

Bluegrass Region Porsche Club of America

RUMBLE

January 2012



Are you ready to party like it's a new year?

Last year we were forced to move our Christmas party to January due to snow at the last minute. It all worked out and we enjoyed a nice beginning of the year party. Actually, having the party in January instead of the busy month of December worked out so well that the board voted to do the same thing this year!

Annual New Year Holiday Party January 15th, 5:30 pm Firebrook Clubhouse

So don't miss out. It's right around the corner, and it will be a blast! We will have an excellent buffet style dinner catered by Three Peas in A Pod Catering featuring Home-style Meatloaf , and Parmesan-crusted Chicken as the meats with Loaded Twice-Baked Potatoes and Country-style Green Beans. The cost per person is \$25.00 and can be paid at the party. Meat selection is not necessary as it is buffet style and there will be enough to enjoy both.

**Please RSVP: Email ed@abracadabragraphics.us
or call 502.320.2655. RSVP requested by JANUARY 9th.**

**Every year this is a great event and a great time to get to see your Porsche friends during the winter months.
An added reason to participate this year is the club will donate \$20 per attendee to needy Lexington families for Christmas 2012.
More details on the selection process to come.**

So let's party like it's a new year! We hope to see you January 15th!



RUMBLE

January 2012 Vol. 10 No. 1

Table of Contents

Cover: Bright December sunshine on the morning of the December 10th Cars & Coffee illuminates Judd and Kelly Campbell's 2002 996 Twin Turbo.

4 Club Officers	9 PCA Corral at Daytona
6 President's Message By Ed Stevenson	10 December 10th Cars & Coffee
7 December 5 Minutes By Maureen Elwyn	16 991 available next month
7 Membership News By Tim McNeely	19 Technical: Replacing brake rotors and pads on a 2006 Cayenne S By David Patrick
8 Calendar of Events	

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- Classified Ads are free to members, free to anyone for Porsche-related items,
- \$15/month for non-Porsche items.

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The Bluegrass Region
PCA Board of Directors
meets on the first
Monday of each month
Dinner at 5:30 p.m.
Business at 6:00 pm
Members are welcome.
See calendar for details.

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President's Message

I'm Back!

I'm pleased to be elected as your President, again.

I took a few years off, watched the club grow under the leadership of Gary Hackney, Paul Elwyn, and then David Patrick. Each did a great job and I think the club is in the best shape and most active it has ever been! I'm excited to try and keep up the momentum! I have some new ideas that I hope to implement shortly and welcome any and all that you the members have. Please contact me with any comments or suggestions. I can be reached via email:

ed@abracadabragraphics.usor
phone: 502.320.2655

Some items of interest:

New Board

Elections results are in and we have a new board, and I'm

happy to point out that a couple are even first time board members! I would like to announce our new board and also thank each for their volunteerism. It's the effort from each that creates the events and makes this club as FUN and active as it is!

Bluegrass Region's 2011 Board

Ed Stevenson, *President*; Ken Slone, *Vice President*; Bob Lovejoy, *Treasurer*; Maureen Elwyn, *Secretary*; Mark Doerr and Tim McNeely, *Directors*.

I also want to thank Robert McClelland and Neil Fisher as they are in the middle of their current term as Director.

Annual New Year Party

Due to the busy schedules that many of us have during December, we chose to have a New Year Holiday Party. The party will once again be at The Fire-



brook Clubhouse. It will be catered by Three Peas in a Pod Catering. The per-person cost is \$25.00

Please RSVP to me by January 9th. More details are included in the Annual New Year Holiday Party article.

New Charity Initiative

As noted in the Annual New Year Holiday Party notice on Page 2 of this issue of Rumble, the board has voted to contribute \$20 for each member attending the party to benefit those in need at Christmas. We are doing this instead of applying club money toward lowering the cost of the meal. We can enjoy one another's company over a fine dinner in the

knowledge that we are doing something good for others in need.

Monthly Club Activities

We have three activities every month to put on your calendars. The first Monday is our board meeting, the second Saturday is Cars and Coffee, and the third Sunday is our social. For locations please check your latest *Rumble*.

I'm looking forward to a great year of Porsche Fun! Hope to see you at an event soon!

Drive it!

Ed

Write, shoot, and submit. Rumble is YOUR newsletter!



