

PORSCHE *Club* OF AMERICA
The Kentucky Region Newsletter

Pace Setter

NOVEMBER 2014



PORSCHE

NOVEMBER MEMBERSHIP MEETING

El Tarasco Mexican Restaurant

110 Fairfax Avenue (across the street from Trinity High School)

St. Matthews, KY 40207

Phone # 895-8010



**Monday
Nov. 10
7:00 PM**

**Delivering exclusive activities from the
minds of our members for over 50 years!**



*100% off a club drive
and distillery tour*

Exhilarating and educational!

Get 100% off your purchase of a late fall club drive to the Bulleit Distillery where you will "experience the past and celebrate the future". We will start out at 10 am from the park across from the dealership and wind our way across the local countryside in search of some fine grub before taking our tour. If time permits, we may try to stop by the Evan Williams Experience downtown as well. Mark your calendar for Saturday November 15th and bring your car out before hibernation begins to loom upon you. Click below to get this deal before time runs out! Please respond by Friday November 7th so we can get a headcount for the tour and restaurant seating.

The always important fine print: The club is not paying for your lunch, gas and tours so bring your wallet.

****Click here**
I've gotta have this deal!
terrenceharris@att.net**

2014 KY Region PCA Calendar

www.kypca.org

Table of Contents			
Presidents Report Page 6			
Meeting Minutes Page 8			
Club Contact Info Page 4			
Anniversaries & New Members Page 10			
Lou. Concours Photos Page 12 & 20			
Corvette Track Page 18			
Huber's Drive Photos Page 22			
Pedro's Tech Article Page 24			
Badler's Column Page 28			
		NOVEMBER	DECEMEBR
		8—Cars & Coffee <i>(see page 29)</i>	8—Membership Mtg. Mellow Mushroom
		10—Membership Mtg. El Tarasco Mexican Restaurant <i>(see page 2)</i>	
		15—Membership Drive Bulleit Distillery <i>(see page 2)</i>	
		All events are subject to change due to weather and availability.	
<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> KYRSCCA Autocross Schedule www.kyscca.org </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> Central Indiana PCA Calendar www.cirpca.org </div> <div style="border: 1px solid black; padding: 5px;"> Central KY SCCA Autocross Schedule www.ckrscca.org </div>			

KY PCA Website

www.kypca.org

Stay informed and participate! Join the KYPKA 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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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

November 2014

Jason Miller—KY Region President



Saturday, September 27 was both a sad and glorious day at the same time. You see, for almost two weeks since returning from our September DE I had considered buying another Porsche. I had the DE bug bad! And, my 2003 base Boxster just wasn't cutting it any longer. I definitely got my money's worth out of the Boxster, as she allowed me to get introduced to DE on the cheap, but an upgrade was in the near future.

Over those two weeks my wife and I discussed this more than she liked. What to do? Buy a "new to me" Cayman and daily drive it as well as track it? Or, sell The White Elephant, aka the 2007 Targa 4S with only 14,500 miles? The horror! How could I sell the Targa? This was the car I was going to keep forever.



Until...one Wednesday evening after

"The horror! How could I sell the Targa? This was the car I was going to keep forever."

work I stopped by Bluegrass to look at a 2014 base Cayman. I never made it to look at that particular car. Instead, my eye caught a 2015 Guards Red Cayman GTS. Moments later I was convinced to take a test drive. The car was amazing! The next day Holly, my wife, went to check out the car. She liked it as well. Four days later, on that momentous Saturday, both the Boxster and Targa were gone and I became the proud owner of a new GTS.

While parting with the Targa was difficult, the first

drive in the GTS reassured me that this was the right move. Bring on spring and my first DE of next season!

I digress. On to club related news. The October membership meeting was a success, as we invaded the Maserati showroom at Bluegrass for pizza and beer. A quorum of members not only convinced me to give "one more year" as your KYPKA President, but the other elected officers remained intact as well. One new Board Member, Edward Hessel, was elected.

