

Bluegrass Region Porsche Club of America

RUMBLE

March 2013



Come on, I dare you to try to steal this car! I double dog dare you!



RUMBLE

March 2013 Vol. 11 No. 3

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- \$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 and business
at 5:30 p.m.
Members are welcome.
See calendar for details.**

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President's Message

By Ed Stevenson



According to Phil the ground hog, spring is near and I can't wait!

It has been cold too long for me.

I am really looking forward to some top down weather. We have a great summer in store with some great activities to get out and enjoy your Porsche car(s).

There will be great events starting up very soon. One right around the corner that you don't want to miss will be the Indoor Concours at Porsche of the Village on April 27th. Make sure you put that one on your calendar as we will have several club members in attendance.

A great opportunity to get to see what your Porsche is capable of is Summer Heat. Summer Heat is a High Performance Drivers Education hosted by the Kentucky Region PCA and Bluegrass Motorsport. This is a first class event and is a blast! If you have an interest in getting your car on the track but have questions, contact me or our track chair Brant Nystrom.

With warm weather coming on, our Cars & Coffee attendance will be picking up. The event has been well received from car enthusiasts from all around central Kentucky. I expect to see near 100 cars at one this year. Come out and check us out, this is a great opportunity to see old friends and meet some new ones while checking out all kinds of cool cars!

Later in the summer we will celebrate our 10th year anniversary. Yes you read that right, the Bluegrass Region is ten years old!

What we have been doing

CHARITY DRIVE DONATION TO CARDINAL HILL

On February 27th, eight BGR members met at the hospital, presented them with a donation, and toured the great facility. People come from all over the nation to receive their expert services. Mason Wilson, our club Vice President and Ramon Juanso, Sales Professional at Bluegrass Motorsport were both in attendance and have gone through rehabilitation from Cardinal Hill. Mason still plays on the hospital's wheelchair basketball team. The total donation to Cardinal Hill was \$2000.00. We will also present a check on their telethon on April 21st. If you are interested in participating please contact me for more details.

CARS & COFFEE

As you will read later in this Rumble, I called off our February Cars & Coffee. We received over three inches of snow the night prior. I went out to inspect roads and they were dangerous in Frankfort. I sent out a cancellation via email and contacted the hotel that hosts our event. But we still had some die hard members that made it out.

BOARD MEETING

February 4th was our board meeting. Turn out was strong and thanks to everyone that

attended. Board meetings are open to all members and I invite you to attend. First Monday of each month at Marikkas on Southland Drive, meeting starts at 5:30.

MONTHLY SOCIAL

On the seventeenth of February we held our monthly social at Village Host Pizza in downtown Lexington. The room was full and food was great. Good fun for all.

What we are gonna do

CARS & COFFEE

April 6th will be our next Cars & Coffee. We will be at the Clarion on Newtown Pike @ 9am. Free Coffee and the Sports Page Sports Bar will be reserved for us, but hopefully it will be warm enough and will not be needed. A full service breakfast buffet is available for under five dollars. It is getting warmer and the attendance will grow quickly!

MONTHLY SOCIAL

March 17th is our monthly social. It will be at Grey Goose in Midway located at 133 E Main St, Midway, KY 40347, meeting starts at 5:30.

BOARD MEETING

April 1st is our board meeting. Everyone is invited to attend. It will be at Marikkas on Southland Drive, meeting starts at 5:30.

4th ANNUAL FAMILY TREE EVENT AT PORSCHE OF THE VILLAGE

Porsche of the Village has an outstanding annual Family Tree

event inside their great facility. It will coincide with the introduction of the 2014 Cayman. The event will be on April 27th. Bruce is also looking for display cars. Bruce can be contacted via email at: bhar-nish@porscheofthevillage.com

BENEFICIARY FOR OUR FALL CHARITY DRIVE 2013

Every year around this time I ask for suggestions for our Fall Charity Drive. I think it is cool if we can choose a charity that has touched someone in our club. The 2012 choice is an excellent example of such. Cardinal Hill Rehabilitation Hospital was the 2012 beneficiary. Cardinal Hill was suggested and voted for in support of the club's friend Ramon Juanso. Ramon suffered a stroke about a year ago and I visited him while he was undergoing rehabilitation at Cardinal Hill. After Cardinal Hill was chosen, I found out that Mason Wilson also went through rehabilitation at Cardinal Hill and currently plays wheelchair basketball for them. This provided a really neat check presentation! Both Ramon and Mason attended, with seven other Bluegrass members. Our total donation was \$2000.00.

So, I now ask for your suggestions for the 2013 Fall Charity Drive beneficiary. Please give your suggestions to any board member to be voted on at the April 1st board meeting. You are also invited to present your suggestion at the same board meeting prior to voting.

Hope to see you at an event soon.

Drive it,
Ed



Neil Fisher
Newsletter Editor

RUMBLE

Editor's Note



2000 Porsche 911 type 996



The success of our newsletter depends largely on the articles and photos submitted to me by our club members.

This month we have two great articles submitted by club members Jamie Donaldson (director at large) and Paul Elwyn. We also have a new monthly feature "Track Time" by our club's Track Chair Brant Nysstrom. Each month I am looking forward to featuring at least one club member and their Porsche or Porsches as the case may be. If you would like to submit a short story about your car and some photos please contact me at rfisher2501@insightbb.com.

Most of us have a story to tell about our car. Maybe it is a great restoration project, or a

pristinely preserved classic, or a daily driver that brings a smile to your face every time you get behind the wheel. In my case, I drive my 2000 Porsche 996 everyday rain or shine back and forth to work and almost everywhere else. Of course, there are a few of us who have a garage queen or a track day car. Perhaps you drove your Porsche on a short trip to somewhere interesting and would like to share the story with the rest of us. Whatever the case may be I would like to hear from you. You don't have to write a novel unless you choose to do so. A few words and pictures will suffice.