Rumble won first place in PCA competition last summer largely because of member contributions.

For nearly three years, now, as editor I have been impressed with the quality and volume of member-created content, both photos and articles.

We can read about Porsches in any number of publications

off and online, but only Rumble provides our voice, our photos, our involvement with Bluegrass Region and with Porsches.

Content is due on the last day of each month prior to the month of publication. Send high resolution photos and separate text to paul.elwyn@gmail.com. I can scan photo prints if you do not have digital photos.

Anything Porsche-related is welcome, of course, but since we are all car nuts, if your contribution is about a brand X auto or event, likely members will find that entertaining as well.

Be forewarned that I do not believe anyone who says he or she is not a writer. We all can be writers...and photographers, maybe not professional writers

and photographers, but members enjoy hearing from and seeing fellow members, so you have a built-in audience welcoming your contributions.

So, write, shoot, and submit. Rumble is YOUR newsletter!

Paul Elwyn, *Editor*
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BOARD MINUTES



Maureen Elwyn
Secretary

December 5 2011

Office of Robert McClelland

Board Members Present:

David Patrick, Robert McClelland, Tim McNeeley, Ed Steverson, Mark Doerr, Paul Elwyn

Members Present: Ken Slone, Maureen Elwyn

Meeting convened by President David Patrick at 6 pm

November 7 Minutes

approved, motion by Tim McNeeley, Second by Ed Steverson

Treasurer's Report

by David Patrick for Bob Lovejoy: \$4,295.50 estimated balance as of 11/29/11 to be confirmed by Bob. Motion by Tim McNeeley, Second by Robert McClelland, approved

Chair Reports:

- **Membership** by Tim McNeeley: Two new members, 187 Total membership
- **Technical**, conveyed by Paul Elwyn for Jim Brandon: No tech sessions planned at this time for December or January, but Jim is open to suggestions for a session to be hosted by him at his garage.
- **Newsletter** by Paul Elwyn: 33 pages set for release on December 6.

New Business:

- **Finalize slate for election:** Ed Steverson, President; Ken Slone, Vice President; Maureen Elwyn, Secretary; Bob Lovejoy, Treasurer; Tim McNeeley and Mark Doerr, Director at Large. Election results to be confirmed by Jim Brandon and Ben Prewitt.
- **Holiday Party:** Firebrook Clubhouse, 5:30 pm, January 15th. RSVP to Ed Steverson. Meatloaf and parmeson chicken on the buffet.
- 1. Club will donate \$20 per member attending the event toward a Christmas charity as approved at the November 7th board meeting. This action takes the place of club treasury being used to reduce price of dinner for members.
- 2. Door Prizes provided by the club. Motion by Paul Elwyn, Second by Robert McClelland to provide

\$200 from treasury, \$100 to Blue Grass Motorsport, \$100 to Porsche of the Village, to be applied to door prizes for Holiday Party, dealerships to select prizes. Motion approved.

3. Dealers will be asked to designate recipients, whether Bluegrass Region members, non-members or both, as approved by the Board in February.
4. Ed Steverson as Dealer Liaison to handle details with dealerships.
5. Setup crew needed at 4:30.

- **Board Retreat**, January 8, 2pm, home of Robert McClelland, 1113 Sheffield Place, Andover, to plan activities for 2012.
- **January Board Meeting:** Sawyer's, 5:30 pm.

Adjourn: 7:20 pm

MEMBERSHIP NEWS

One new member, 194 total membership



Tim McNeely
Membership Chair

Many of you know Brian from his past participation as the past master mechanic at Porsche of Lexington and current co-owner of Foreign Affairs Autowerks. It's good to finally have him on board as an official member!

We also had two transfer in this month as they have moved to the Bluegrass from regions afar. Let's all welcome:

- Charles & Barbara Armitage....driving a 2009 Cayman S, moving to Lexington from Metropolitan New York.
- Steve & Jenny

Krolak....driving a 1986 944, moving to Lexington from Georgia

Our membership is at 116 Regular Members and 78 Family & Affiliate Members, making our total membership 194.

Hope everybody had a great Christmas and New Year season.

Don't miss our Annual New Year Holiday Party Sunday, January 15 at Firebrook in Lexington.