A November drive is in the works. Be on the lookout for an e-mail blast with details soon. Also, discussions for our January Holiday Hangover Party have begun. This will be mid-January as usual and details will follow as things come together.

On a sad note, the Saturday morning Breakfast Social at Steak 'n Shake has been cancelled due to lack of participation. This will certainly be re-visited at a later date to gauge interest in re-kindling the gathering.

Lastly, as I plan meeting locations for next year, I am open to suggestions. Preferred criteria includes: a FREE meeting room, good parking for the Porsche, and quality affordable food. Please e-mail me: millermd@twc.com

Our November meeting will be Monday, November 10 at El Tarasco. The meeting starts at 7pm, but many arrive as early as 6:30.

Jason Miller



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Minutes from Membership Meeting - October

By Granger Adams, Secretary

KYPCA Meeting Minutes for 13 Oct 2014

Location- Bluegrass Motorsport Porsche

Approx. 27 members present

Notes from President, Jason Miller:

Some people have reported not getting club email correspondence. Please make sure your email spam filters are not blocking kypca.org email.

Janet Jamison, PCA region rep is looking for volunteers to help out in many different ways for the Porsche Parade. She will be available to talk and meet with potential volunteers on our fall Huber's ride.

You will see ads in the Pacesetter from a new sponsor- Forza Tuning. Welcome!

The Saturday Morning Breakfast Social is canceled for the time being. Not enough folks showing up. We will revisit the meeting in the spring.

Steven Rountree has a contact that can make a nice insulated drink cup with the club logo. If interested contact Steven soon. Cost approx. \$21, depending on total order size.

The meeting calendar is being put together for 2015. If you have a good location idea please forward them to Jason Miller. Remember it must have a meeting space for 25-30 people, be quiet enough to hear the meeting agenda, and have decent food.

Short preliminary discussion of the After Holiday Party. The party will most likely be held at the Bluegrass Motorsport dealership. The dealership is currently under extensive renovation and will be completed before the holidays. It should be a nice location for a large party. Catering is still being discussed. The date is not set, but will be sometime in mid-January, as usual.

Officer Nominations for 2015- There were no objections to the elected officers staying the same, with one exception. Edward Hessel was elected as 2015 Board Member.

Notes from VP Jeremy Miller:

We had 137 drivers participate in the September Putnam Park HPDE.

We will continue to have two HPDE events at Putnam for 2015.

Questions still being asked about having an event at the new National Corvette Museum (NCM) Motorsport Park in Bowling Green. It is currently booked through 2015, so next year is out.

NCM will probably be considered for a KYPCA event at sometime in the future.

Notes from the Treasurer, Richard Darnell:

- Club funds are up \$15,000 for the year, to just below \$70k in the bank. No expenses due through end of the year.

Advertiser's INDEX

Blue Grass Motorsport	5
Lichtefeld Incorporated	7
Stein Automotive	7
Stuttgart Specialists	11
Pedros Garage	26



MEMBER ONLY RAFFLE

**GRAND
PRIZE**

WINNERS CHOICE!

2015 BOXSTER GTS OR CAYMAN GTS

PLUS

\$25,000 CASH



The PCA Member Only Fall 2014 Raffle is now open!

Car pictured above is only representative, options may differ from actual car.

MORE ENTRIES, MORE PRIZES!

- Limited to 8,000 for 1st vehicle
- For every 4,000 entries after 8,000 has been reached, another Grand Prize package will be added.

If an additional 4,000 is not reached, for every 1,000 entries after 8,000 a Germany trip will be added as a prize

Winner announced by: Jan. 1, 2015

Entry Price: \$50.00 US

Entry Deadline: Dec. 1, 2014

[Login here to purchase your entries or find official raffle rules.](#)

Winner need not be present to win. Cash prize in lieu of Grand Prize, \$80,000 US.