Also this month we preview the new 2014 Cayman which will be available to scrutinize April 27th at Porsche of The



Village's Indoor Concours.

Later this summer we have the 58th annual PCA Porsche Parade in Traverse City, Michigan. I have included some valuable information about the event in a Q & A format provided by PCA National.

We are also looking for ideas for our Fall Charity drive this year. If you have any suggestions for a beneficiary contact

Club President Ed Steverson.

I hope you enjoy this month's Rumble!



2014 Cayman to be released in April!



The new Cayman made its debut at the Los Angeles auto show back in November. The U.S. will begin deliveries in April. The base model will start at \$52,600 while the S model will start at \$63,800 which is about \$20k below the 911.

The second generation Cayman is linked with the third generation Boxster. The two were designed together same as their immediate predecessors. Both the Cayman and Boxster are produced at Porsche's Zuffenhausen plant in Stuttgart, Germany.

The proportions have been

given a cab forward emphasis. Overall length is increased by 1.4 inches, width is the same and height has dropped by 0.4 inches. The Cayman rides on a 1.2 inch longer wheelbase, while the track widths have increased by 1.6 inches at the front and 0.7 inches at the rear.

There has been a focus on weight savings and now the Cayman's body is made predominately with aluminum. Overall curb weight has been reduced by 55 pounds for the Cayman S.

Porsche has given the interior the same treatment as the

new Boxster making it richer and more visually inviting according to most reviews. There is greater storage space, including a generously sized glovebox and door pockets that now open from the side for easier access. The front luggage compartment is reasonably sized at 5.2 cubic feet which should be enough room for a good deal of groceries. The rear luggage shelf behind the seats offers 5.7 cubic feet although it is shallow.

The base Cayman runs a 2.7-liter unit in place of the old 2.9-liter mill. Power has increased by 10 hp to 275 hp, torque however has dropped

by 7 lb-ft to 214 lb-ft. The Cayman S gets a revised edition of the 3.4-liter engine. Power is up by 5 hp at 320 hp and torque is up by 5 lb-ft to 270 lb-ft.

0 to 60 time with the manual comes in 5.4 seconds in the base model. 0 to 60 with manual in the S is achieved in 4.7 seconds. With PDK and sport chrono options you can carve about 0.3 seconds off of those times. Top track speed is 165 mph for the Cayman and 175 mph for the Cayman S.

BOARD MINUTES



Ken Hold
*Charter
Secretary*

February 4, 2013

Meeting Notes PCA Bluegrass Region Board of Directors Monthly Meeting
Location: Marikkas Restaurant, Lexington, KY

Board Members Present:

Ed Steverson, Neil Fisher, Jamie Donaldson, Mason Wilson, David Patrick, Mark Doerr and Tim McNeely
Members Present: Ken Hold and Mary Doerr

A: Meeting start at 5:37pm

There were no published notes available from prior Meeting. Approval of prior Meeting notes will be done via e-mail.

There was a quorum present to conduct business.

B: Board Reports

Secretary Report:

David Hafley travelling and absent from meeting. Ken Hold taking current meeting notes.

President Report:

Ed Steverson will cover items in Business Discussions.

Vice President Report:

Mason Wilson had no items to report.

Treasurers Report:

Brett Jackson absent from meeting. No report.

Activities report:

David Patrick
February Social will be held on the 13th at Village Host Pizza.

David has talked with Jim Brandon regarding holding a Tech Session that covers brake changing on Mason Wilson's 911 Turbo. Looks like it will happen. More info to come.

David will be contacting the Gray Goose Restaurant in Midway to arrange for the March 17 Member Social to be held there. David will get out info after contacting restaurant.

There will be a DE on March 2/3 in Birmingham

Two DE's in April at Mid-Ohio on 13/14 and 21/22. Mid-Ohio Region and Ohio Valley are hosting.

Drei Staaten Group visiting Lexington May 14-17. They will be having a Distillery Tour, a visit to Natural Bridges, and a drive to Shaker Town. David will check to see if there is an opportunity for a gathering one evening with them and BGS.

David wants to hold a drive in Feb/Mar. More info to come.

Safety Report:

No report

Webmaster Report:

Ed working with Dotnetnuke to develop the region web page template.

Newsletter Report:

Neil is looking at 23 or 24 pages. On schedule.

Membership Report:

Currently 111 members. Two new members, both from Richmond.

C: Old Business

1. No contact from Cardinal Hill regarding presentation event for presenting them the club's \$1,000 charity donation.
2. Ed and Jamie discussed problems with accessing Chat on Google.

D: New Business

1. Ed will be attending the Zone 13 Presidents Meeting on March 23 in Springfield, IL. David Patrick made a motion that BGS cover Ed's expenses. Jamie Donaldson seconded the motion.
2. Brant Nystrom (Track Chair) is developing an iPhone app for BGS. It is in Beta testing currently. The app will cover BGS events, advertising, and possibly a link to the Rumble.
3. Ed mentioned that there is a problem with BGS members being able to access the National PCA app. Ed is currently working that issue with

VU and will discuss at upcoming Presidents Meeting.

4. There was discussion regarding the January Holiday Party. Agreement at the board meeting that the venue was great but the food was significantly overpriced. Ed shared that there were unexpected charges that were covered in the food cost. Suggestion was made that BGS find another location for the next Holiday Party. Ed and Mason will look for other venues. One suggestion Ed is following is the use of the Clarion Hotel (location of the BGS Cars & Coffee). Ed is considering that location for a possible Membership Social.