Also, please recognize the following Member Anniversary dates:

- Stacy Bearse 1996
- Micael Bordes 1997
- Ron Sanders 2002
- David Ratliff 2004
- Mark Doerr 2005
- Chuck Glover 2006
- Juan Favetto 2009

One new members this last month! Please join me in welcoming:

- Brian Woolridge, Lexington 1999 Boxster

CALENDAR OF EVENTS

For more information regarding events, contact David Patrick, 859-229-1376.

Jan 8 Board Retreat
2pm at home of Robert
McClelland, 1113 Shef-
field Place, Andover.

Jan 14 Cars & Coffee,
9-10 am Ramsey's Diner,
Harrodsburg Rd.

Jan 15 Annual New Year
Holiday Party/

Membership Meeting at
Firebrook Clubhouse.
Catering by 3 Peas in a
Pod. Door Prizes. RSVP
to Ed Stevenson.

Feb 4 991 Introduction at
Blue Grass Motorsport,
Louisville. Light food and
beverage from 10 am to 4
pm.

Feb 6 Board Meeting,
Sawyer's 5:30 pm dinner,
6:00 pm business. Mem-
bers welcome.

Feb 11 Cars & Coffee. 9-
10 am Ramsey's Diner,
Harrodsburg Rd.

Feb 19 Membership
meeting, 5:30 pm,
Malone's, Hamburg

Feb 25 Porsche of the
Village third annual In-
door Winter Concours in
their newly decorated
showroom featuring a
timeline of 911's as a
backdrop to the unveiling
of the new 991 series.

PCA Corral at Daytona – Rolex 24 January 27-29, 2012

The Daytona Speedway special Rolex 24 weekend ticket offer can be purchased online at DAYTONAINTERNATIONALSPEEDWAY.COM/SPEEDINSIDER OR CALL 1-800-PITSHOP

The Rolex 24 at Daytona will be celebrating its 50th anniversary in 2012 and the PCA Corral will join in the celebration with enhancements for the memorable race weekend.

New features for the PCA Corral:

- Enhanced hospitality tent and amenities
- A presentation by former winners of the race - Tony Martin and Graham Duxbury. The drivers will visit the PCA Corral on Satur-

day, January 28 – look for the time on a future update. Tony and Graham were teammates on the winning team in 1984, driving the March-Porsche 83G. This car is also confirmed to be part of the 50 Years of Champions display.

- A raffle for two hot pit tours during the race – must be present to win
- A raffle for two hot lap opportunities prior to the race – must be present to win

The Corral will open on Friday, January 27, in the afternoon and will remain open on Saturday and Sunday, January 28 and 29. The hospitality tent will be open on Friday afternoon and during the day on Saturday and Sunday.

Admission to the PCA Corral is free and open to PCA members and Porsche owners driving a Porsche - on a first come, first served basis. Members and owners are welcome to walk in if not driving a Porsche.

Camping and "For Sale" signs are not allowed in the Corral. The Corral will have around the clock security.

The PCA Corral at Daytona is hosted by seven PCA regions from Zone 12 and one from Zone 3.

We look forward to seeing you at Daytona!

—The PCA Corral Team

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Cars & Coffee December 10th



Cars & Coffee

December 10th
Ramsey's Diner



Photo by Michelle Fisher

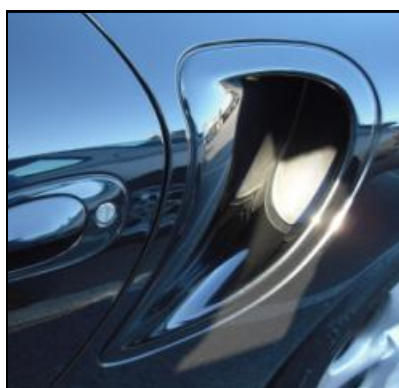
Cars & Coffee

Ultimate family car debuts
at December 10th event



Judd and Kelly Campbell stand with their recently-acquired 2002 996 Twin Turbo, the ultimate family car. The Porsche transition from a Boxster S became necessary with the birth of Gavin (asleep in the back seat of the Twin Turbo during this photo shoot).

