



PORSCHE *Club* OF AMERICA
The Kentucky Region Newsletter

Pace Setter

APRIL 2015

Cover photo by Robert Klein. See page 14 for more photos.

APRIL MEMBERSHIP MEETING

Charlie Noble's Eatery + Draught House

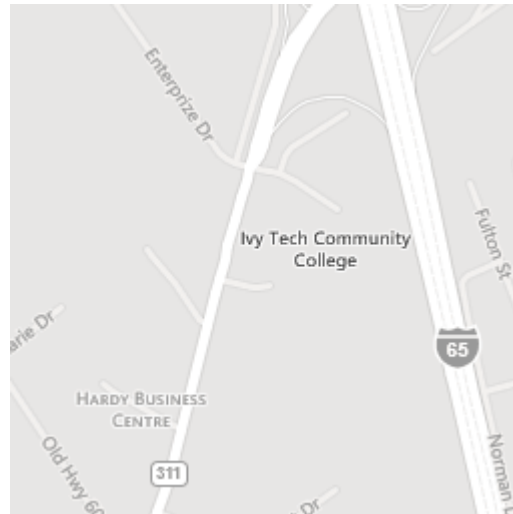
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<http://www.charlienobleseatery.com/>

Menu: <http://www.charlienobleseatery.com/menu.html>



**Monday
April 13
7:00 PM**

THE MART

For Sale



Hello, I'm a member of the Central PA PCA club (PCA member 2012010693) and would love to share my car for sale with your members if possible.

2010 Cayman S CPO Meteor Gray with Black interior, Red Stitching on Seats and Red Seat Belts. Two sets of Wheels and tires included (see pictures), one 18" summer and one 19" with Sport all seasons. ~19000 Miles, fully documented Dealer maintenance logs. CPO Warranty until 2016 and transferable to new owner. Options include Sport exhaust, Limited Slip Diff, Sport Shifter, Power seats with Red stitching and red seat belts, Bluetooth, Car cover. <https://www.facebook.com/2010CaymanS> Asking 48,990 Located in Harrisburg, PA

Leonardo Borrero
CPA PCA member 2012010693



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.

2015 KY Region PCA Calendar

www.kypca.org

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| | APRIL | MAY | JUNE |
| | 13—Membership Mtg. Charlie Noble's | 11—Membership Mtg. Famous Dave's | 8—Membership Mtg. Fiesta Time Amigos |
| | | | |
| | JULY | AUGUST | SEPTEMBER |
| | 13—Membership Mtg. Matt Innes' House | 10—Membership Mtg. Kingfish on the River | 14—Membership Mtg. El Napal |
| | | | |
| | OCTOBER | NOVEMBER | DECEMEBR |
| | 12—Membership Mtg. Bluegrass Dealership | 9—Membership Mtg. Roosters | 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 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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PORSCHE

President's Report

April 2015

Jason Miller—KY Region President



Spring was finally ushered in with our first drive of the season. Kenny of Kenny's Farmhouse Cheese showed all a good time, and although I could not attend, I understand he runs quite an operation.

The month of April promises to keep things rolling. But, before we say goodbye to March, we will get in one more club drive. Saturday, March 28 we will embark upon Woodford Reserve.

Cars & Coffee is back – the second Saturday of each month at Captain's Quarters. The Kentucky Derby

“Any day at the track, for that matter, beats a day at work.”

Festival is getting underway. And, Joe and Jane Galownia will be hosting their annual Wine Tasting Event – this is truly a must attend event.

April also brings with it the start of Track Season. I must say, this excites me! Those of you who know me well know I rarely take a day off from work during the week. However, when a too good to pass up opportunity presents itself it's hard to say no. On Tuesday, March 17 I took the day off. Robert Klein and I were invited to be the guests of Bob Young at a Putnam Park Club day. Bob, a former Porsche owner now Corvette guy, is a Putnam club member.

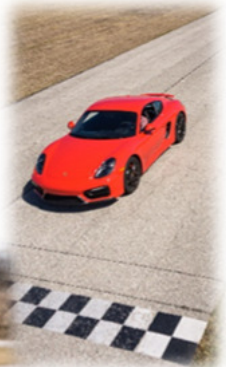
The day began with us arriving at the track around 9 am. We each had our own garage for the day and access to the Clubhouse. The track was green from 9 am until 5 pm. We were the only 3 cars on

the track. Chris Diasio, the track owner, was with us the entirety of the day and was quite the host. It was chilly but sunny. As this was my first time on track in the GTS, I could not have asked for a better opportunity. While I still need more seat time to be truly comfortable in the car, I gained great experience this day. At days end, once our red track bands were removed, we were free to enjoy the amenities of the Clubhouse. This included the open bar with a wonderful bourbon selection. What a GREAT day. Any day at the track, for that matter, beats a day at work. I highly recommend checking out The Club at Putnam Park. Next up, Mid-Ohio April 25-26.