5. It has been brought to David Patrick's attention that several BGS members would like to have Porsche only Cars & Coffee. Ed is looking at various options for continuing with the current multi-marque approach and a Porsche only C & C.

E: Meeting Adjourned at 6:30pm

Notes taken by Ken Hold, Charter Secretary, PCA Bluegrass Region



TRACK TIME

BY BRANT D. NYSTROM

Welcome to my first edition of *Track Time*. The PCA exists to serve all types of Porsche vehicle enthusiasts. I own a Cayenne, as many of you do, and I love it. The Panamera is just as big a hit and for good reason. This may just be the

love to talk about cars and performance modifications, and are extremely happy to see and help newcomers get into track events. After all, the ability to rent race tracks, obtain low rates on track insurance, and generally grow the significance of our sport is impossible without participation.

about 5 different run groups. Run groups range from Beginner to Expert depending on experience and skill-level. Many advanced drivers are Certified Porsche Instructors (including myself and a handful of others in our region). Beginning drivers and novices are assigned one of these instructors to supplement classroom learning sessions. The instructor is in your car with you for each driving session to aid in learning, situational awareness, and to bolster the student's confidence on track. An on-track test drive is required to advance from one group to the next. Typically, the first two groups require instructors, and graduation to group 3 allows one to drive SOLO on track for the first time. Participation at a DE event is easy. One must first enroll in the event. Available events and sign-up can be accomplished through web sites like www.clubregistration.net. Good events fill up fast, and it is not unheard of for an event to fill up in a mat-

ter of hours, so be prepared to register early. Beyond that, a participant is required to bring a sound vehicle (you do not need a race car, and stock Porsche vehicles are all excellent first-time track rides). Beyond yourself and a vehicle, you will need a helmet with the required certifications, and the event documentation that usually includes a pre-event technical inspection sheet that can be filled-out by your favorite repair shop. You can also purchase DE insurance for a very reasonable rates if you so desire (I highly recommend it). Beyond that, show up to the event's first driver's meeting on time and well rested, follow their instructions, and have a great time. Additionally, I would suggest watching some video footage of folks driving the track ahead of time. Familiarity with the track you will be driving will give you a huge leg up on the other participants. Remember, while unforeseen situations can happen anytime we are in a vehicle, but beginner and novice groups at



golden age for Porsche and their amazing line-up of vehicles. However, as your current track chair, and certified racing junkie, I'll be reporting each month on a long-time Porsche mainstay: Track Performance. As a Bluegrass Region Porsche Club member, did you know we have a very active group of track participants. Regional PCA clubs openly recognize the "group from Kentucky" at their DE (Driver Education) events and are very excited to see our participation at great race tracks like Road Atlanta, Barber Motorsports Park, Virginia International Raceway, and the Mid-Ohio Sports Car Course to name a few. Track folks are passionate about their sport,

While track events exist year-round, most of us enjoy a season that runs from March through November. My first event, along with a number of fellow club members, will be March 2-3 at Barber Motorsports Park in Alabama. This is a PCA Driver Education event, and will likely be behind us at the time you read this article. If you are new to track events, the Porsche Club of America is a premiere provider of Driver Education or DE events. For those new to track driving, the DE is the way to get started. A typical event runs Saturday and Sunday, offering about four x twenty-minute sessions per day for each of



TRACK TIME

BY BRANT D. NYSTROM



PCA DE events maintain an excellent safety record and are tightly controlled by national PCA oversight. If you are considering getting involved in a PCA DE, I would suggest two great events. Our sister region in Kentucky puts on two events each year sponsored by Blue Grass Motorsport:

- Summer Heat PCA DE: June 7-9, 2013, Putnam Park Road Course, Mount Meridian, IN
- Fall Festival PCA DE: September 13-15, 2013, Putnam Park Road Course, Mount Meridian, IN

I highly recommend these two events. They are very

well orchestrated, and offer meals, evening social events, pro-driver ride-alongs, and perhaps best of all, a large number of attendees from your area. Anyone can enjoy track driving and I guarantee you will come away excited and amazed at the capabilities of your Porsche vehicle. I look forward to seeing you at the track... If you have interest in joining us at any upcoming event, or would like more information on PCA DE events and what is required to join-in, please feel free to contact me:

brantdnystrom@gmail.com

—Brant





Complimentary Spring Inspection Clinic

March 23, 2013

Is your Porsche prepared to perform? Be sure to make an appointment in advance with Porsche of the Village for our Complimentary Multi-Point/D.E. Inspection on March 23, 2013.

When: **Saturday, March 23, 2013**
Where: Porsche of the Village



Complimentary Inspection Clinic 8:00am - 4:00pm

To schedule your appointment, call (513) 272-7543.

(Toll-free: 800-731-9403)

Driver's Education Program 9:30am - 10:30am

A safe, structured learning experience making you the best Porsche driver you can be!

(Program will include discussion of the upcoming OVR Mid-Ohio Track Event.)

Safe Trailering Presentation 8:00am - 4:00pm

Carl Carbon of Trailex, Inc., will cover areas such as correct hookup and proper tie-down as you prepare to trailer your Porsche to PCA track weekends!