Ultimate Family Car specifications, as conveyed by Judd on Chat: 2002 Basalt Black / Black 29k miles 6 speed, New Pilot Sports installed, PSS9's, 997 Short shift kit, Fabspeed Gen 3 Exhaust with X50 tips and 200 cell cats, some type of a flash I am thinking because this car is crazy fast, Kenwood 7" touchscreen interface with Garmin GPS, bluetooth, ipod, etc, Escort 9500ci Radar detector / laser jammer with the display installed into the rear view mirror, and lots of stereo upgrades.



Cars & Coffee

Jay Million and son Jordan make a Porsche/PCA comeback with a 2009 Carrera S.



Back in the saddle, again! Jay Million and son Jordan showed up in their 2009 Carrera S, acquired three days prior to the December 10th Cars & Coffee. The '09 S marks Jay's return to Porsche ownership after a year with no Porsche. He re-joined PCA the next day following the purchase.

Cars & Coffee



The Cars & Coffee group on December 10th included Leonard Ledford, Neil and Michelle Fisher, Gary Hackney, Jim Brandon, Judd, Kelly, and Gavin Campbell, Ben Prewitt, Jordan and Jay Million, Jamie Donaldson, Ken Slone, Lee and Betty Wegner, and Paul Elwyn.



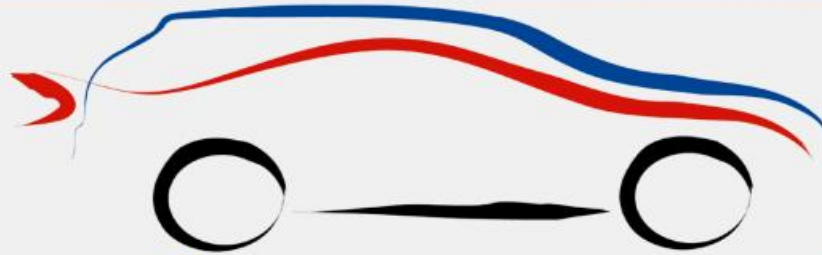
Cars & Coffee
Next session
January 14th
Ramsey's Diner
Harrodsburg Rd.
9-10 am

Annual New Year
Holiday Party

January 15th

5:30 pm at Firebrook Clubhouse
Catering by Three Peas in a Pod
Door Prizes

RSVP to Ed Steverson by January 9th
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By Paul Elwyn

991 available next month



It's exciting for me, as a Porsche enthusiast, to be vertical and alert enough to witness the unveiling of the latest 911, one that promises to address issues of the outgoing and outstanding 997, ensuring a bright future for this automotive icon to which any car junkie can aspire.

As I am sure many of you also have done, I have read the early previews and studied the photos, and I like what I read and see. But then I am an easy audience. The 991 does seem to

take the rear-engine package to the next level and leave some space for development not disclosed at this time.

The trick, now, for me is to live long enough to afford a previously-owned example and to remain sufficiently fit to be able to handle the car responsibly. Well, to be able to handle the car at all, if not responsibly.

(Yes, I think I gushed nearly in the same way about the Boxster Spyder when it was released, and I remain a lusting fool over that thing in part because I am attracted to the silly top which ensures the car will never fall

into the hands of the unworthy. And if the unworthy were to buy the thing only to quickly become disenchanted with the erector-set top, then that used Spyder will become a real deal for someone lucky enough to be available when the car is traded in. I guess I should return to the 991 topic.)

Okay, I'm game for a 991, although not next month. But someday....and through the magic of old Porsche rising street values that now makes the long hood 911 and 356 examples, for example, unavailable to many enthusiasts today,



Blue Grass Motorsport on February 4th and Porsche of the Village on February 25th are staging events to launch the 991.

991 available next month



many aging Porsches easily bought today likely will become more valuable as time passes and enable current air-cooled Porsche owners to cash in and make the transition one day to the 991.

Or not. After all, the appeal of the 356 and early 911s in part stems from their uniqueness in today's marketplace. They have...less stuff and something not available, new, at any price.

As tempting as the 991 is today, one day even an average SC or 993 4S will promise magic for prospective buyers wanting to own the Porsche experience of yesteryear, despite the temptations of the latest iteration of the 911.

So, whether contemplating ownership of the 991 or any of Porsche's products offered through the years, exciting times lie ahead for all of us, don't you think?