We continue to have bigger and bigger showings at our monthly meetings. To show appreciation to our Southern Indiana members, our April meeting will be Monday, April 13 at Charlie Noble's 7815 HWY 311 Sellersburg, IN 47172. Don't let the construction traffic scare you off. Let's keep the big numbers going. Remember the meeting starts at 7 pm, but several of us arrive around 6:30.

See you there.

Jason Miller





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Musings from Facebook



Mike Robinson shared Matthew Little Photography's photo.

I am thrilled to report that Janis Joplin's 356 has been secured for display at this year's Pittsburgh Vintage Grand Prix. It will be displayed proudly in the Porsche field at the base of German Hill.

(Editor's Note: This car was also displayed at the 356 Holiday held at West Baden Hotel several years ago. We saw it and the photo doesn't do it justice.)



PCA Anniversaries!!

April 2015

25 Years John Campbell, Louisville KY, 1980 928
19 Years Bruce Davis, Louisville KY, 1996 911 Carrera 4
16 Years James Klemens, Louisville KY, 2006 911 Carrera S
15 Years Bill Daum, Louisville KY, 1991 944 S2 Cab, White
15 Years Dan Fultz, Louisville KY, 1968 912 Coupe, Red
13 Years Edward Falencki, Crestwood KY, 1985 911 Carrera
5 Years Ralph Beck, Bowling Green KY, 2009 911 Carrera S Cabriolet, Black
4 Years Russ Hurst, Louisville KY, 2005 Boxster S Cabriolet, Gray
2 Years Jim Alsup, Memphis IN, 2000 911 Carrera Cabriolet, Black
1 Year Paul Laroche, Prospect KY, 2014 Cayman Coupe, Gray
1 Year Kenny Mattingly, Austin KY, 1997 911 Carrera Cabriolet, Silver
1 Year Butch Peterson, Glasgow KY, 2014 Boxster, Blue
1 Year Ryan Waiz, Georgetown IN, 1970 911E Targa, Red

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

Welcome New Members!!

March 2015

Vicki Asher, Goshen KY, 1989 911 Turbo, Salmon Red
Karen Koenig, Louisville KY, 1986 911 Carrera

DE Corner (with Straightaways)

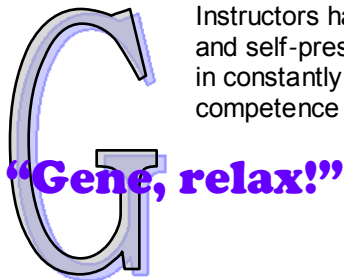
For High Performance Driver Education (DE) junkies and those that should be!

By Gene Hoffman

If you have not yet tuned in to this station (this is only edition #3), I will repeat that I have a 4 page list of DE's that I can share. Just email (rgenehoffman@gmail.com).

This month I am going to venture into the head game of driving and present some ideas on (a) confidence in relation to competence, (b) relaxation and focus, and (c) graduating into Blue (solo group) status. I will draw from comments by several trusted persons, but blame me for my spin.

Last summer, Rally Sport PCA (Ann Arbor area) hired Ross Bentley, racing coach and author of *Speed Secrets*, to talk to instructors and solo students about driving and about instructing. One of his insights was that successfully participating in a DE (i.e., really learning more) requires a continual balance between one's confidence and one's competence. Over confidence spells trouble, while being tentative leads to slow learning. So, how do you get a balance between competence and confidence? For Green and Yellow students, listen to your in-car instructor!



Instructors have two motives: teaching and self-preservation. They are skilled in constantly assessing your driving competence in order to (a) give appropriate

technical advice and (b) modulate your emotions. They will work with you

to get you to understand what you and your car can do given your level of development. For optimum improvement, you need to recognize what you can and can't do while trusting your instructor to lead you into smoother, faster driving.