PCA Anniversaries!!

November 2014

18 years David & Callan Handmaker
Louisville, KY - 1989 911 Carrera 4

18 years Doug & Tammy Meredith
Louisville, KY - 1984 928S

15 years Steve McCombs
Louisville, KY - 1989 911 Turbo

15 years Joe & Daisy Rocha
Slaughters, KY - 1979 911 SC

13 years Mark & Sandra Brodsky
Prospect, KY - 2001 911 Carrera

11 years Greg Huber
Louisville, KY - 1968 912

10 years Romeo & Mary Laureano
Louisville, KY - 2005 911 Carrera

9 years John & Shelby Moneymaker
Louisville, KY - 1984 911 Carrera

8 years Michael Croucher and Edward Croucher
Sellersburg, IN - 1988 944S

5 years Jerry Ream & Brian Duvall
Glasgow, KY - 2003 Boxster

1 year Margaret Hardick
Hopkinsville, KY - 2014 911 Carrera

1 year James McCoy
Goshen, KY

1 year Mark Nally
Louisville, KY

1 year Dorothy Walker
Franklin, KY - 2014 Cayenne

Welcome New Members!!

October 2014

Rich Boling
Floyds Knobs, IN
1982 911 SC

Greg Furnish
Louisville, KY
2011 Cayman S

Jeff Key
Glendale, KY
2000 911 Carrera

Karl Wagner
Louisville, KY
2001 911 Carrera 4 Cabriolet

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.





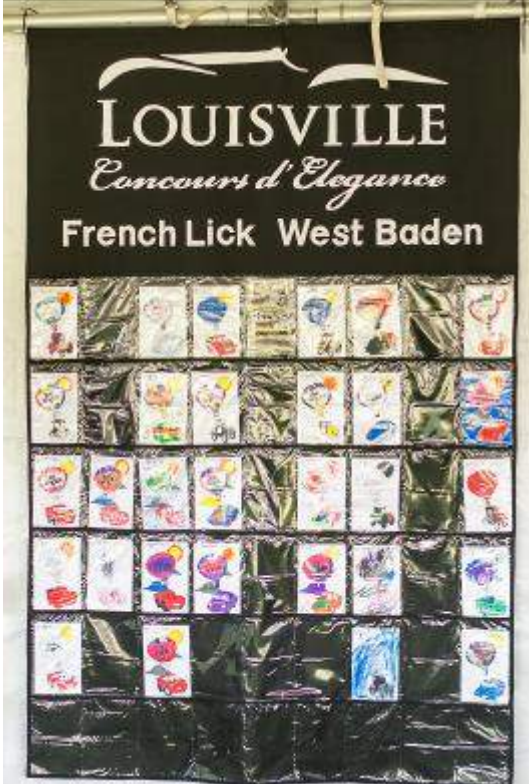
- Indoor Storage
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Louisville Concours Photos from 2014

By Holly Miller









Musings from Facebook



Justin Jones October 13
On the way home had to stop by the Dragon to end the trip on a high(er) note!



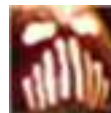
Justin Jones October 11
Got the 911 out on the Blue Ridge Parkway today! It was epic.



Richard Darnell October 11
Sampling new track at corvette track in style!



Thomas Barker October 3
If you have On Demand with your Television provider If you go to How it's Made cars they have a few 911's being built in the factory in Stuttgart,Germany.



Mark Nally Motoring October 2
wahOO! Front cover, Thanks.

Official: Rennsport Reunion V to be held at Laguna Seca in October 2015

By Damon Lowney

Photo courtesy Porsche

It's official: Rennsport Reunion V will be held at Mazda Raceway Laguna Seca, in Salinas, California, on **October 9-11 next year**, according to Porsche Cars North America (PCNA). It will take place four years after the fourth installment of the world-renowned Porsche festival.