"Pamper Your Porsche" Presentation 8:00am - 4:00pm

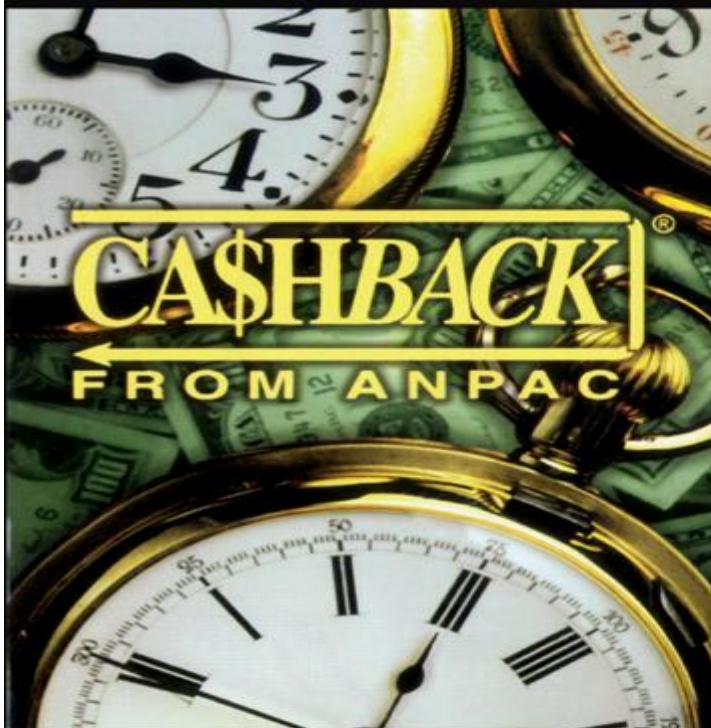
Car care experts from Griot's Garage will provide tips on taking care of your Porsche.

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CALENDAR OF EVENTS

Mar 16th Tech Session at Jim Brandon's Garage, 10 am-12 pm. Rotors & pads installation on a 996 Turbo

Mar 23rd Complimentary Spring Inspection Clinic, Porsche of The Village, 8 am-4 pm. We will meet at Cusi in Hamburg at 7:45 am and depart at 8:00 am for a scenic drive up 27 through Paris & Cynthiana. See page 11 for more info about the clinic.

Mar 24th Membership Meeting, 5:30 pm at Grey

Goose Restaurant, Midway KY

Apr 1st Board Meeting, 5:30 pm, Marikka's

Apr 6th Cars & Coffee, 9-11 am, Clarion Hotel, Newtown Pike

Apr 12-14 Ohio Valley Region DE @ Mid Ohio Sports Car Course in Lexington, OH

Apr 19-21 Mid Ohio Region DE @ Mid Ohio Sports Car Course in Lexington, OH

Apr 21st Membership

Meeting, 5:30 pm, Clarion Hotel on Newtown Pike, Sports Page Bar Lounge

Apr 27th Porsche of The Village Family Tree Indoor Concours

Jun 23-29 Porsche Parade in Traverse City, MI

Jul 20th Keeneland Concours

We are planning a number of drives and socials this year so keep an eye on the calendar on the website and in Rumble.



David Patrick
Activities Chair

Contact David with Porsche-related event news: ptrck-dvd@yahoo.com

MEMBERSHIP NEWS



Tim McNeely
Membership Chair

One new member! 186 total membership

One new member this month.

Please join me in welcoming:

Wayne Collier of Lexington

2003 911

Our membership is at 111 Regular Members and 75 Family & Affiliate Members, making our total membership 186. Spring is just around the corner. Should be some good P-Car days in March. Come out and join us for an event!!!

Also, please recognize the following Member Anniversary dates:

- Jim Brandon 1998
- P.R. Gerrow 2001
- Mike Shepard 2005
- Paula Hollingsworth 2006
- Tim Howard 2006
- Muhammad Saifullah 2007
- David Hafley 2008
- Bill Fauconneau 2009
- Tom Abell 2011
- Nigel Mack 2012

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Cars & Coffee

February 2nd, Clarion Hotel,
Newtown Pike, 9 - 11 am
Join us, 1st Sat of each month

The Cars & Coffee That Wasn't

February 2nd 2013 was a rather wintery morning in the Bluegrass with about 3 inches of the white stuff coating the ground by around 8 am and more coming down. Being a devoted Cars & Coffee participant I wasn't about to let old man winter put a damper on things. When I opened the garage and saw the snow I figured I had better leave the 996 at home and drive Michelle's new 2013 VW GTI four-door instead. Off we went!

Upon arriving at the Clarion Hotel, without a hitch I might add. I noticed one vehicle that I recognized which was Ken Hold's Cayenne Turbo S. Ken likes to make sure he doesn't get any door dings so he parked in the overflow lot. We pulled up in the front. Michelle and I walked inside to met Ken and asked if he had seen anyone else. We were it so far. Then, a few minutes later Lee Wegner pulled up in his Mini Cooper S. The four of us enjoyed some coffee provided as usual for free and engaged in conversation about our drive that morning. Lee commented that he had just put new tires on the Mini and



