

PORSCHE *Club* OF AMERICA
The Kentucky Region Newsletter

Pace Setter

DECEMBER 2015

From Edward Hessel on Facebook: Westport, KY went for a drive and ran into Steve Doolin & Jersey Girl

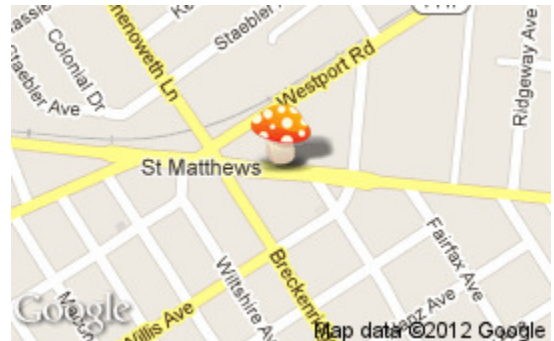


Cover photo from Edward Hessel.

DECEMBER MEMBERSHIP MEETING

mellow MUSHROOM PIZZA

**3920 Shelbyville Road,
Louisville, KY 40207
Phone: 502-409-6874 (MUSH)**



**Monday
Dec. 14
7:00 PM**

Cars & Coffee is always held on the **second Saturday from 9-11AM** in the parking lot of **Captain's Quarters Restaurant on River Rd. Now \$5 per car.**

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 or breakfast 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?

**& EVERY SECOND SATURDAY OF THE MONTH
9am til 11am**

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Coffee FOR A CAUSE**

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\$5 dollar entry fee. Open to the public! Everyone and every ride is welcome!

Become a Cars and Coffee for Charity Fan on Facebook!

2015 KY Region PCA Calendar

www.kypca.org

Table of Contents	JANUARY	FEBRUARY	MARCH	
Club Contact Info Page 4 President's Report Page 6 The MART Page 8 Christmas Porsche Photos from the Web Page 10-11 After Holiday Party Page 12 Membership Info Page 14 Editor's Desk Page 15 Advertisers Index Page 15 Pedro's Tech Article Page 16-18 Badler's Column Page 18-19				
	APRIL	MAY	JUNE	
	JULY	AUGUST	SEPTEMBER	
	OCTOBER	NOVEMBER	DECEMEBR	
			14—Membership Mtg. Mellow Mushroom	
				
			All events are subject to change due to weather and availability.	

KYRSCCA
Autocross Schedule
www.kyscca.com

Central Indiana
PCA Calendar
www.cirpca.org

Central KY SCCA
Autocross Schedule
www.ckrscca.org

KY PCA Website

www.kypca.org

Stay informed and participate! Join the KYPCA 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!

www.kypca.org

(mailing list sign-up for Pacesetter, Driver Education and general information)

www.kypca.org/club-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/document-library/

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

www.kypca.org/club-events/

(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.



Facebook:

www.facebook.com/groups/50109424636/



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(2015-16)

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When it comes to servicing your Porsche, get your knowledge from the source. Dedicated to Porsche vehicles above all else, Porsche certified technicians must complete over 80 hours a year training in the latest diagnostic technology and techniques. All Porsche genuine parts are factory-backed for two years when installed by your authorized dealer. Better still, there is no substitute for having your vehicle serviced by professionals who not only know Porsche, but live Porsche every day.

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Porsche recommends **Mobil 1**



PORSCHE

President's Report December 2015

Jason Miller—KY Region President

The Holidays are here, and with them comes my last President's Report – at least for now. The last two years as your KYPCA President have truly been an honor. Holly, Grace, and I love our KYPCA family and promise to stay involved. The friendships we have created will last a lifetime and extend well beyond the cars.

The growth in club participation over the last two years has been wonderful to see. I challenge each and every one of you to stay involved, or take the leap and get involved. Remember this is YOUR club. It can only be as good as each of us choose to make it.

R

I want to personally thank all of my fellow officers, board members, and

“Remember this is your club.”

Presidential appointees for leading the club with enthusiasm and passion. From our always top notch DE's to the many exhilarating drives, we work hard to provide something for everyone.

2016 brings back a familiar face. Steve McCombs will step back into a familiar role, for his fourth term as our President. Steve has worked tirelessly over the years to lead our club and I have no

doubt he will continue to build on recent momentum.

