

# *Pace Setter* JANUARY 2013

## “After Holiday Party” Kentucky Region PCA Jan 19, 2013

The membership is invited to attend our 2012 “After Holiday Party”. The party is set for Saturday evening, 7:00 pm, January 19<sup>th</sup>. It will be held at the Lake Forest Lodge party room like last year.

The cost will be \$10 per person. At this time we’re **limited to the first 50 people signing up ahead of time**. There is no pay at the door. If more than 50 pay before Jan 18<sup>th</sup> we will accommodate them. The food will be from Mark’s Feed Store with appetizers and holiday drinks included. If you wish to bring a holiday desert to share with everyone that would wonderful. We’ll have music and door prizes. If anyone wishes to donate a door prize, please let us know. The more the merrier!

**Please mail your RSVP along with your check to:**

After Holiday Party KyPCA  
PO Box 35341  
Louisville KY 40232

(Make check payable to: The Kentucky Region PCA)

Questions: Richard Darnell  
502-889-8120

# **KY PCA Website**

[www.kypca.org](http://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](http://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](http://www.kypca.org/information)

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

[www.kypca.org/media](http://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](mailto:feedback@kypca.org).

## **2013 KENTUCKY REGION PCA OFFICERS & BOARD MEMBERS**

### **President:**

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# 2013 KY Region PCA Calendar

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

<b>Current Events!!</b>	<b>JANUARY</b>	<b>FEBRUARY</b>	<b>MARCH</b>
<p><b>January 14, 2013 Membership Mtg.</b> CHAMMPS Restaurant Time: 7:00 PM (see page 12)</p> <p><b>January 19, 2013 Breakfast Social</b> Frisch's Poplar Level Road Time: 9:00 AM- ??:?? (see page 7)</p> <p><b>January 19th, 2013 After Holiday Party</b> Time: 7:00 PM (see page 1)</p> <p><b>NOTES:</b> Contact Information can be obtained in the newsletter on Page 2.</p> <p>All events are subject to change due to weather and availability.</p>	<p><b>14th—Membership Mtg.</b> (see page 12)</p> <p><b>19th—Breakfast Social</b> (see page 7)</p> <p><b>19th—After Holiday Party</b> (see page 1)</p>	<p><b>11th—Membership Mtg.</b></p> <p><b>16th—Breakfast Social</b></p>	<p><b>11th—Membership Mtg.</b></p> <p><b>16th—Breakfast Social</b></p>
	<b>APRIL</b>	<b>MAY</b>	<b>JUNE</b>
	<p><b>8th—Membership Mtg.</b></p> <p><b>13th—Breakfast Social</b></p>	<p><b>13th—Membership Mtg.</b></p> <p><b>18th—Breakfast Social</b></p>	<p><b>10th—Membership Mtg.</b></p> <p><b>15th—Breakfast Social</b></p>
	<b>JULY</b>	<b>AUGUST</b>	<b>SEPTEMBER</b>
	<p><b>8th—Membership Mtg.</b></p> <p><b>13th—Breakfast Social</b></p>	<p><b>12th—Membership Mtg.</b></p> <p><b>17th—Breakfast Social</b></p>	<p><b>9th—Membership Mtg.</b></p> <p><b>14th—Breakfast Social</b></p>
	<b>OCTOBER</b>	<b>NOVEMBER</b>	<b>DECEMEBR</b>
	<p><b>14th—Membership Mtg.</b></p> <p><b>19th—Breakfast Social</b></p>	<p><b>11th—Membership Mtg.</b></p> <p><b>16th—Breakfast Social</b></p>	<p><b>9th—Membership Mtg.</b></p> <p><b>14th—Breakfast Social</b></p>



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**PORSCHE**

## **President's Report**

***Matt Innes—KY Region President***

Welcome!