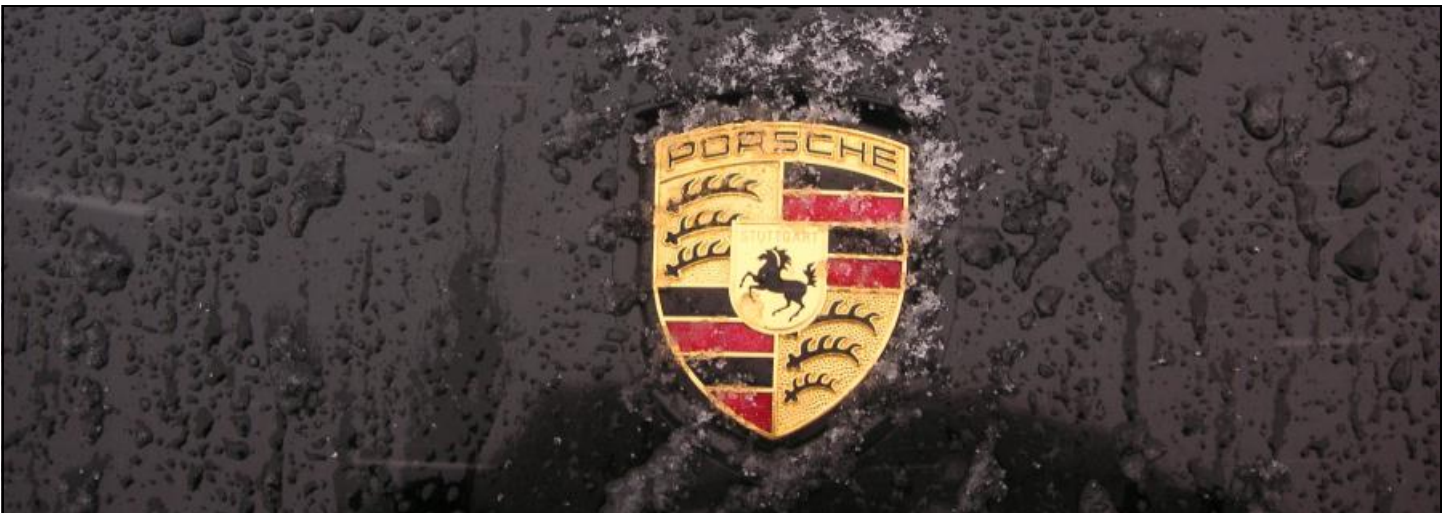
wanted to see how they would do. No problem he explained. Of course Ken had no issue with the Cayenne Turbo S. We were all wondering if anyone else would show up and just then my I-phone popped up an e-mail, from our esteemed President Ed Steverson, that Cars & Coffee had been cancelled! LOL!! Oh well, we all had a good laugh. Lee decided to take part in the free breakfast that was of-

fered to us few brave souls for making the voyage anyhow.

At least one thing can be said for this Cars & Coffee that wasn't. We did have at least one Porsche show up! The other two cars present were also of German manufacture. Wunderbar!



Cars & Coffee February 2nd



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Dad's Mistress

By Jamie Donaldson

I clearly remember my first encounter with a Porsche, and it certainly wasn't mine. It was 1969, Fort Hood TX, and I was just back from a year long tour in Vietnam. There was a very active SCCA club on base, supervised by a civilian manager of the car shop, a serviceable facility where we GIs could maintain our rides. He was a fine gentleman, skilled in all things automotive, and he taught and rode herd on his boys and a varied fleet of vehicles. Most of the club members were officers of course, driving Alfas, BMWs, MGs, and I was a lowly E5 driving a "Bugeye" Sprite. At a club gymkhana I was pitted next to a bachelor Captain in EOD, and he had recently cashed in his hazardous duty bonuses for a shiny new 911. It was a beauty, and I was in awe! It was not nice to compare these two cars side by side, as he had a hardtop, real glass windows that rolled up, carpeted interior, all sorts of creature comforts that I lacked! But on track that day I blew his times away because I was an experienced event driver in a slightly prepared car, and we would become good friends. Another buddy to be drove a beater Mini Cooper pickup he had shipped home from England, and I have never seen another one since. I helped him rebuild the engine since I was familiar with BMC products, ported and polished the head, lapped the valves, added velocity stacks to dual side draft SUs, and a few other goodies. Driving it was like drifters today, the light back

end was always trying to pass the front end on track! Those were some really good times, and I fast for-

ward a few years to again being a civilian. my Sprite was an exotic car at that time, and I don't recall ever seeing another in the southern Ohio area, let



ward a few years to again being a civilian.

My next recollection of Porsche encounters was more personal. It was now 1973, and my wife and I drove my new Pinto to Portsmouth OH to visit my parents. I had heard that Dad had suffered a male meno-

alone another Porsche.

We arrived in Portsmouth late in the evening, and Dad couldn't wait to lead me to the dark garage. I stepped thru the door, and when Dad hit the light switch I was nearly blinded by a blast of light reflected from Delphi Green metallic paint! My



pause attack, and had bought a Porsche without asking Mom first! Porsches were very rare in those days, so this new ride was an object of great curiosity around town, even moreso than the Studebaker Hawk Dad had owned years earlier. Even

Dad, the conservative engineer, father of five children, had bought not only an exotic sports car, but it was painted a color that nearly glowed in the dark! Mom might be right, that he had clearly lost his mind! Years later I asked him about his

paint selection, a \$209 option on a \$5500 new car, and he confided that it had been the only 914 available at the closest dealer in Dayton.

During the coming years Dad really bonded with his new toy, scooting around the area with the targa top off most of the time, weather permitting. Mom on the other hand never developed a warm relationship with this interloper, and I discovered many years later a partial reason for her refusals to ever take a wintertime drive in "that little car." The heater in a 914 puts out serious hot air, when its working, enough to scorch the hair off a driver's bare legs, but the vent on Mom's side was stuck closed, a fact later confirmed by my wife under similar winter weather conditions. Mom said the 914 was too small to be seen in traffic, so low that all she could see out her side window were lug nuts going by! She even described the L99A paint color as "urine yellow!" I don't think Dad and the 914 ever left Mom's doghouse.

So for the next 20+ years many were the adventures that Dad and the 914 shared, and many were the stories told during family gatherings. He and another car buddy once drove it to Wyoming, only to discover that was certainly not a convenient place to find a replacement Porsche fuel pump. Maintenance was not Dad's strong suit, so the local VW dealership mechanics that had never before seen a 914 also played their parts in the adventure stories. Even my sister had a story about

Dad's Mistress

By Jamie Donaldson

Dad driving her, two friends and a tuba home from school one day. Being a typical engineer, Dad read, saved and annotated all the original literature and manuals for the car, and put labels on all the components that he could reach. I also discovered that he had attempted to cure the fuel vapor lock problem typical of pre-1974 914s by wrapping the fuel lines in the engine compartment with gum wrapper foil, to reflect the engine heat sounded logical. He saved "her" from the death by rust that destroyed so many 914s by leaving "her" in the garage during really bad weather, especially the salty roads of Ohio in winter. And yes, I do come from a family that always gives boats and cars a name of the female persuasion.