For all of us, relaxed focus is the key to opening up our mental capacities for learning. Track driving demands that we pay attention to a barrage of rapidly changing visual, auditory and tactical sensations in hands, feet, thighs, seat and neck, plus attending to our vestibular recognition of

acceleration, turning and braking. Being nervous slows our ability to recognize those inputs and thwarts our ability to learn to interpret their meaning. Likewise, when unfocused, we lose track of what our car is telling us, with two consequences: we can neither drive up to our ability, nor can we improve upon our skill. (My thanks to John Grooms, Porsche School Instructor and Professional Race Car Driver, for pointing out to me last summer that I tend to lose focus on my driving when I see traffic in my rear-view mirror.) Maintaining focus is hard work, but it is a lot easier when we relax and do not expend nervous/mental energy with a choke-hold on the steering wheel. There is good reason that my Cayman's license plate says "BCALM." (I frequently quote Skip Clore, my instructor for my 3rd DE weekend, for advising in the middle of a session: "Gene, relax!") Relaxation opens the door to the in-the-moment feelings that give rise to the same kind of "flow" that highly trained athletes seek in their performance. It also helps you quit worrying about performing and pay attention to learning.

Finally, I will share a significant insight from Randy Biery at Bluegrass Motorsports. Recently, I mentioned to him my comments in last month's *PaceSetter* encouraging KYPGA members to go experience the new Corvette Museum Track. It is a challenging track which really demands relaxed focus and a balance of confidence and competence. Randy expressed a concern that new Blue students are vulnerable to overconfidence. I think I can paraphrase his concern by saying that new Blue students may be so relaxed with their new freedom that they forget to balance their confidence and competence - and being a Blue, solo driver - they do not have an instructor to help them with that balance. Consequently, they can get in trouble quicker than they realize.

As I have continued to participate in DEs, my mantra has become considerably more complicated than "BCALM." It is now something like "Relax, focus on what is ahead, and calmly keep assessing my ability to control my car."

The '80s TV show *Hill Street Blues* comes to mind: "Be careful out there!" Coming soon, I'll explore why this DE stuff is so much fun!

Wine Tasting Social

By Joe Galownia

Based on past success, the third annual Wine Tasting Party is on for **Saturday, April 25th from 6:30-10PM** at the Galownia residence in New Albany, Indiana. It will be a great time to socialize and meet other club members and enjoy great food and spirits.

The format for the wine tasting is structured so that everyone will get to taste many different wines. Each person (or couple) is to bring two bottles of the **SAME** wine. Price point is \$10-25. For the tasting, one bottle of each wine will be opened for those attending to sample/taste. The second bottle will remain in reserve unopened.

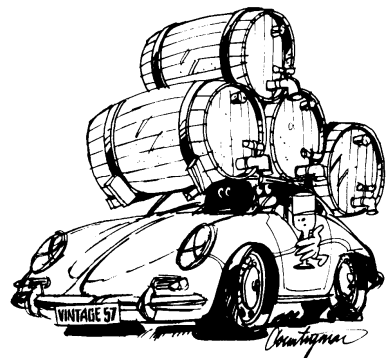
After dinner, the names of those attending will go into a hat for a drawing. Luck of the draw, each name is pulled and that person (or couple) gets to select from the unopened bottles as to which bottle they want to take home.

For dinner, the club will furnish a nice selection of cheeses during the tasting, and grilled steaks, and vegetables and some deserts afterwards.

If you wish to attend this great event, **RSVP to Joe Galownia by Wednesday April 22 via e-mail at: jmgalo@hotmail.com**. Phone is 502-836-4272 if you have any questions. This is a reservation-only RSVP required party to allow for proper supplies and food. There is ample safe parking, so bring your Porsche. Address is: **3008 Wolf Lake Blvd, New Albany, IN 47150**.

Rain or shine, looking forward to seeing you there!

This almost turned into an April Fool's joke by accident. After about 15 tries to upload this newsletter with a couple of photos in this space, I gave up. Besides, you know what a bottle of wine looks like.....



IMS bearing keeping you up at night?



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From the Editor's Desk

By Belinda Schweinhart

I don't think it's said enough, so I'm going to say it again. A big Thank You goes out to all of our members who help keep this group running. I'm referring to , specifically, those who help me with the newsletter content. Whether you write a column, submit photos or just don't complain when I "borrow" your Facebook posts, this would be a very boring newsletter without you. Keep the great content coming and I promise to credit you, spell your name right and even use the correct name (right, Robert?).