Let me take a few lines to introduce myself as your new KYPCA President. My wife Lucy and I are avid Porsche fans and have a mini fan in the making, our one year old daughter Sasha. I have been an active member of the Kentucky region since 2009 and I was first introduced to the club by Blue Grass Porsche after leasing our first Porsche (Cayman S) from them. This was also how I ended up being a track enthusiast after Blue Grass invited me to a track day at Putnam Park. It was one of the most exhilarating experiences of my life – I was hooked.

After the first event I decided I needed to go on the hunt for a track car as the Cayman S was my wife's daily driver, not that I needed an excuse to extend our Porsche family! I ended up buying a Lindsey race prepped 944 turbo and then spent all my summer months attending events at Putnam park, so much so that this year I decided to become a DE instructor.

A few of you already know me, I'm a Brit and like to have a good time whenever I can and this brings me to the club. Let's not forget that KYPCA is a car club and at the end of the day we are like-minded people who enjoy Porsches who want to talk about them and have fun. My association with the club and Bluegrass Motorsport has introduced me to some really good friends. If any of you have moved to a new town, or even a new country, you will appreciate how hard it can be to meet people who share your interests.

This is what I think our club is all about, people meeting up to make new friends and to talk about what wonderful cars Porsche's are. The Kentucky region has some great folks involved in many enjoyable events over the year and I would like to personally thank all those involved in organizing the events. Please keep it up as it is appreciated and the club would not be the same without you.

To keep the club strong we need new members and the best way to attract them is to hold events that people want to come to, such as club drives, interesting monthly meeting venues and Saturday morning socials. We have two really top notch DE events each year where you can safely experience your Porsche on the track, and if you don't want to take your car on the track I would highly recommend attending just to see the paddock area filled with cool cars. Our association with Blue Grass Porsche is a special one, we are very fortunate that they sponsor the event and host dinner and drinks over the weekend. I encourage the new activities committee to organize a club drive to the DE event for people who would like to see the track and cars but not necessarily participate themselves.

I'm committed as your KYPCA President to grow the club and make new members feel as welcome as possible. Your help is needed, we all know someone who isn't a club member and we know members who don't attend the meetings or events. Please try to encourage your fellow Porsche owners to be more active in the club. I'm really looking forward to 2013 and to being more involved than I have ever been and my wish is that you feel the same.

Cheers!  
Matt Innes





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# 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](mailto:deKYblugras@aol.com)

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## 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.

**Central Indiana PCA**  
**Calendar**  
[www.cirpca.org](http://www.cirpca.org)

***CKR Solo Schedule***

**Central KY Region SCCA**  
Schedule is at: [www.ckrscca.org](http://www.ckrscca.org)

# PEDROSGARAGE

## Octane Ratings

Published in the July 2010 issue of “Die Porsche Kassette”

### Who are RON and MON?

If you look closely at the gas pump the next time you’re filling up your car’s tank, you’ll see that the different types of octane available at the pump are measured using the  $(RON + MON) / 2$  method. Here in South Florida the typical octane ratings (also known as gasoline grades) are 87, 89, 91 and 93.



But what exactly is **octane** and who are **RON** and **MON**?

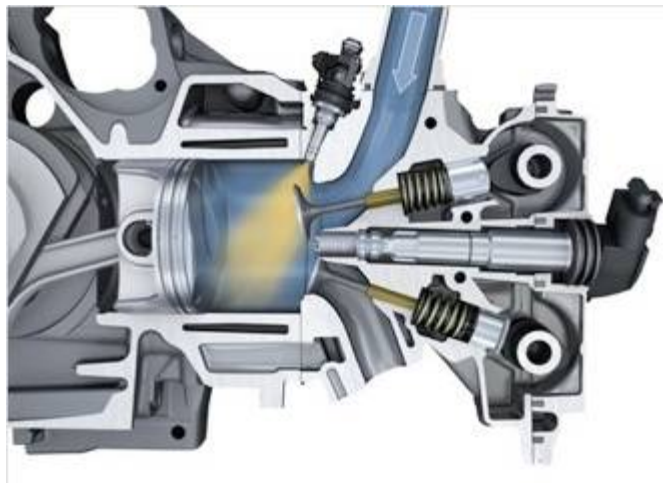
When crude oil is “cracked” or refined, it breaks down to produce hydrocarbon chains of different lengths:

- Methane (CH<sub>4</sub>) with one single carbon atom
- Ethane (C<sub>2</sub>H<sub>6</sub>) with two carbon atoms in the chain
- Propane (C<sub>3</sub>H<sub>8</sub>) with three carbon atoms in the chain
- Butane (C<sub>4</sub>H<sub>10</sub>) with four carbon atoms in the chain
- Pentane (C<sub>5</sub>H<sub>12</sub>) with five carbon atoms in the chain
- Hexane (C<sub>6</sub>H<sub>14</sub>) with six carbon atoms in the chain
- Heptane (C<sub>7</sub>H<sub>16</sub>) with seven carbon atoms in the chain
- Octane (C<sub>8</sub>H<sub>18</sub>) with eight carbon atoms in the chain
- Nonane (C<sub>9</sub>H<sub>20</sub>) with nine carbon atoms in the chain
- Decane (C<sub>10</sub>H<sub>22</sub>) with ten carbon atoms in the chain

and others, including Kerosene, Fuel Oil, Lubricating Oils, Grease, Vaseline, Parafin Pitch, Tar and Petroleum Coke, each one with consecutively longer carbon chains with up to 26 or more carbon atoms in the chain as is the case of Petroleum Coke.



In an internal combustion engine, its compression ratio is a single number that can be used to predict the performance of the engine. It is the ratio between the maximum volume of the combustion chamber and cylinder, when the piston is at the bottom of the stroke and the minimum volume when the piston is at the top of its stroke.



In a properly-firing cylinder, the spark plug ignites the air/fuel mixture at just the right time and a flame front starts on one side of the piston and burns across the top to the other side, which creates a rapid and evenly-expanding gas that pushes down on the top of the piston and thus makes the engine rotate its main shaft. When the air/fuel mixture is ignited prior to the spark plug firing as with pre-ignition, the two flame fronts collide, causing a ping-ing and knocking noise and a loss of peak power.

High performance cars generally have high compression engines, such as the ones found in our normally-aspirated, flat-6 Porsches, because the higher the compression ratio, the more mechanical energy an engine can squeeze from its air/fuel mixture. However, higher compression ratios also make detonation more likely.

An octane number or octane rating is a measure of the resistance of gasoline and other fuels to self-ignite or pre-ignite due to compression in an internal combustion engine. As the compression ratio of an engine increases, so does the required octane number of gasoline if you want to avoid knocking.

In order to account for differences in the performance quality of gasolines, two engine octane numbers are routinely used: The most common type of octane rating worldwide, **RON (Research Octane Number** – simulates the fuel performance under low severity engine operation) and is determined by running the fuel in a test engine with a variable compression ratio at 600 rpm, and **MON (Motor Octane Number** – which simulates the fuel performance under more severe engine operation using the same test engine but with a preheated fuel mixture, at 900 rpm and with variable ignition timing to further stress the fuel's knock resistance). The octane number is then reported as the average therefore we see:  $RON + MON / 2$ .

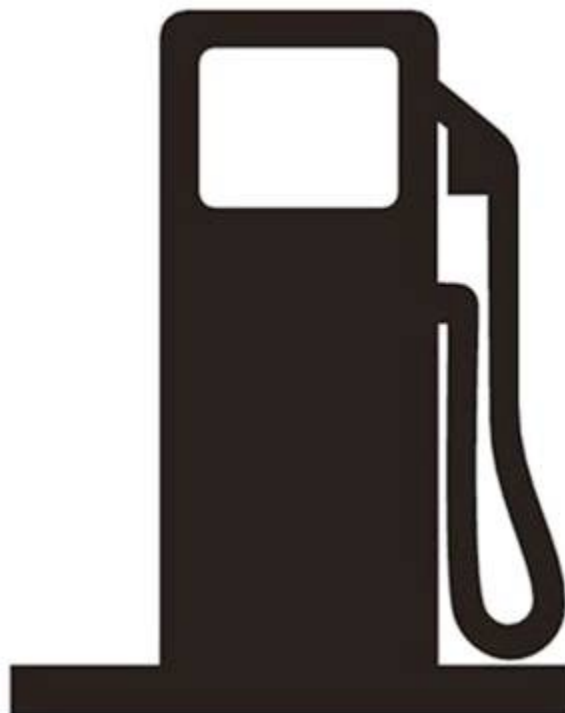
It turns out that heptane ( $C_7H_{16}$ ) handles compression very poorly. Compress it just a bit and it self-ignites spontaneously. Octane ( $C_8H_{18}$ ), on the other hand, handles compression very well – you can compress it quite a bit and nothing happens.