In 1993 the local VW dealership closed, and a lack of trusted and experienced VW mechanics coincided with Dad's increasing difficulty with his knees. Getting into and out of the cockpit was not as easy for a tall man that could no longer fold up his long legs, so "she" often languished in the garage for extended periods. About this same time was my first occasion to be granted the singular honor of being only the second person to ever drive "her." Finally in 2002 I convinced him to sell "her" to me, and the county clerk accepted my \$1 in the deal, the first of many many more dollars that would be required to get her road worthy again. I cautiously made the drive from Portsmouth to "her"

new home in Georgetown, with 41K miles on the odometer, and two 30 year old Pirellis on the rear rims. But now I had a real garage, a big improvement over the dorm



parking lot at Transylvania where I had maintained the Sprite. New rear springs and shocks brought the tail back up to proper ride height, front strut inserts and a tune-up visit with Dan at Stuttgart Motors put some pep back in "her" step.



I was becoming aware that "she" was a rare survivor in original condition, a time capsule as concours expert

Phil Doty later described. Learning more about the unique history behind this legendary marque led me to a local group of P-car lovers and gearheads, and they wel-

comed me and "Dad's Mistress" to participate in their club activities. I retired my photography business in 2003, and lost my wife of 40 years to cancer in 2007. This triggered a real crisis in my new life situation as a single senior male, so I sold her

in a sports car, male menopause maybe, and to maintain association with a group of fine people I had already enjoyed driving with in various PCA Bluegrass Region events.

In many ways the Cayman is an evolutionary model of my mid-engine 914, but quite suitable for service as a daily driver in all types of weather. Its so true that "rust never sleeps," so "Mistress" is allowed to slumber winter away, snug under her cover with the battery maintainer to keep her warm. And now at the advancing age of 68 I'm beginning to recognize that I am more and more my Father's son. I do enjoy traveling in a precision driving machine, so thanks Dad.



—Jamie Donaldson



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1979 SC: Less *can* be more!

By Paul Elwyn

My '79 SC project now is a refurbished driver, not a restored show car, but a clean, functional, driver that is reliable, 99% oil tight, fast enough to be fun, with engaging handling at a spirited back road pace. In other words, exactly what I hoped it could be when I found it in Arkansas begging for attention. Understandably, many will see everything that is less than concours. One with deeper pockets than mine would simply have turned the body over to professionals, spent in excess of \$10,000 and had a show-quality body, and possibly a \$60,000 completed SC worth maybe \$30,000 on the market. I can be as silly as the next enthusiast, but I prefer to be somewhat rational in my toy expenditures. The point of this project was to lay hands on a car that was at the doorstep of salvage, but that could be given a fresh future on a retired English teacher's budget. I wanted to save an SC, have some fun in the garage, and end up with a 911 much different from my '96 Carrera 4S, at a reasonable cost. Were this 911 ten years older with a potential six-figure market value, it would have warranted \$10,000 in body and paint. But the SC series likely is a few years away from having enough market value to justify professional restoration, and at that point the SC will be beyond the financial reach of English teachers, just as long-hood cars are, today. So I did the paint preparation, having done this work years

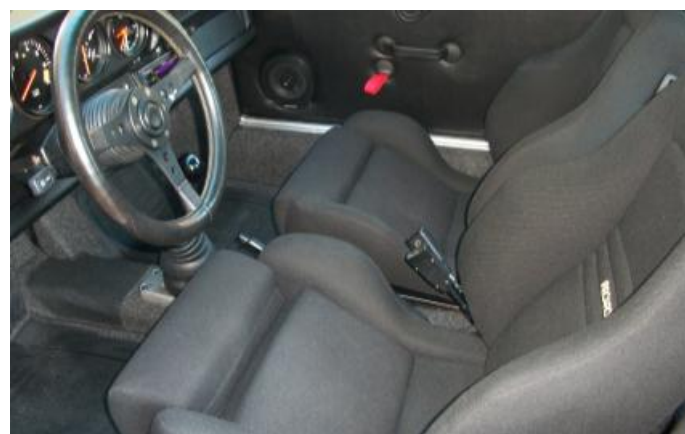
ago on 13 cars, the last work 20 years ago in my youth when I could see well and tie my shoes without grunting. Instead of painting the car

show-quality final finish had I painted the car in acrylic lacquer, and I could have lived with the fragile nature of lacquer. I now have a



myself as I normally would do with acrylic lacquer, which is fragile but the only system I can shoot and protect what remains of my respiratory system compromised by a three-stage paint system containing Isocyanates, I decided to have a

somewhat more durable finish, but one with orange peel and fisheye that I have not been able to wet sand and polish out to my satisfaction. I prefer not to view the paint under the extremely revealing T8 lighting in my workshop. Next time I



professional shoot a single-stage acrylic enamel with a catalyzed hardener for more durability than lacquer. That decision is my one regret; I could have produced a nearly

will stick with lacquer, have a slicker car, and save money, although the \$700 spent for the wrap and paint shoot without finish work was very reasonable despite the

finish flaws.

The same market reality applies to all aspects of the car, but much cost remains, regardless, such as \$500 in replacement of rubber glass seals. I did pay a professional to install the glass and new windshield. I know many owners do this work, themselves, but the first professional shop worked for three hours and gave up, never to return to finish the job that requires handling delicate aluminum trim. Having watched Mike of Diamond Quality Autoglass out of Paris spend hours patiently shaping the aluminum trim, I think I could maybe do this work, but it was worth \$1,100 to have this done well.