If you're interested in reading newsletter from other regions, check out those on www.issuu.com. Search for Porsche and look at the list under Publishers. Now if you see anything particularly interesting that we should include in our newsletter, please let me know. I've used a few ideas from other newsletters already. Why reinvent the wheel?



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2015 KY SCCA Autocross Schedule

www.kyscca.com

Event is subject to cancellation due to weather.

KFEC = KY Fair & Expo Center
(karts are allowed)

NCM = National Corvette Museum
Motorsports Park, Bowling Green

Calendar

| <u>Event</u> | <u>Date</u> | <u>Location</u> |
|---|----------------------------|-----------------|
| Starting Line School | 3/14 | NCM |
| Fun Event #1 | 3/15 | NCM |
| Points Event #1 | 4/26 | KFEC |
| Fun Event #2 | 5/17 | KFEC |
| Points Event #2 | 5/24 | KFEC |
| Points Event #3 | 6/28 | KFEC |
| Points Event #4 | 7/12 | KFEC |
| Points Event #5 | 7/26 | NCM |
| Points Event #6 | 8/16 | NCM |
| Points Event #7 | 9/20 | KFEC |
| Points Event #8 | 10/11 | KFEC |
| Points Event #9 and Points Event #10 | 10/17 and 10/18 | NCM |

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Woodford Reserve Membership Drive—March 28

by T.H. Morris

Today's drive to Woodford Reserve was quite well attended even though it was a touch on the chilly side this morning. We had two groups depart over a 30 minute period each taking entirely different routes and with absolute Swiss watch precision timing we merged into one group just prior to arriving at the distillery! We got the group of 30 checked in for the 11:40 tour and spent the next hour learning about the elements of Woodford's processes that contribute to its distinct flavor profile.

The final step of the tour was to sample and analyze that treat we traveled so far to experience firsthand. Afterward, we had lunch on-site and then got back on the road heading somewhat back in the direction of home. Thanks to everyone that came out and thanks to the distillery and catering staffs. It was a fun day!