Our December meeting will be Monday, December 14 at Mellow Mushroom St. Matthews. The meeting starts at 7pm, but many arrive as early as 6:30.

Mark your calendars and don't forget to RSVP for the After Holiday Party Saturday, January 23, 2016. Look for your postcard invitation in the mail soon.

Merry Christmas and Happy Holidays,

Jason Miller



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502-589-4777

THE MART

For Sale



White on brown 1984 944, 76,000 miles. Garage kept and meticulously maintained with most service records and paperwork since new. Car is in Little Rock, Arkansas and can be shipped.

Originally brought to Arkansas by one of the Firestone family members, it was purchased by a car collector and then my father purchased it. Selling because it is rarely driven as the current owner is having knee pain when getting in and out of the car.

The car is an automatic. Asking \$5,500 obo.
Please contact John Ackerman with any interest/questions hans.ackerman@gmail.com and 502-819-0935. (This is Lucy Innes'Dad.)



Brushed aluminum rims are 7"x17" \$350 for both
Crome are 7"x17" and 9"x17" \$700 for all 4.
All tires shown are no good. Rims will fit on a 944 with spacers.

Contact Matt Innes at mattinnes1@aol.com



The Mart Rules

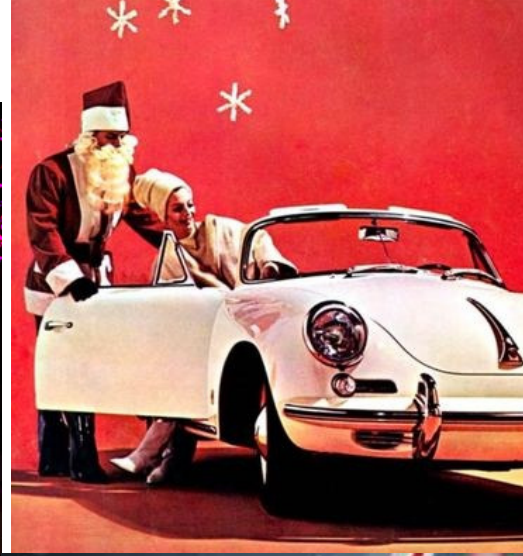
The Mart Ads are free to all PCA members. **It will appear for TWO issues and can be relisted by contacting the newsletter editor.** All ads must be car related. To place an advertisement in "The Mart" contact the Pace-Setter editor.

Huber Membership Drive

Photos by Steven Rountree

This photo was taken on the Drive to Huber's Farm. It is our usual stop on Skyline Drive in Indiana to take pictures and enjoy the view looking toward downtown Louisville. We were presented with a 60th Anniversary Banner from the current Zone Rep, which we all signed. Steve McCombs said this was the fourteenth year in a row to make this drive. At Huber's we met with some Indiana PCA Members, ate lunch and listened to live music. Many people in our group did an extensive wine tasting down in the wine cellar. Fun time was had by all as usual!





SPREAD GOOD CHEER.





The Kentucky Region PCA "Holiday Hangover Party"

When: January 23rd, 2016

Time: 7:00pm 'til Midnight

Where: Lake Forest Lodge, 511 Woodlake Dr.

Cost: \$15.00/ person

The membership is invited to attend our 2015 "After Holiday Party." This year we will be returning to Lake Forest Lodge. The cost is **\$15** per person and will include a catered dinner from **Mark's Feed Store** with an expanded menu including appetizers, salad, and dessert. There will be alcoholic and non-alcoholic beverages for your enjoyment. Music and door prizes will also be included. If anyone wishes to donate a door prize, please let us know.

Please mail your RSVP and check to:

After Holiday Party KyPCA

PO Box 35341

Louisville KY 40232

(Make check to: The Kentucky Region PCA)

RSVP and payment must be received no later than Saturday, January 16

Questions:

Richard Darnell
(502) 889-8120

OR

Jason Miller

millermd@twc.com



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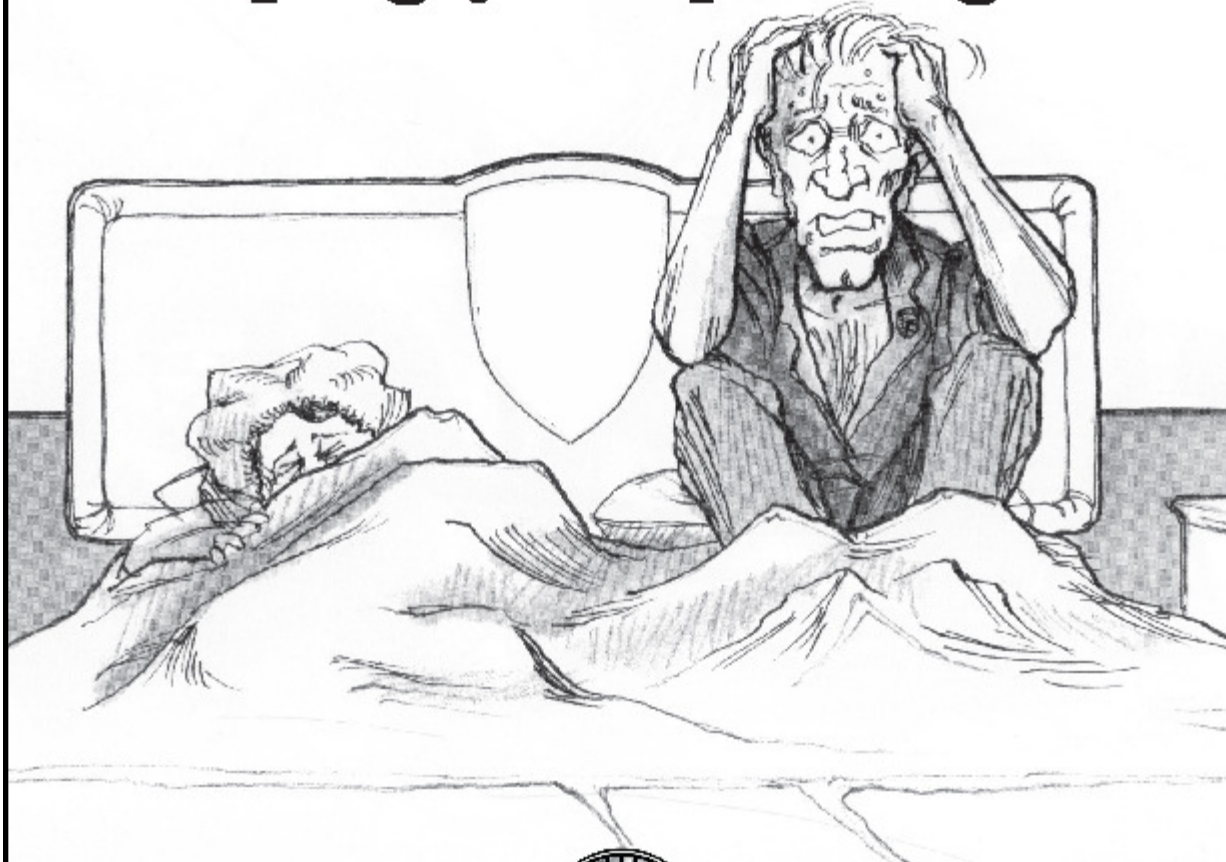
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PCA Anniversaries!!

December 2015

Yrs	Name	City		Car Year, Model, Color
27	James & Charlene Leason	Louisville	KY	1981 911 SC
18	G & Delila Brovage	Radcliff	KY	1987 944
16	Leon Butler	Louisville	KY	1985 911 Carrera
16	Dion & Teresa Dunn	La Grange	KY	1968 912 Coupe Yellow
15	Virgil & Wanda Ramsey	Lanesville	IN	1973 911E
13	Richard Rose & Jeff Durbin	Floyds Knobs	IN	1974 914 1.8
12	William Woods	Paducah	KY	1973 911E Coupe
11	Romeo & Mary Laureano	Louisville	KY	2005 911 Carrera Coupe Silver
10	Mark & Mary Doerr	Louisville	KY	1997 Boxster Artic Silver
9	Thomas & Jennifer Radice	Corydon	IN	2000 911 Carrera Violet
9	Larry & Vicki Schmidt	Elizabethtown	KY	1993 911 Carrera 2 Cpe Black
9	John Flesburg	Boonville	IN	1983 911 Turbo Coupe White
7	Gene & Peggy Hoffman	Louisville	KY	2010 Cayman S Yellow
7	Alan Bernard	Prospect	KY	1990 911 Carrera 2 Cab Red
7	Joseph & Bridget Papalia	Louisville	KY	2001 Boxster White
6	Patrick & Pam Michael	Louisville	KY	2009 911 Carrera Coupe White
6	Bobby Bailey & Katie Smith	Louisville	KY	2007 911 GT3 Coupe Yellow
6	Joe Petro & Rachael Sadinsky, Lexington		KY	2006 Boxster S Silver
5	Ron & Cameron Horn	Louisville	KY	2007 911 Carrera S Cab Red
4	Granger Adams	Louisville	KY	2012 Cayman R Red
4	Shermoan & Tina Daiyaan	Fort Knox	KY	1983 944 Coupe White
2	Dick Thurman	Louisville	KY	2005 911 Carrera Cab Black
2	John & Andrea Neichter	Floyds Knobs	IN	2014 Cayman S Red
2	Chuck Schneider & Mark Kirchner, Louisville		KY	2007 Cayman Blue
1	Aaron Thompson	Louisville	KY	2014 911 GT3 White
1	Kent & Beth Williams	Louisville	KY	1999 911 Carrera Silver