The original full-leather interior was destroyed from 33 years of Arkansas sun exposure, so I chose the least expensive solutions to reconditioning the interior, including RS carpet and door panels, used Recaro LS seats, dash and headliner rebuilt and replaced by me. The Recaro LS seats are perfect for this car, providing comfort, good lateral support with ease of entry and the right look for a '70's 911. The 360mm



1979 SC: Less *can* be more!

By Paul Elwyn

Racemark steering wheel from the '70's also is a great alternative to the popular and more common 350mm Momo Prototipo wheel. Brian Wooldridge found the seats and wheel for me at \$650. Now in business black vinyl and cloth instead of the facto-



ry brown leather, the interior is functional and reasonably attractive at a cost, about \$1,300, that makes sense for this car. I deleted the rear bulkhead panel and rear seats to drop a little weight over the rear of the car. I plan to install new sun visors and seat belts (red?) this month.

With assistance from Jim Brandon and Ben Prewitt, we rebuilt the 3.0L engine, replacing the original Alusil-plated 8.5 compression pistons and cylinders set with a used Mahle 9.3 compression set. Heads were rebuilt by Mike Fraley of Fraley Automotive in Mount Sterling. Mike also inspected/measured the Mahle cylinders and pistons to confirm them to be good to go, and fitted new rod bushings. As mentioned last year, wear was minimal on

the engine beyond the heads, so we were able to rebuild from the crank up with standard bearings. The original and failure-prone Dilavar head studs had already been replaced with steel studs that looked good, and we otherwise built a stock engine with

updated oil pressure relief valves, new timing chains and ramps. I originally planned to run CIS injection, so I retained the Mahle CIS pistons with the higher compression and the stock torque-focused CIS cams. The engine had been previously updated with oil-fed Carrera chain tensioners.

Where I departed from an otherwise low-cost engine build was in replacing the CIS with used PMO induction that I rebuilt. This setup doubled my engine build cost to \$6,000. Barry Hershon rebuilt and re-curved the Bosch distributor (\$900) to work well with the carbs and backdated exhaust featuring SSI exchangers and a two in/one out muffler. I also backdated the heat to complement the backdated carb setup. The back-

dated heat, by the way, with the backdated exhaust works better than the heat in any of my five previous 911s with stock exhaust, including the low-mileage '85 Carrera.

The engine with PMO induction, 9.3 compression, stock 3.0L cams, big-valve heads, re-curved mechanical advance distributor with full advance at 3,000 rpm, MSD ignition with single-plug heads, backdated exhaust and heat, and A/C delete, works very well and is simple enough that I can tune/maintain, which is part of the charm of this modest project. Backside valve adjustment is easy and accurate, by the way. The engine compartment is wonderfully simple and beautiful, as it was originally conceived. I do not have dyno numbers on the engine, but Bruce Anderson and Wayne Dempsey in their books say carburetion provides a 10 hp power increase over CIS, and the combination of A/C delete and exhaust backdating on the 3.0L yields an increase of up to 20 horsepower. Stock power at the crank was 180. With weight less than 2,500 pounds

(details below), performance is entertaining.

The 915 transaxle works well featuring a short-shift conversion, new shifter bushings, a tall Momo shift knob to restore a light shift effort lost in the short shift conversion, and an Ed's *Coupler Whisperer* Delrin-bushed shift coupler. I also installed a new clutch friction plate, throw-out and pilot bearings, new clutch cable and pedal bushings. New OEM sport engine and transmission mounts reduce drivetrain movement and further improve shift action.

While the engine was out I replaced fuel and brake lines, installed fresh brake pads and rebuilt one brake caliper to repair a sticking piston. New axle shaft assemblies with new joints were a cost-effective way to replace all CV joints, which were badly worn. Stage One of this project was conceived to produce a stock-bodied, reliable, and fun 911 that would be reasonably good looking. The car is all of that, but project cars are never really complete. I drove the car for nearly 2,000 miles without the stock rear



1979 SC: Less *can* be more!

By Paul Elwyn

bumper rubber that weighs 16 pounds. I finally mounted those heavy pieces, and I now can feel that extra 16 pounds at the extreme end of the car. So, I now am considering a Stage Two that will further reduce weight and improve the front-to-rear balance of the car.

Having already deleted the interior bulkhead panel, rear seats, center console, 20-pound OEM Turbo rear wing, A/C equipment, the EGR pump, engine heat blower, heavy CIS injection in favor of carbs, restrictive stock exhaust, and replaced the heavy touring seats with Recaros, the car likely weighs at least 100 pounds less than the original 2,550 (approximate) pounds. A rear fiberglass bumper would eliminate about 48 pounds from the rear of the car. Rocker panels are heavy and are merely a cosmetic that to my eye do not improve the car's appearance. The stock engine lid is light, but I like a ducktail spoiler, and that would better balance the aerodynamics since I have the front OEM spoiler, say

experts, but I simply like the ducktail. I like the stock SC front bumper/spoiler appearance, and the weight on the nose doesn't detract in a car with rear-weight bias.

Beyond these issues to better balance the car, I will replace rear swaybar mounts and install the bar, although the car works surprisingly well as is. Then, once the weight issue is better resolved, suspension and alignment can be fine tuned. The car works well for spirited street driving as is with the OEM Bilstein shocks and stock front swaybar. For an occasional DE, an entirely new menu of slippery slope modifications can be considered, but, again, this is a budget-focused car that will for the most part be driven on the street. The car is fun as is, and likely would be good enough as is on track to suit me...for a while, honoring the notion that it's the driver, not the car, that needs improvement.