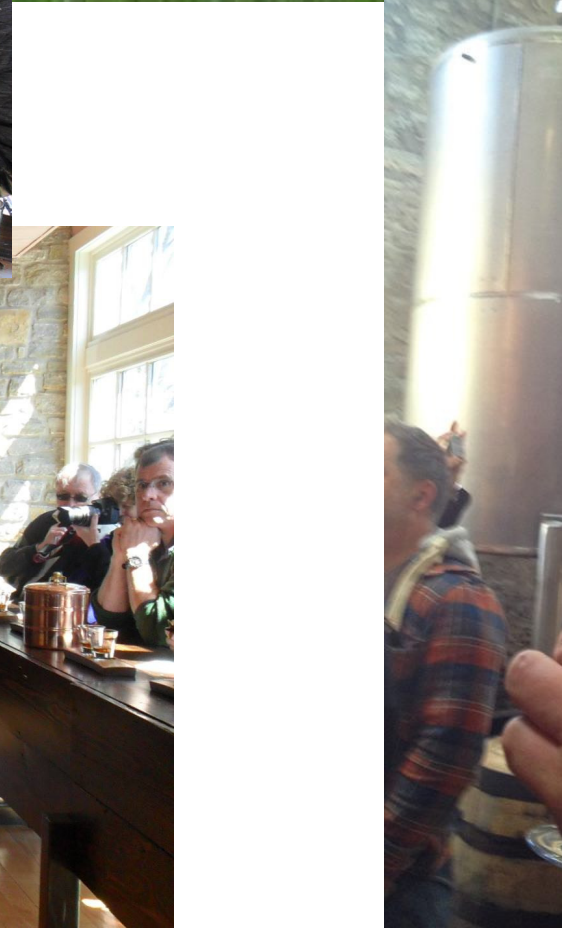


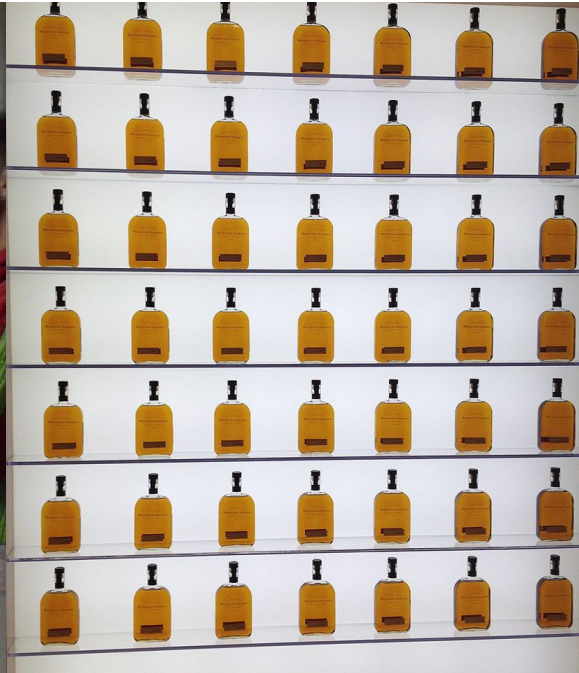
Photos by:
T.H. Morris
Ed Hessel
Lisa Mohr
Robert Klein
Fred Burr











Kenny's Farmhouse Cheese Membership Drive—March 14

by T.H. Morris

The day started off damp and a group gathered in the hope of dry things to come. Edward led us on a great route through Bardstown and Campbellsville as we chased down our first stop in Greensburg for lunch. From there, Kenny, of Kenny's Farmhouse Cheese, led the group down to Austin. There we were given a tour of the operations and got a chance to visit the new cheese cave. Then it was on to the cheese and wine tasting and back on the road with coolers full of cheese to take home. A huge thanks to Kenny, his family and staff for hosting our visit. It was the perfect choice for the start of our driving season.

On a sad note, we said so long for now to Scott and Sheila Keiser and wished them well as they relocate to North Carolina. We hope to see them on a future drive and fully expect lots of updates from their new region.

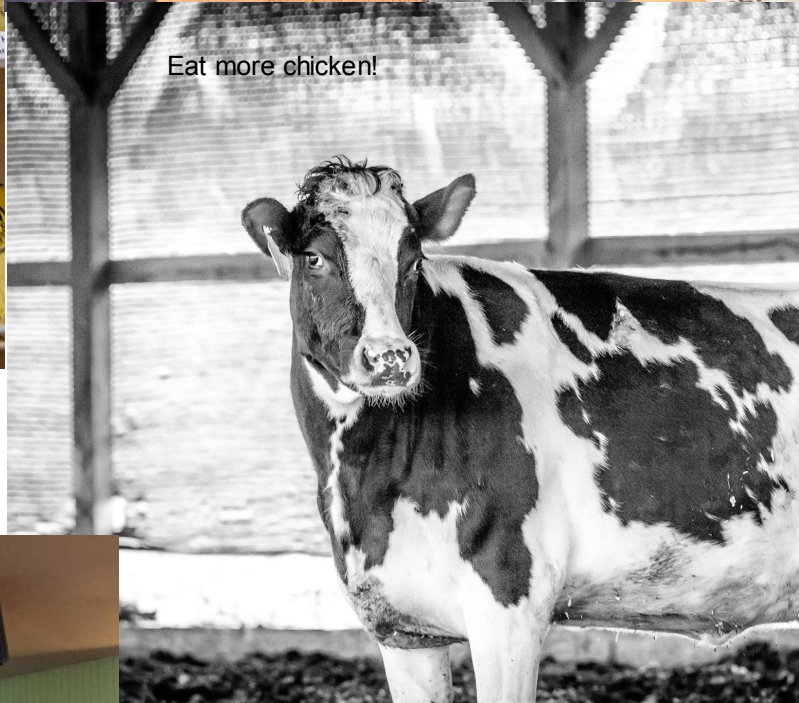


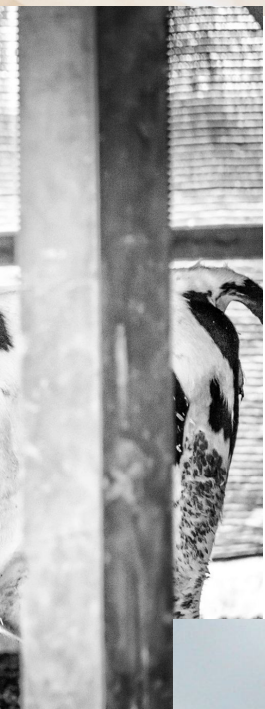
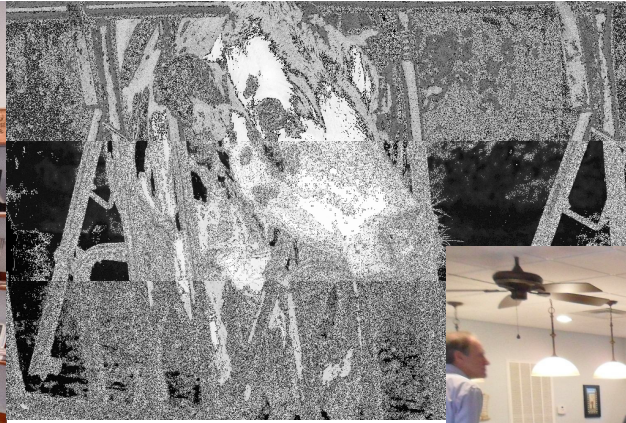
Here, Larry chooses the puddle.