Rennsport V is expected to attract hundreds of vintage and modern Porsche race cars, "as well as those who have designed, engineered, and driven them to victory in the world's most famous sports car races," PCNA states. Like Rennsports before it, number five will consist of three days of vintage racing, a Concours d'Elegance, and activities celebrating each of six decades of Porsche race cars — all crash courses of Porsche history.

And if you just want to watch fast Porsche metal racing on a world-famous race track, then prepare to whet your appetite with race-prepped 356s, mid-engined 550 Spyders, 718 RSKs, 917s, 956/962s, GT3 RSRs, RS Spyders, and so many more.

"While the Rennsport name from the beginning has become a staple fixture for international collectors and racers, choosing the Monterey Peninsula opened up this one-of-a-kind gathering to the many Porsche fans in California and beyond who were previously unable to attend," said Detlev von Platen, President and Chief Executive Officer of Porsche Cars North America. "Approximately 40,000 spectators for the weekend, and a record number of race cars and participants, proved that our decision to come here was correct." To put that number into context, compare it to the roughly 3,500 tickets sold for 2007's Rennsport III at Daytona International Speedway.



As with Rennsport IV, which attracted around 1,300 Porsche Club of America member-owned Porsches, according to PCNA, Rennsport V is expected to have a similarly huge turnout of members and their Porsches, filling race classes, show fields, and parking lots at the race track. It's the perfect way to finish PCA's year-long 60th anniversary celebration.

The first Rennsport Reunion was held in 2001 at Lime Rock Park in Connecticut, followed by the second and third at Watkins Glen International and Daytona International Speedway in 2004 and 2007, respectively, and the fourth at Laguna Seca in 2011. All the while, the festival was growing exponentially, with tens of thousands more attendees flooding Laguna Seca for Rennsport IV compared to Rennsport III, which sold 3,500 tickets. Due to the success of the last event, we would have been surprised if Rennsport V weren't in the books — and indeed there have been rumblings about a fifth, though time and place were unknown until today.

Porsche Club of America is an official Rennsport Reunion V partner, so look to our website and social media channels for official updates and information over the next year.

NCM HPDE at Corvette Track

By Richard Collins

This new track built by the Corvette museum and assisted with many donations/sponsorships is quite something special. We ran the full course of 3.2 miles, 23 turns with multiple elevation and on/off camber sections for 8 twenty five minute sessions over 2 days. Among the approx. 175 or more primarily street prepped cars running, included from the BG Eurogroup other than myself, Stephen White, Eric Ingram and Mike Munson, were Matt Shaw and Mike Moody and others from Nashville, Gene Hoffman (My instructor for the weekend) and several others from Louisville and other familiar faces from previous DE's in the area. Many out of state cars (VA, MI, IL, NC, SC, MD, etc) were brought in as well. The 5 run groups (30-40 cars per run group) were not totally dominated by Vettes but many Porsches, Beemers, Camaros, GTR's, spec racers and others enjoyed the two days of spectacular weather and learning the technical tricks of this new track. Friends from Lexington also drove down to observe the event.

In a few words, based on my experience over the years of running on about 10 different tracks around the country, this track will become famous in short order. It is technical, requires continuous concentration, will challenge both low AND high horsepower cars on different legs of the course and will not be learned in just a few laps in my view.

As a first event in an acknowledged still-to-be-finished venue (tower, garages, bleachers, layout tweeking, etc.), it was run by a professional staff who

were extremely conscious of safety considerations and totally focused on "high performance drive EDUCATION". As might be expected, there were several "offs" and spins during the course of the event but that is not unusual and adds to the learning experience in a controlled environment. For the real thrill seekers, pro-drivers Andy Pilgram and John Hennesy (sp?) were giving "hot-laps" in prepped race cars and sold out quickly.

