host a cookout or something, please contact Steven.

•Richard Darnell reported the club has approximately \$30k in the bank. Track deposit is coming up soon and that will take \$23k. The club gave \$250 to the American Diabetes Association.

- Mark Bos noted that there will be a Porsche Certified Instructor program the Friday of the summer DE this year. More details to come.
- Steve also mentioned Ferdinand Porsche's death recently.
- Don't forget to join Edgar and the group for breakfast Saturday morning (every Saturday after our monthly meeting) at 9am!
- Next meeting is on May 14. Hope to see you there!

Upcoming Events in 2012

Cars n Coffee at Java Brewing in Prospect – each 2nd Saturday of the month, 9-noon

May 12: Movie Night at the Cardinal Caboose – RSVP to Mark Lichtefeld

June 8-10: KYPCA HPDE at Putnam Park

June 22 – 24: Vintage Grand Prix of Mid-Ohio (British cars are the featured marques)

July 8-14: Porsche Parade in Salt Lake City

July 19-22: Keeneland Concours

July 27-29: Porsches to Ohio (formerly Porsches to Oxford) – now in Granville, OH

September 14-16: KYPCA HPDE at Putnam Park

October 5-7: Louisville Concours

For the most up-to-date information, please use the award winning KYPCA.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>

Saturday Morning Breakfast Social

The breakfast club continues to be a good thing despite the "day off early hour". Most of the turnout is made up of members with older Porsches. 356's, 911's, 912's, 914's & 944's grace the parking lot with a Boxster or a Cayman in the mix to look after the older rides. The owners are really hands-on people with their cars. The conversations over coffee are always geared to what they have done themselves to keep these senior Porsches in first class condition. No dealership repairs for this bunch! The Saturday breakfast participants really are the "Patrons Of Older Porsches".

The menu at Frisch's is extensive, the breakfast bar is wonderful and the coffee is just right. The early time allows everyone time to make it to Cars n Coffee in the East End without rushing. This is a fun bunch of members, come join us. We would enjoy seeing all of you there.

No reservations required, just show up.

Contact Edgar Smiley at 502.939.3595 (cell) or deKYblugras@aol.com

2012 Zone 13 President's Annual Meeting

By Steve McCombs, KY Region President

Meeting was held on March 31st 2012 in Peoria, IL
From 8 til 4:30 at the Porsche dealership

Attendance: all 8 presidents in Zone 13 along with Zone Rep Ken Hold

Subjects of discussions

- Region Topics
- Winter National meeting notes
- New roles and responsibility review
- Parade and Escape location review and detail discussion from the Chicago Region St Charles Parade.
- Event Management old and new rules and requirements
- General topics on improving membership and participation

PCA National winter meeting highlights

New Roles with new requirements:

* **Escape Coordinator - Doug Pierce** Escape is a Region sponsored 4 day casual Porsche event which contains drives, dinners, top side car shows, road rally, and guest speakers. National's plans are to have two Escapes per year. Locations are the decision of the Escape Coordinator.

* **Autocross Chair- Henry Hoeh** This is a new National position with National requirements placed on how to conduct this type of event. Information is on www.pca.org website.

***Communications Chair - Mark Shevitz** This is a new National position generated by the uses of Facebook, Twitter and website blogs. Caution has been issued to all PCA officers in all regions to watch the content of the Blog pages, Face Book entries, etc. so inappropriate information and negative comments about members, events, or sponsors of PCA events are policed and not allowed to propagate. Each webmaster and/or newsletter editor is to monitor.

*National is in search of a **New Panorama Editor** because Betty Jo Turner is retiring after 35 years of being the editor in chief. This will be a big loss for the Pano....

***Regional Website Chair – TBD**

***New Zone 13 Rep-** Anyone seriously interested should contact Ken Hold. His term is up December 31, 2012

New procedure changes*****

Autocross participation for minors – Chair: Sean Cridland

National is looking for a way to allow ride along of minors during Autocross events. Right now it is not allowed due to insurance liability reasons.

National Instructor Training for DE events –Chair: Pete Tremper

ALL Instructors are required to be nationally certified under the National requirements to be or become a DE instructor. National wants all instructors to be nationally certified so the DE training is consistence across the country.

National By Law Committee chair - Bob Gutjhar

National requests that all Regions have Bylaws and that each Region updates them every 5 years.

RPM Update and Procedures chair – Phil Doty

Membership Chair- Sean Reardon

National is pushing membership communications asking each Region to expand family involvement. Leverage the Dealership in your area to get involved and ask what we can do for them. Each Region should work on membership retention and contact new members and ask them to get involved and to never never let a new member sit by themselves at any event or meeting

******* The Kentucky Region Issues: *******

Parade 2015 at West Baden. I was told that parade is selected by the National Committee. The involvement from the hosting Region is NOT responsible financially and is not required to supply workers to work during the 8 day event. It is solely voluntary. Each member for The Kentucky Region who wishes to volunteer to work must contact Susan Brown parade chair with your request directly.

Reported by : Steve McCombs (2102 president)

Classic Movie Night Reminder

Please don't forget to **RSVP** to Mark Lichtefeld at 502-643-4412 for the upcoming Classic Movie Night on Saturday, May 12th. Mark needs a head-count so that the Club can purchase the food and soft drinks. See the post for all the details. We'll see you there!

PCA Anniversaries!!