The key is remaining in play, which is no small matter. So, I'm going to lose 30 pounds, again. That, alone, should extend my life another 10 years, right? And also make the old Porsches in my garage a little faster.

—PE

991 Overview provided by PCNA

The 2012 991 is completely redesigned yet unmistakably 911. While some automotive bloggers are already fretting about the lack of dramatic change in external appearance over the 997, others are praising the car's expression of Porsche's evolutionary rather than revolutionary design ethos. The 911 remains.....a 911.

The images reveal a sleeker, lower profile, reflecting a wheel base increased by 3.9 inches. The body itself is made of an aluminum-steel composite, weighing 100 pounds less than the body of the 997. Increased structural rigidity and optimized aerodynamics, including a wider, retracting rear spoiler located beneath the rear engine cover, have made it possi-

ble for Porsche's engineers to reduce front and rear lift to near zero while retaining the 0.29 Cd value of the previous model.

The luxe interior takes design cues from the Carrera GT with a rising center console and high-mounted shift lever or gear selector located close to the steering wheel. Traditional 911 five-gauge instrument cluster and ignition key on the left remain.

The engines—a 3.4-liter producing 350 horsepower for the 911 Carrera and a 400 horsepower 3.8-liter unit for the Carrera S—deliver both higher performance and increased efficiency. The Carrera S with PDK does a standing start to 60 mph in 4.1 seconds. Using the launch control function of the optional Sport Chrono package cuts that to 3.9 seconds.

The 911 Carrera with PDK needs only 4.4 seconds to 60 mph and 4.2 seconds when using launch control. Top speed is 188 mph for the Carrera S, 179 mph for the Carrera. Fuel economy for both engines is significantly improved.

Power can be transmitted through the world's first seven-speed manual transmission or a PDK system optimized for the 991.

The first 991 models will arrive in U.S. dealerships in February. The base MSRP for the 911 Carrera coupe will be \$82,100, while the 911 Carrera S coupe's base price is \$96,400. Porsche indicates that both models will include substantial additional equipment when compared to previous models.

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PORSCHE

TECHNICAL

Taking a closer look

Replacing brake rotors and pads on a 2006 Cayenne S



mer drive the retainer pin out of the caliper. I sprayed a very small amount of WD40 on the pin to make it easier to remove. (If you are re-using the rotors make sure not to get the oil on



**Words and Photos
By David Patrick**



the rotors.) With the pin removed I used a pair of pliers to compress the caliper pistons. This will make it easier to install the new thicker pads. Now you can remove the pads.



When the brake wear indicator light on the dash comes on, it is time to replace the pads, and in my case the rotors as they had 82,000 miles on them. This article will cover replacing the rotors and the pads on the front of my 2006 Cayenne S.

This is a very straight forward job and only takes a few hand tools. The only "special" tool could be the T50 Torx bit used to remove the bolt that is holding the rotor to the hub. Both sides can be done in about an hour and a half if you are used to doing brakes, a little longer if it is your first time doing a brake job. I also spend extra time cleaning the calipers and wheels while I have things apart.

The first step is to jack up the vehicle and remove the wheel. Make sure that you put a jack

stand under the vehicle along with the jack for safety. You will need your wheel lock adapter and a 19mm socket and breaker bar to remove the wheel bolts.

Now we can see all of the working parts of the brakes.

First you need to remove the pads from the caliper. To do this you need to remove the bolt out of the retainer pin with a 13mm socket or wrench. Then using a punch and ham-



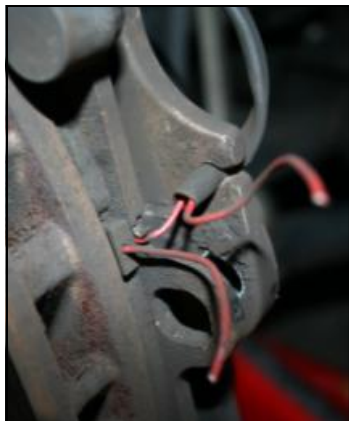
I just cut the wires to the wear sensors. Remove the wear sensor wiring harness by pushing in the clip at the bottom of the connector and sliding the connector straight down out of the bracket.