Photos by:
T.H. Morris
Ed Hessel
Robert Klein





A lot of Hot Air!

Published in the April 2015 issue of "Die Porsche Kassette"

A lot of hot air is what can save your life in case of a frontal crash if you have one of the earlier Porsche Airbags. Actually, hot nitrogen, produced by a chemical reaction in the Airbag.

Have you ever wondered how airbags work? What if any is their maintenance? or, Have you heard that you shouldn't use a full face helmet in conjunction with an airbag? Keep on reading and we'll fill you up, I mean fill you in ;)

The goal of an airbag is to slow the passenger's forward motion as evenly as possible in a fraction of a second when a crash occurs, because as we all know speed doesn't kill, it's the sudden stop that gets you.

In 1987 Porsche introduced the first automobile in the world to have as standard equipment driver and passenger airbags. That car was the 944

"...speed doesn't kill, it's the sudden stop that gets you."

Turbo. The 944 and 944 S offered Airbags as optional equipment that same year.

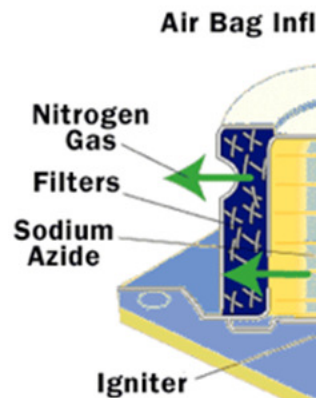
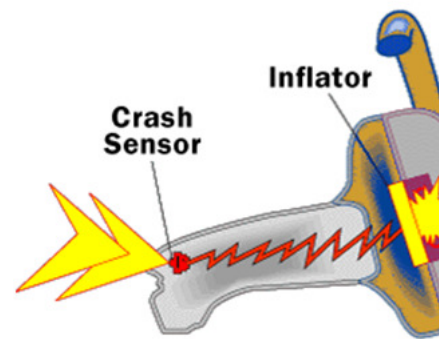
Eleven years later, in 1998, the National Highway Traffic Safety Administration (NHTSA) mandated as standard equipment dual frontal airbags in cars and a year later in light trucks as well.

The airbag is made of thin nylon material which is folded into the steering wheel, the passenger dash the doors and or the seats.

The sensor is what triggers the airbag to inflate. It sends the signal when there is a collision force equal to running into a cement wall at 10 -15 mph. The sensor receives the information from an accelerometer built into a microchip.

The airbag's inflation system reacts potassium nitrate (KNO_3) with sodium azide (NaN_3) to produce nitrogen gas which inflates the bag.

Think of the airbag inflation system as a solid rocket booster. The airbag ignites a solid propellant which burns very rapidly and creates a large volume of gas to inflate the bag. The airbag actually bursts from its storage at up to 200 mph. A second later the nitrogen gas dissipates through small holes in the bag which completely deflates it.

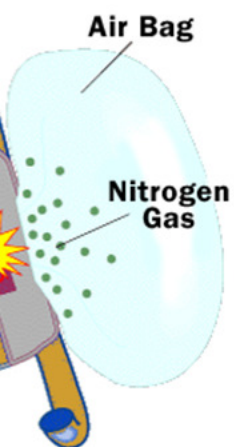


Today, the technology has evolved to also include side impact airbags, curtain airbags, side tubular airbag knee airbags and others to further protect the vehicle's occupants. The technology also changed so that today's airbags produce cool nitrogen, not hot gas.

From impact to full deployment, a driver's airbag takes approximately 30 - 40 milliseconds (0.030 - 0.040 second) - an eye blink takes 0.2 second - while the passenger airbag, which is larger, takes 40- 80 milliseconds to inflate.