**Incomplete profiles are based on the info you filed with National when joining/renewing your membership.

Welcome New Members!!

November 2015

Julian Drennen	Evansville	IN	1974 914 1.8 White
Linda Neely	Louisville	KY	2016 911 Targa 4 GTS White
Walter Olin	Louisville	KY	1970 914 L30E Bahia Red
J. Christopher States	Goshen	KY	2014 Boxster S Black


From the Editor's Desk

By Belinda Schweinhart

It's the holiday season and winter is starting. Be sure to check in on your elderly relatives and neighbors. Our family has already had two funerals this season. So take a few minutes and check in with those around you to make sure everything is OK or to just spend a little time with them. You just never know.



Are you on Facebook yet?



<https://www.facebook.com/groups/50109424636/>

I barely scratched the surface of the photos available on our Facebook page. Our region has the best photographers around! Be sure to share any photos that you take with your Porsche too. You might just end up on the next cover!

Advertiser's INDEX

Blue Grass Motorsport.....	5
Lichtefeld Incorporated.....	7
Pedros Garage.....	16
Stein Automotive.....	7
Stuttgart Specialists.....	13

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.

PEDROSGARAGE

Stability Control

Published in the December 2012 issue of "Die Porsche Kasette"

Electronic Stability Control is known by many acronyms and names, such as: AdvanceTrac, Dynamic Stability Control

B **"But Porsche went way beyond the requirements....."**

(DSC), Dynamic Stability and Traction Control (DSTC), Electronic Stability Program (ESP), Vehicle Dynamic Control (VDC), Vehicle Stability Assist (VSA), Vehicle Stability Control (VSC), Vehicle Skid Control (VSC), Vehicle Stability Enhancement (VSE), StabiliTrac and last but not least, **Porsche Stability Management (PSM)**.

But what is it?

A vehicle's Electronic Stability System uses on board computers to control each individual wheel's brakes and assists the driver in maintaining control of the vehicle by keeping the vehicle headed in the direction the driver is steering, even when the vehicle nears or reaches the limits of road traction.

When a driver attempts a sudden corrective maneuver, for instance to avoid a crash or because (s)he misjudged the severity of a curve, (s)he may lose control if the vehicle responds differently than expected as it reaches the limits of road traction than it does in ordinary driving.

This loss of control can result in either the tail of the vehicle **spinning out**, or the front of the vehicle **plowing out**.

As long as there is sufficient traction, an experienced track driver could maintain control in many of these conditions by using countersteering (momentarily turning away from the intended direction of the car) or ...

... as Doc Hudson Hornet (Paul Newman) expertly explained to Lightning McQueen (Owen Wilson):

"turn right to go left"

in the animated movie Cars.

Image courtesy of Pixar Animation Studios



Generally, in panic situations with the vehicle beginning to spin out of control, average drivers would be unlikely to countersteer like a race driver, to regain control.