By definition, the RON and MON of n-**heptane** and iso-**octane** are exactly 0 and 100.

So, ninety-three-octane gasoline is gas that contains 93% octane and 7% heptane or some other combination of fuels and additives that have the same performance of the 93/7 combination of octane/heptane.

Other fuels and their RON and MON values are as follows:

<b>FUEL</b>	<b>RON</b>	<b>MON</b>
hexadecane	< -30	
n-octane	-10	
<b>n-heptane</b>	<b>0</b>	<b>0</b>
diesel	15-25	
n-hexane	25	26
1-pentene	34	
2-methylhexene	44	
1-heptene	60	
n-pentane	62	
n-butane	91	
Regular Gas (USA)	91-92	82-83
<b>iso-octane</b>	<b>100</b>	<b>100</b>
benzene	101	
t-butanol	103	91
ethane	108	
propane	110	
toluene	111	95
xylene	117	
isopropanol	118	98
ethanol	129	116
methanol	133	105
methane	135	122
hydrogen	> 130	10



An octane number doesn't relate to the energy content of fuel as some people tend to believe, it is just a measure of the fuel's tendency to burn in a controlled manner rather than exploding in an uncontrolled manner.

Another misconception that some people have regarding gasoline is that if they use a higher octane level than recommended by the manufacturer they can obtain better gas mileage or higher horsepower.

That is not so because switching to a higher octane rating does not add any more hydrocarbon or oxygen content. The different octane ratings exist so that each particular engine can have the best fuel possible due to its internal design (compression ratio).

However, burning fuel with a lower octane rating than recommended often reduces the power output or efficiency on the engine because of the knocking. Modern Porsches have anti-knocking systems integrated into the engine which are controlled by the ECU (engine control unit or main computer). These systems retard the ignition timing to reduce the tendency to detonate, but by the same token retarding the timing reduces power output and fuel efficiency.

To obtain the maximum power out of your engine, follow the manufacturer's recommendation for gasoline octane requirements for your particular engine.

For more information, please feel free to visit my web pages at [www.PedrosGarage.com](http://www.PedrosGarage.com).

Happy Porsche'ing,

*Pedro*

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# JANUARY MEMBERSHIP MEETING

## CHAMPPS Restaurant

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Louisville , KY 40222

Phone: (502)327-3030

<http://champps.com/menu.aspx>



Monday  
Jan. 14th  
7:00 PM

### **PCA Anniversaries!!**

#### **November 2012**

1900 Flesburg, John M. (1900, really?)  
1986 Hughes, Joseph R. & Sue Ann  
1996 Handmaker, David & Callan Handmaker  
1997 Brovage, G. E. & Delila A.  
1999 Hall, G. Keith & Ida C.  
1999 Rocha, Joe & Daisy E.  
2000 Dunn, Dion & Teresa  
2001 Daugherty, K. Andrew  
2003 Jozwiak, Stanley D.  
2004 Makhoul, Johnny  
2007 Radice, Thomas R. & Jennifer  
2009 Bernard, Alan  
2009 Papalia, Joseph P. & Bridget  
2009 Ream, Jerry L. & Brian Duvall  
2010 Bailey, Robert J. & Katie Smith  
2012 Adams, Granger

### **Welcome New Members!!**

#### **November 2012**

*None.....*