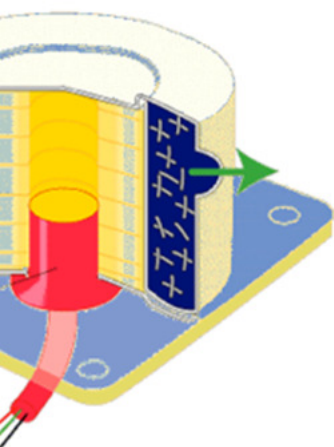
Side impact airbags must inflate and deploy much quicker because there is no crumple zone and very little space between the passenger and the door. Side-collision detection must take place

within 3 milliseconds (0.003 second) and complete deployment of the side or curtain airbags must happen within 10 - 15 milliseconds (0.010 - 0.015 second). These side airbags can deploy much quicker because they don't depend on a chemical reaction as with the frontal bags. They have their own high-pressure gas canisters and the gas is released cold.



Porsche uses a combination of airbags in their vehicles to protect its passengers: Aside from the frontal driver and passenger airbags, The **Porsche Side Impact Protection (POSIP)** system on the sport cars comprises side impact protection elements in the doors and two airbags in each side.

ation Device



The Macan, for instance, is equipped with full-size frontal airbags just like the sports cars, but also offers driver and passenger knee airbags and the POSIP includes side airbags in the front seats, curtain airbags along the entire roof frame and the side windows from the A-pillar to the C-pillar, and side airbags for the rear compartment.



Regarding maintenance, Porsche's airbag systems are very well made and are supported by a very sophisticated self-diagnostic capability. Even the very early airbag systems will detect minute changes within the system and return an error message or warning light if specific electronic values are exceeded or operational issues are detected. If your airbag warning light lights up when you turn on the ignition and then goes off by itself a few seconds later, your airbag system is ready to work for you.

Porsche recommends inspecting the airbag system eight years after manufacture and every two years thereafter for the life of the car. Porsche does not recommend replacing airbags at any specific time interval, only when, if ever, they are inflated.

And the one about not using a full-face helmet in conjunction with an airbag.

Myth or fact?

If you are using a three-point restraint (shoulder/lap seatbelt) such as on a DE or AX there is no problem in using a full face helmet.

If you are using a racing seat with a five or six point restraint harness you should not have an operational airbag.

The reason is that with a 3-point seatbelt, in a frontal crash, your torso will move forward as the belt tightens and stretches a bit, aligning your chest with the inflating airbag, as it was designed.

With a 5 or 6 point restraint your torso will not move forward appreciably, just your head. This puts your chin in line with the inflating bag which can catch the edge of the helmet's chin protection area and snap your head back! That's why you don't find airbags in racecars.



Also remember that the airbag system is not a substitute for seatbelts. They are designed to work together making your car safer for you and your passenger(s).

For more information on airbags and more, please visit my website: www.PedrosGarage.com.

Happy Porsche'ing,

pedro

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

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FRENCH LICK, INDIANA

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I Get Around—The Eyes have It

By Danielle Badler, April 2015 Rocky Mountain's High Gear

If you're reading this, you may or may not know the name. But you certainly know the work.

Giorgetto Giugiaro. He was named Car Designer of the Century in 1999, and inducted into the Automotive Hall of Fame in 2002.

The founder of Italdesign, Giugiaro is credited with, among others, the original VW Golf, Passat and Scirocco, the DeLorean DMC-12, the Lotus Esprit, the Iso Rivolta and Grifo, the BMW M1, the Bugatti EB 118, the De Tomaso Mangusta, the Maserati Ghibli, Bora and Merak, and the Fiat 850 Spider.

Along the way, he's also sketched numerous Nikon cameras, Beretta firearms, Ducati motorcycles, and Seiko watches, as well as aircraft interiors, tractors, skis, golf clubs, telephones and a dentist chair that's supposed to actually be inviting.

Why should we care? Because, aside from the fact that the man's an acknowledged genius, the Volkswagen Group bought a 90.1% interest in his firm in 2012.



The purchase was made through

“There's no accounting for taste.”

VW's Lamborghini sports car unit.

I think it's a safe bet that Giugiaro is having an impact across the VW product roster. And, with lead times what they are, we should see his influence, more and more, in the coming years.

Which is why I read with great interest a story on Giugiaro that appeared recently in The Wall Street Journal.