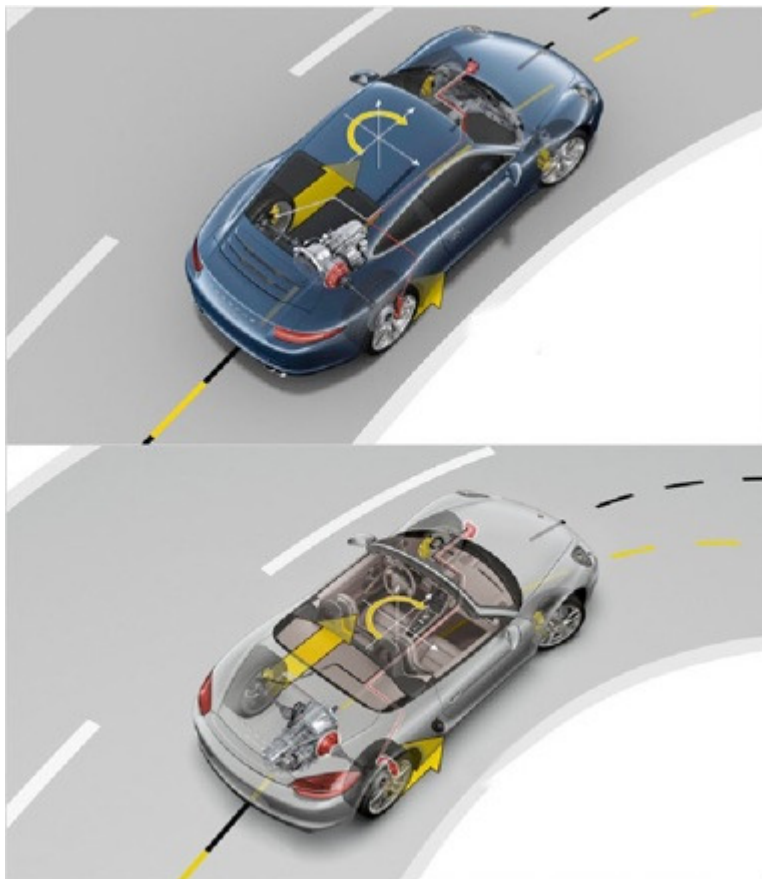
To help the driver in such a predicament, Porsche Stability Management (PSM) or any other form of ESC uses automatic braking of the individual wheels to adjust the vehicle's heading if it departs from the direction the driver is steering. Therefore it prevents the heading from changing too quickly (spinning out) or not quickly enough (plowing out). ESC cannot increase the available traction. It only affords the driver the maximum possibility of keeping the vehicle under control and on the road in an emergency maneuver using just the natural reaction of steering in the intended direction.

But Porsche has gone way beyond the requirements for ESC by the introduction of PTV (Porsche Torque Vectoring) for manual transmissions and PTV Plus for cars equipped with Porsche Doppelkupplung (PDK).

PTV and PTV Plus are optional systems which increase the dynamic performance and stability of the car by varying the distribution of torque to the rear wheels. These systems include a mechanically locking rear differential.

When the car is driven aggressively into a corner, some brake pressure is applied to the inside rear wheel. Thus, a greater amount of drive force is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle's vertical axis.

Some people complain that all of these "nanny" controls are taking away the fun of driving but at least in Porsche's case, you can switch off the function (PSM). Well, almost. Porsche's PSM remains set to intervene if the vehicle is braked and ABS assistance is required.



One great feature of PSM is **brake precharging**. If you suddenly release the accelerator pedal, PSM automatically prepares for your next action: the braking system is precharged so that the brake pads are already in light contact with the rotors and maximum braking power is achieved much sooner. When brake assist

detects a panic braking situation it generates the optimal braking pressure required for maximum deceleration. Neat stuff!

Images courtesy of Dr. Ing. h.c.F Porsche AG

As part of a comprehensive plan to reduce the serious risk of rollover crashes and the risk of death and serious injury in those crashes, The Federal Motor Vehicle Safety Standards Rule No. 126 requires ESC systems on all passenger cars, multipurpose passenger vehicles, trucks and busses sold in the US with a gross vehicle weight rating of 10,000 lbs or less as of model year 2012. The National Highway Transportation Administration (NHTSA) estimates that ESC technology will reduce single-vehicle crashes of passenger cars by 34% and single vehicle crashes of SUVs by 59%.

For more information on Porsche Stability Management, please visit my website: www.PedrosGarage.com.

Happy Porsche'ing,

Pedro

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technolab

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The Wall Street Journal did it to me yet again. There it was, this time on the front page. "Drivers Stuck on the Stick Hold Out Against Shift to Automatics."