Our Cars & Coffee 4th Saturday of the month group gathering was held at the track on day 2 of the event with Griff's Deli bringing the coffee and munchies. About 60 cars (Rods, Imports, Exotics, etc) attended and were allowed several parade tour laps at lunch. I suspect more than a few got enough taste of the twisties even at low speed to try to join in to a weekend HDPE in the near future.

Guys and gal, this track needs to be added to your to-do bucket list. Just join the National Corvette Museum (not necessarily required, but why not join), watch their calendar or get their weekly e newsletter and sign up for one of the future events (BMW Club, 10/10's, Chin Motorsports, Hooked on Driving, etc.) to try out this track. It will "Hook you".

Regards,
Richard Collins
1989 Porsche 911 Turbo





PaceSetter

Louisville Concours Photos from 2014

By Robert Klein





PaceSetter

Huber's Winery Drive Photos
by Richard Klein





Key Info

Published in the November 2014 issue of "Die Porsche Kasette"

This is **KEY INFO**, literally.

We will try to give you as much "Key" information as possible in this article, as there's a lot of misinformation regarding this topic.

Most of our cars came with 2 keys from the factory. Many times, if the car is sold, the second key doesn't transfer ownership or the original owner may have lost or misplaced a key throughout the years so the car is left with just one key. I see this a lot when I perform Pre-Purchase Inspections. It is good

I to note that the keyless entry (remote) is an option.

"If the car has been parked for over 6 days, the remote's receiver is automatically deactivated."

Porsches do not come standard with remote controlled locks, so there are plenty out there with a good old-fashioned manual entry.

I ordered my 1998 with keyless entry and my car came with 1 key with remote and one manual key. Now a days, cars that are ordered with the keyless entry option come with 2 keys with remote.



A Porsche key is made up of multiple parts:

Blade - The mechanical portion of the key that actuates the tumblers in the lock

Immobilizer Pill - A passive RF unique identifier, which allows the car to start

Remote Control - Radio transmitter to set or open the locks / alarm or other

Battery - Powers the remote-control operations

O-ring - Helps keep the key water-resistant

Fob - Contains all the parts

The **blade** is laser etched and unique to each car. It only operates

the mechanical tumblers in the door and steering locks. If lost or damaged, the factory can supply a replacement as each



car's key info is stored in their archives. Visit your local dealer for this service.



The **immo pill** is the security (anti-theft) feature in your car. It is a unique passive identifier which reflects a string of numbers that must match what is

programmed into the Central Locking Unit's memory.

The **Remote Control** is a small radio transmitter, and like the immo pill, sends a string of numbers that have been preprogrammed into the CLU to actuate the door locks, front trunk lid, rear trunk lid, etc. The remote control uses a common, 3 volt button battery which needs to be replaced every few years. The battery model is 2032.



The **Fob** keeps all the parts together in one easy-to-operate enclosure which also is water-resistant to protect the

electronics. It is not water-proof and many have been damaged when sent through the wash cycle having been left in a trouser pocket.

If you purchase a new key fob it will contain a new immo pill and a new remote control

with a new battery but not the blade. If you want to have a complete second (or third, or fourth) key, keep in mind that you'll also have to order a new laser-etched key blade. The cars have capacity to store up to four (4) different remote / immo combinations.

But sometimes the remotes stop working.

What can it be?

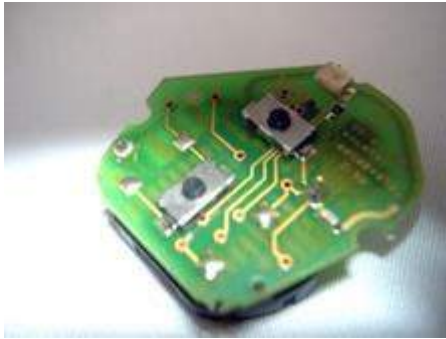
Several things:

- The most obvious is a **dead battery**. Carefully pry open the fob and replace. The telltale sign that it's a dead battery is that the red LED won't light up or will be very faint when one of the buttons is pressed. Note, the (+) side goes towards the outside.
- If the car has been **parked for over 6 days**, the remote's receiver is automatically deactivated. Open the door with the key, insert the key in the ignition and start the car. The remote is now active again.
- You could have the **"Outside Lock-in Range"**. If the remote transmitter is operated more than 256 times without reaching the associated receiver (e.g. vehicle out of range or vehicle battery dead or disconnected), the vehicle will not recognize the remote the next time it is activated.