It was a profile and interview with the man, now 77. The headline reads “Car Designer Giorgetto Giugiaro on Comfort, Curves and Drawing Tools.” And the subhead reads “The prolific designer discusses the best place to test drive a car and why the horse is the perfect animal.”

Yes indeed, there it is, in the second paragraph... he's now working exclusively with the Volkswagen Audi Group. In fact, at the recent Geneva Car Show, he unveiled the Gea concept car, which allows passengers to work, sleep and even exercise.

Some highlights from the interview:

The best place to test drive a car is “Sardinia. It offers gorgeous scenery, few people and little traffic....”

The car he drives today is “a 2014 Audi A7 TDI. It is a very elegant car, precious and prestigious, a performance car... for rich people.”

The designs that most impress him are “certain very common and anonymously designed objects - corkscrews, needles, scissors, forks, knives.”

A common design pitfall is “to design something that has no other value than being something ‘new.’ It has no function, it is not design.”

The most beautifully designed cities in the world are “Athens and Rome — real capitals of our Western civility. I think of the Acropolis in Athens, and the Colosseum in Rome.”

The one thing you will not find in his home is “a single drawing or anything related to cars. Everybody is quite surprised at this. But I like to simply have art and rare objects around me at home. I work with cars all day long, every single day of my life.”

A trend he doesn't subscribe to is “cars with rounded lines. You lose a remarkable amount of space. Square lines and flat surfaces allow designers to use inner room the best, both for passengers, mechanics and luggage.”

When buying a car, it's important to consider “its interior, apart from any pleasure you might get from the external shape and architecture of it. Important features of an interior are comfort, functionality, visibility and having enough space to move around.”

The animal he most admires is “the horse. It is the most perfectly designed animal in terms of form, motion and function. I also admire the design of the shark and cheetah. They transform the concept of aggressiveness into harmony and speed.”

O to participate in the interview with this great man.

Here are a few of the questions I would have posed.

How do you feel about all the add-on scoops, ducts, intakes, exhausts, spoilers and what-not that seem to clutter up a design that you may have spent forever to come up with?

If an interior should be one of harmony and simplicity, how do you reconcile that with automotive touch screens, track pads, paddles and joy sticks?

And I would slip one in, just for grins; how do you feel about Hollywood taking one of your iconic designs and twisting it into the centerpiece of a feature film?

I like to think he'd probably chuckle, sip his espresso and note that the film made his design a worldwide icon. And it grossed millions.

There's no accounting for taste.

Hello everyone and welcome to Cars for Dystonia and Parkinsons 2015!

Cars for Dystonia and Parkinsons will continue on the second Saturday of every month (weather permitting) at Captains Quarters on River Rd. from 9-11 am. The \$5.00 entry fee (per car) will be collected as you enter the parking lot. Parking is allowed in designated parking lot spaces only and not in the green areas of the property.

We also have a new sponsor this year for our event in addition to the 502 Motor Club, Bluegrass Motor Sports has also chosen to sponsor our monthly event. Perhaps the biggest news of all is that Cars for Dystonia and Parkinsons has joined forces with the Michael J. Fox Foundation. All of the proceeds from our monthly Car shows will go directly to a fund that will be earmarked for overlap research of Dystonia and Parkinsons.

For those of you that are new to Cars and Coffee, this event was started by our son Jacob Spielberg who was diagnosed with Dystonia in 2006. Dystonia is a neurological movement disorder similar to Parkinsons in which your muscles contract uncontrollably resulting in abnormal postures and limited use of limbs.

Jacob is the recipient of DBS (Deep Brain Stimulation) surgery and after many complications, he is now able to live a very normal life. However, DBS is a treatment and not a cure. Jacob was determined to help the foundation that helped our family so much with his diagnosis and his treatment. In 2010, Jacob decided to create an event that

would bring together his love for cars and his passion to help fund a cure for his disease. Those of you that have had the opportunity to meet Jacob certainly realize how amazing it is for a child to have such a wonderful attitude no matter what comes his way! He definitely "Loves Life", and our Love Life campaign, which raised over \$100,000 was the red wristband that caught the eye of people all over the country. Today, we can honestly say that our combined efforts and projects have helped fund many research grants and centers of excellence not only to raise awareness but so that others diagnosed can benefit from the resources that have helped us over the past 9 years. We hope that all of you will choose to support our cause and look forward to seeing all the fun cars that continue to come our every month to our event!





Photo by Ed Hessel. See page 14 for more photos .