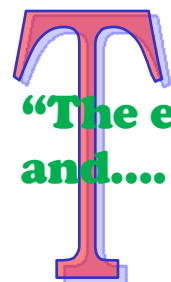
They quoted a 33-year old man from, of all places, Michigan. Who's a designer at Jeep. "I had just had enough of driving this soulless refrigerator," he said.

What did he do? He helped found The Manual Gearbox Preservation Society, which, according to the article, has 27 likes on Facebook. I went to the site, liked it, and it said I was no. 22.

Whatever. I think I should go ahead and join. And, if you're reading this, you probably should too.

Here's my story. At 17 I was given, for free, a '61 Ford Falcon automatic. Talk about a drooling bow-wow. The thing overheated so often I kept a Clorox bottle of water in the trunk. And it had one straight, flat bench seat in front, clad with 100% plastic that was so strong your bare skin stuck like superglue, no matter how hard you had the thing hunched over in a curve.

"The engine and...."



Which was a lot. The hunching, I mean, not the speed in the curve.

Then deliverance came when a family friend decided to sell his '64 Triumph TR-4, for \$800. The Falcon was pawned off to another family member and... I used every cent of my savings from waiting on tables to make the Triumph my own.

That night, my father drove the car home. Of course he did. I couldn't drive a stick. Once safely on the driveway, I humored myself by playing the radio. Presetting stations. Starting

Get Around—Stick It To Me

er, December 2015 Rocky Mountain's High Gear

it up. Putting in the clutch. Imagining I was downshifting for the Mulsanne Curve.

The next day, we took the TR ou... er... my father took it out. But he pulled over to let me try.

And I proceed to lurch the thing so hard that the fuel lines jerked off the carburetors.

How did we know? We smelled gasoline. We opened the hood. And we stared at raw fuel, running out and onto the engine block. A small toxic pool was forming beneath the car.

So we simply pushed the fuel lines back on, and we were good to go.

Although I wasn't. I just couldn't get the hang of it. For the next week, I made a point to roll, roll, roll up to stoplights, trying to time their change to

goes whaa, whaa, whaa

green, before I actually had to come to a complete halt.

I also rolled through stop signs. Intersections.

Until, one day, I got it. I just got it. And, from then on, I'm very proud to say, I have felt like I could drive anything.

I like that feeling. I earned it. And I don't want it to go away. To say nothing about the control, the satisfaction of a perfectly executed rev-timed heel-and-toe dow.... You know the story.

Now this is fascinating. The story in the Journal said "Three-pedal purists have made an impact on the high-end sports-car market. Used Ferraris and Lamborghinis with manuals now sell for \$15,000 to \$20,000 more than those with paddle-shift gear boxes...."

My word. Let's all send this article to Ferrari and Lamborghini and... yes... Porsche!

Apparently, according to the article, the Silicon Valley elite have caught on, too. Which is probably one reason for the price differential among exotics. Because "wealthy tech entrepreneurs crave such flashy rides.... (yet salesmen) describe test drives with prospective buyers stuck in the passenger seat because they hadn't mastered the stick. Yet, they made the sale."

To which I say, just keep at it. It will come. It will come.

You know, there's a middle ground. Rev-matching manual gearboxes. I've driven two, the one on the Nissan Z-cars and the one on the new Corvettes.

For all I know, the gizmos come from the same supplier. Because they operate the same way. You flick a switch and, presto, no more manual throttle blipping. Just brake, clutch and slip it into the next lower gear, or two. The engine goes whaa or whaa whaa and, what do you know, you've executed perfectly timed downshifts that are smoother than anything you could possibly engineer on your own.

Except for the fact that old habits die hard. I couldn't stop involuntarily blipping the throttle... and messing up the algorithm. It felt, God forbid, a bit like the jerking I did with my Triumph, so many years ago.

Which is a bit of the point, isn't it. At the end of the day, manual shifting is yet another way we drivers of a certain age keep time... on our side. Of course we know that manu-matics are faster shifting, up and down, that they enable you to think about one less thing, so you can concentrate on the driving job at hand and, in turn, deliver faster lap times.

We don't care. Some things, like a perfectly executed downshift, are meant to be savored... forever. Just ask the Preservation Society.

From T. H. Morrison Facebook: Dang. No Black Friday Doorbuster Specials?!