This can happen if the key button is pressed continuously in a pant pocket or purse. If the number of operations is less than 1024, it is possible to perform re-synchronization as follows:

- 1.- Switch on ignition with key and valid transponder
- 2.- Switch off ignition
- 3.- Remove key from steering lock
- 4.- Operate remote within 6 seconds after the key has been removed

The lock-in range has now been reset to zero (0) as is the case with every recognized remote operation.



The remote itself may be damaged. When a door doesn't immediately open upon depressing the button, what do we do? We press harder! After multiple times the delicate circuitry in the remote may break a line or a component may just die.

Whenever you replace a remote or an immobilizer pill, they have to be programmed into the car's memory. The new fob with a remote and immo pill will come with its security codes and they need to be input into the car's Central Locking Unit using a Porsche-specific computer (PST-II or PIWIS) which the Porsche Dealers and some Independent Shops have. This way, the old key blade is just transferred over to the new key fob.



For more information on "Key Information" and more, please visit my website:
www.PedrosGarage.com.

Pedro

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2013 Tech Quiz Boxster Cayman Answers

(see 2014 October Pacesetter for the quiz)

51. **False**—Cayman – Code of the Curve Drive Section
52. **Burmester**—Cayman – Code of the Curve Design Section
53. **False**—Excellence June 2013 pg 57
54. **All of the above**—Cayman – Code of the Curve Safety Section
55. **33**—Excellence June 2011 pg. 62
56. **False**—Excellence June 2011 p. 66
57. **4**—Excellence Porsche Buyers Guide pg. 91
58. **2005**—Excellence Porsche Buyers Guide pg. 91
59. **False**—Excellence Porsche Buyer's Guide p. 92
60. **Rear trunk**—Porsche - h.f. ullmann pg. 391
61. **Reptile**—Porsche - h.f. ullmann pg. 387
62. **False**—2007 Cayman, Cayman S Owner's Manual pg. 27
63. **True**—Excellence Porsche Buyers Guide pg. 92
64. **0W-40**—2007 Cayman, Cayman S Owner's Manual pg. 210
65. **981**—Excellence Oct 2012 pg 91
66. **Option**—Excellence Oct 2012 pg 90
67. **True**—Excellence was Expected Vol 3 pg. 1330
68. **Krupp Hoesch**—Excellence was Expected Vol 3 pg. 1335
69. **None of the above**—Excellence Porsche Buyers Guide pg. 91
70. **True**—Excellence was Expected Vol 3 pg. 1337
71. **False**—Excellence was Expected Vol 3 pg. 1375
72. **all of the above**—Excellence Oct 2012 pg 91
73. **True**—Excellence was Expected Vol 3 pg. 1535
74. **False**—Excellence was Expected Vol 3 pg. 1525
75. **False**—Excellence Oct 2012 pg 93

THE END

I Get Around—Hey, Big shot!

By Danielle Badler, November 2014 Rocky Mountain's High Gear

Is it me? Am I getting sanguine in my old age? Am I falling into the rut of contemplating the fate of living on savings and social security?

All I know is that, nowadays, I get very uncomfortable when I read about a house in Los Angeles that comes with an "auto gallery." It's on the market for \$55 million.

According to a story in the Wall Street Journal, this "car space" (you'd probably be tasered if you called it a garage) is air conditioned, exhaust-vented and features a spinning turntable. There's total room for 15 vehicles.