With the pads removed it is time to remove the rotor. Remove the torx headed bolt that is holding the rotor to the hub. Now with a 22mm socket and breaker bar remove the two bolts holding the calipers. These bolts are some of the bolts that bring and understanding of why they measure torque in foot pounds. I had to use my foot to push on the breaker bar to loosen the bolts ☺. Remove

TECHNICAL

Taking a closer look

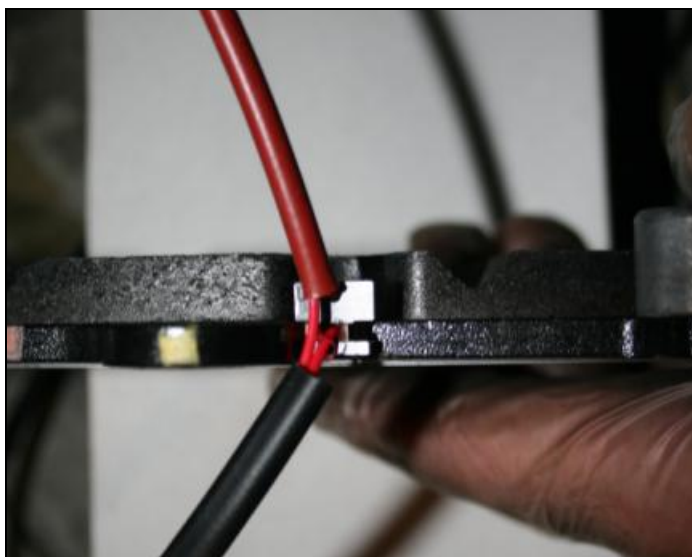
Replacing brake rotors and pads on a 2006 Cayenne S



the bottom bolt first. Then remove the top bolt and hold the caliper (A helper is good for this.) as you remove the rotor from the hub. You don't want to drop the caliper or put its weight on the brake tubing. This is where I spent some extra time cleaning. I re-installed the top bolt a couple of threads to hold the caliper as I cleaned.

Install is pretty much the opposite of removal. Put the rotor on the hub with the torx headed screw. Install the caliper with its two bolts.

Now the pads and sensors are next. I installed the sensor on the inner pad and slid the pad in. The sensors are installed with the wider half toward the rotor. The picture of the sensor



shows that there is a "wide" half and "narrow" half that are separated by the copper that the

wire harness is attached to. They simply slide into the recess on the pads. Next I in-

stalled the outer pad, retainer spring and retainer pin. While I had the retainer pin out I cleaned it with a wire brush on a drill and cleaned the holes in the caliper with a 20 gauge shotgun cleaning wire brush.



Install the retainer bolt on the end to the retainer pin. The last step is to install the wear sensor on the outer pad. Line it up and push it in gently. I used a flat punch to push the sensor in. Route the wire harness for the sensor under the clip in the retainer spring through the "loop" of the bleeder screw cover and snap the connectors together.

TECHNICAL

Taking a closer look

Replacing brake rotors and pads on a 2006 Cayenne S



Now re-install the wheel and lower the car off of the jack.

That is it for one side. Now tackle the other side and you are done. I used Zimmerman rotors which come with a special coating that is not supposed

to be cleaned off. So once you have done both sides you are ready for your test drive. The coating on the rotors takes a few minutes to wear off so don't be alarmed by the sound coming from your new brakes.

It will disappear after a couple of miles. Try not to brake too hard for the first 100 or so miles to allow the pads and rotors to break in correctly.

Many of these fasteners need to be tightened to factory specs. These are the specs that I found online for the bolts.

Retainer Pin bolt (13mm socket) 15 ft lbs

Caliper bolts (22mm or 13/16ths socket) 200 ft lbs.

Rotor to hub bolt (T50 Torx bit) 10.5 ft lbs

Wheel bolts (19mm socket) 118 ft lbs

Tools needed: ½ inch Breaker Bar with 6" extension, 22mm socket, 19mm socket, 13 mm socket, Torx T50 socket bit,

pliers, punch, hammer, and torque wrench. I also used the wheel lock and wheel install tool out of the "tool kit" in the back of the car.

Like I said, this is a fairly easy job that most people can tackle with some patience and a little help. If you would like to do this and need some help we could do this at a tech session. If you choose not to do this, at least you have a better understanding of what the job entails. So drop the vehicle off at one of our advertisers and impress them with your knowledge of what it takes to do this for you!

—David



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