MARCH 2012

1979 Seligman, Jerry W. & Lillian O.
1995 Richards, Curtis A.
1996 Davis, Bruce A. & Claudia
1998 Whittenbarger, Debora J. & Bill Doherty
1999 Klemens, James J. & Rebecca
2001 Moore, John R. & Cathy
2004 Gabbard, Julian Glenn
2004 Hazelip, Terry
2004 Henson, Crystal L. & Tyrone Taylor
2004 Morris, Terence H.
2006 Hunt, Jerry N. & Kristi McAnulty
2007 Hall, David C. & Valerie
2007 Perkins, Fred & Barbara White
2008 Heston, Jerry & Margaret
2009 Burke, Kevin T. & Kelly
2010 Bauernfeind, George G.
2011 Owen, David S.

Welcome New Members!!

MARCH 2012

Stanton, Jacob A.
Louisville, KY
1986 951 Black

Hopkins, Jeffrey W.
Elizabethtown, KY
2012 CAYMAN Blue
Transfer from: Bluegrass (BGS)



(502) 523-7866
Jeanne Doukas
Realtor

A graphic of a real estate sign. The top part is a white sign with a red border that says "SOLD" in red. Below it is a blue sign with a white border that says "For Sale" in white. The bottom part is a blue sign with a white border that says "RE/MAX Real Estate" in white.

Real Estate Center
7204 Highway 329
jeannedoukas@remax.net

*I'll find you a home to match the beauty
and elegance of your Porsche®!*

A portrait of Jeanne Doukas, a woman with blonde hair, smiling. She is wearing a blue shirt. The background of the portrait is a scenic view of a green field with trees and a blue sky.

RE/MAX

Each office independently owned and operated. *

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.

Cars n Coffee

By Steven Rountree

Cars n Coffee is always held on the **second Saturday from 9-11AM** in the parking lot of the Prospect Pointe Shopping Center on US Hwy 42 where the Java Brewing Co. is located. This casual meeting involves anyone interested in all types of cars. It's a free event, however it is a benefit for Dystonia, so please make a donation and/or buy some coffee to support the cause. It is weather-pending, but only depending on what conditions you're willing to bring out your Porsche. Just show-up whenever you can. Who knows, maybe some of us will go for a drive afterwards?

Steven Rountree 502-386-3001

Membership Drive—Bourbon Trail—Saturday May 26

Being post-Derby, I thought it would be fun to visit part of Bourbon Country. So, on Saturday, May 26 we'll make a drive to part of the Bourbon Trail. We will visit in this order: Woodford Reserve, Wild Turkey and Four Roses. Each distillery has a one hour tour with a sample tasting at the end. We will have lunch at Woodford Reserve after their tour. We will need to leave Louisville by 9:30am in order to fit the three visits into one afternoon and still get back before dinner. You may want to bring snacks and water for your drive home since it's a full day. If you only want to do part of the drive then you can cut-out early, but let me know. Distilleries do allow children, but no play rooms are provided. Important, please **RSVP by early Friday, May 25** at the very latest by calling me directly so that I can confirm with our hosts. Also, please **arrive with enough fuel** as we will not have time for extra stops. If the weather is bad, then we will reschedule. Hope to see you there!

Additional information available at: www.kybourbontrail.com.

The details:

9:15am	Arrive at the parking lot across the street from Blue Grass Motorsport, 4730 Bowling Blvd, Louisville
9:30am	Leave and travel I-64 East toward Lexington
11am	First tour at Woodford Reserve plus short lunch at noon
1pm	Second Tour at Wild Turkey
3pm	Third Tour at Four Roses
4:15pm	Drive back to Louisville
5:30pm	Arrive back in Louisville

Costs: \$5.00 per person tour fee at Woodford Reserve plus your lunch cost at Woodford Reserve (other two tours are free)

Call me directly to **make your reservations**: Steven Rountree, 502-386-3001



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Louisville KY 40207
502-515-5881

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PORSCHE

THE MART

The Mart Rules

The Mart Ads are free to all PCA members. **It will appear for TWO issues and can be relisted by contacting the newsletter editor.**
All ads must be car related.

To place an advertisement in "The Mart" contact the PaceSetter editor.

Parts/Misc. for Sale

4-Post Lift. Will hold cars, SUV's, or light trucks. American steel. \$2,200 OBO. Jim 502-552-7009



Two 7x16" and two 9x16" Fuchs alloys, clear anodized lip and black painted centers with Yokohama AVS ES-100 tires. Would like to sell as a set. Will fit Carrera or Turbo. Bought new from Wheel Enhancement in 2006. Pristine condition. \$2,000 OBO Jim 502-552-7009

911 Black steering wheel off a 1987 Carrera. Very good shape. Stitching intact. \$100 Jim 502-552-7009

Bumperette off a 1987 Carrera. Undamaged and in excellent condition. \$50 Jim 502-552-7009

(2)



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8AM-3PM**

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Mountains - Scenic Wonder - Crossroads of the West

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planning now!
Register Early
to Join the
Fun!

Learn more and register at parade2012.pca.org



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MAY MEMBERSHIP MEETING

Matt & Lucy Innes' home

3020 Hill Top Ct.
(Hill Crest subdivision)
Prospect, KY 40059

Directions:

East on US-42 into Oldham County
Left on Hillcross Pkwy.
Left on Hill Top Ct.
(just put it in your GPS...)

Monday
May 14th
7:00 PM

Classic Movie Night



Don't forget your lawn chair
BYOB

Saturday, May 12 @ 6 pm

Come out for an outdoor viewing of Cannon Ball Run. We will be showing the classic movie on a big screen projector at the Cardinal Caboose #10. Located at the backside of Papa Johns Cardinal Stadium. There is plenty of parking next to the Caboose.

We will be serving Hot Dogs, Brats, Burgers and soft drinks compliments of KY PCA. If you wish you can bring a dish of your favorite masterpiece for everyone to try. Please RSVP to Mark Lichtefeld so we can get a head count. marklich@insightbb.com or 502-643-4412 (We will cancel if there is bad weather)