It's a spec home, meaning the developer is betting some hedge funder with oil in his veins is going to pull the trigger... er, hit the starter button. Which won't be a problem, because, with that exhaust, he'll apparently be able to blip the throttle for all his friends, at will.

But he'd better be careful. The property, in Brentwood, requires finger print recognition to enter the master bedroom and the wine cellar. No finger print doohickey for the parki... sorry, auto gallery?

I'd upgrade the alarm system. Because just the idea of what to put on that giant lazy susan has me spinning wildly.

In my mind, the wheel stops on the 250 GTO that was auctioned this year by Bonham's at Monterey for \$38 million.

I mean, really, the car you drew in study hall, the one with the perfect lines, doing a perpetual 360 degree pirouette, just for you.

Posing before it, glass of Burgundy in hand, what do you think about? About your oh so good fortune? About how great it is to be a master of the universe?

About how you should have also snapped up Steve McQueen's 275 GTB/4, which, according to Sports Car Market, went at RM for \$10.175 million? For true provenance, it was allegedly delivered to the King of Cool on the set of Bullitt.

Or how about the '74 Carrera RSR 3.0 coupe that went for \$1.1 million at Bonham's? Or the '73 Carrera RS 2.7 coupe that was gaveled at \$935 thousand?

Chump change!

Then you can hop on your Gulfstream and jet to New York, where you can snap up a pied-à-terre in the sky... up to some 104 stories in the sky. That equates to 1,396 feet, some 146 feet taller than the Empire State Building.

At 432 Park Avenue, it's the tallest residential building in the Western Hemisphere, according to another Wall Street Journal article. And the crowning glory is a \$95 million penthouse. In this building, a wire mesh storage box is \$200 thousand.



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another. Yeah, we wanted in.”**

The irony, according to the reporter, is that, while trophy houses and apartments stretch higher and farther, corporate spaces are going low-key. Gone are the corporate monuments to the titans of industry who historically have bought these trophy places. Instead, out in the hinterlands, where real people work, we find low-slung, downscale spaces that put the focus, first and foremost, on employees and their cubicles.

I saw it first-hand this past week. I spent three days at a meeting hosted by Ford in Dearborn.

Someone asked me what Dearborn was like. I said it's everywhere-land. Or anywhere-land. Nothing like the death-star aftermath of a city called Detroit we all read about.

Oh, we saw that too. On the way to a real, authentic barbecue shack for dinner, we passed block after block of what Bob Dylan would call desolation row. The restaurant, it seems, was an anchor for an oasis of stability in an otherwise very bleak panorama.

But back to Dearborn. Before entering the meeting site at Ford, we passed a series of low-slung buildings, fenced in, with no signage whatsoever except the words "Experimental Vehicles" on one, and "Experimental Engines" on another.

Yeah, we wanted in.

But it was not to be. Instead we were ushered into meeting space that looked like corporate everywhere-land.

The highlight of the trip was a private visit to the Ford corporate archives.

Without a guide, you'd never know it was there. But inside this inconsequential office space was a trove of just priceless memorabilia and documents. Engineering drawings for the original GT 40. Whiz Kid Robert McNamara's resignation letter which

said in part that, when the President-elect asks you to serve your country as Secretary of Defense, duty calls.

I asked the head archivist if it was true that the GT 40 program had cost overruns on an unlimited budget. He tried not to nod and smile.

And we all know what happened to the American automobile industry in the decades after Henry the Deuce opened his checkbook to defeat Ferrari at Le Mans.

Is there a lesson here? Maybe. Something about the Great Divide getting wider and wider. And the fact that people are falling into the crevasse.

But I'd still like, just once, the thrill of bidding on a priceless piece of automotive heritage. And a giant rotating saucer, on which to show it off.

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Vehicles"
nes" on



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?

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Ed Hessel & Jason Miller at Louisville Concours. Photo by Holly Miller. See page 12 for more photos.