This SC currently with the 16" wheel combination is supple over rough pavement but sportingly firm, features

torque-rich yet quick-revving engine delivery, firm braking, light steering with communicative feedback, a vintage package that is raw, edgy, and loud, while being capable of comfortably loafing at 80 mph. It's no economy car, averaging 18 mpg with the carbs instead of the 23 or so mpg typical of CIS, but engine response and the induction music is worth the extra expense at the pump and fitting for a car whose mission is to entertain. Drivability in traffic with the PMO carbs is flawless.

Bottom line is I now have a conservative, essentially stock-appearance SC in white paint with black trim ready to play. The engine now has run flawlessly for over 2,500 miles, so I hope this means I can anticipate many years of reliable performance. This is not a restoration, so I am free to do whatever I want without worrying about ruining a nice SC. In other words, this is the ideal poor man's 911 project car, ready for further "low-cost" modifications that will alter the appearance and performance beyond that of the everyday SC.



1979 SC: *Less can be more!*

By Paul Elwyn

A white 911 presents a blank canvas that invites color accents. How about a red duck-tail engine lid with red wheel centers and red fiberglass rear bumper? How about a red trunk lid and fiberglass front bumper, rocker panel delete, and black-rimmed H-4 headlights? No? Viper Green? No matter. Imagining the possibilities is part of the fun at this level, and minor changes such as trim color easily can be changed to suit, and I already have adjusted to the stock boat anchor rubber blobs on the rear bumper. This SC remains true to its origin, but now is a little lighter, much simpler, more owner friendly, and ready, hopefully, for many more years of everyday pleasure driving. The '96 4S, with its refinement and A/C, now seems more a high-powered touring car compared to the less-refined SC *sports* car, exactly what I hoped to find true: *Less can be more!* At least until one is drenched in sweat, longing for the comfort of A/C as the low fuel light glows 32 miles from the next gas station.



—Paul Elwyn



58th Annual PCA Porsche Parade

Getting ready for the Porsche Club of America -- Parade 2013 – Traverse City, MI

It is hard to believe that it has been just over a year since the announcement of Parade 2013 in Traverse City was made to the region. A lot of work has been done by the National Parade Team as well as Zone 4 members, to make 2013 a Parade to remember. But, we are far from done! And we need more help during Parade! That means that we need you, and all of your PCA friends to sign up for the largest PCA event of the year and join us in Traverse City from June 23-29, 2013!

Parade registration opens in a mere 4 weeks on March 12th. Here are some Q & A's as you get ready to register.

What is Parade?

Porsche Parade is the PCA's annual convention. It is a week long extravaganza of car events, tech sessions, social events and FUN. Parade is like your best region event – On Steroids! Whether you like to autocross, rally, tour or concours, there is plenty to do and see. Attendance is roughly 2000 people, most

of which arrive in their beautiful and much loved Porsche automobiles. In addition to all these fun activities (see the schedule page) the Parade is a great family vacation. It provides you with the opportunity to visit a different area of the country each year, as well as the chance to catch up with all your

Parade friends that you only see at Parade. In addition to the traditional car related activities you can enjoy a golf tournament, a 5K Run/Walk, RC Car racing, a Gimmick Rally, kid's events, the Tech Quiz and much more. We will offer numerous tours to local attractions to introduce you

to the great Traverse City area, as well as give you a little free-time to relax and enjoy it. We also promise plenty of opportunities to socialize with friends new and old. The Parade is the best of PCA all in one action packed week. Don't miss out! For more information, please go to <http://parade2013.pca.org/>



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TECHNICAL QUIZ	ART SHOW	TECH ACADEMY
TOURS	BANQUETS	AND MUCH MORE
GIMMICK RALLY	DRIVE & COMPARE	

58th Annual PCA Porsche Parade

When can I book a room?

You can book your room at the Grand Traverse Resort after you have completed your online registration. Once you register for Parade you will immediately receive an email with our discount codes.

How much are the rooms going to be?

Hotel \$119/night + resort fee/ taxes

Tower \$141/night + resort fee/ taxes

Studio Condo \$146/night + resort fee/ taxes

1 Bedroom Condo \$179/night + resort fee/ taxes

2 Bedroom Condo \$259/night + resort fee/ taxes

3 Bedroom Condo \$309/night + resort fee/ taxes

These are probably the best lodging prices that you are going to get anywhere in the TC area for the week of Parade. The price is the same the entire stay without an increase for weekend nights. If you are on the fence, I would encourage you to stay at the resort. It provides you the best Parade experience!

How do I register?

You register online at pca.org. If you have never logged into the PCA website I encourage you to do it prior to starting the registration process. If you are not aware that you have a user name and password assigned to you – you do. Please contact National for the information via email at admin@pca.org or call 410.381.0911.

Your e-mail address must be up to date in the system. All pre-Parade materials are sent to you via e-mail, and are posted on the Parade website <http://parade2013.pca.org>.

There will be NO paper registration. If you do not have access to the online system, call Kathleen Behrens, Parade Registrar, at 503-579-3423, and you will be able to register over the phone.

Parade is a very busy week with multiple activities to choose from every day.

Before you register, at the very least, you will want to know:

The banquets you would like to attend.

Volunteer selections and T-shirt sizes for volunteers in your party.

Competitive event selection for each participant, and the class of each entrant in the event.

Ages of children attending.

The other events each participant wants to enjoy.

The easiest way to prepare is to download the pre-registration form, read through it and use it as a guide for the online registration. Remember to review the PCRs, available on both www.pca.org and <http://parade2103.pca.org>

How much does it cost?

Everyone signing up for Parade must pay an entrant fee of \$159, which covers the entrant and co-entrant.

Fees for the four major competitive events are: Concours -- \$30 per car, Autocross -- \$30 per driver, TSD Rally -- \$15 per car, and Tech/Historical Quiz -- \$15 per person.

Entrant fees for guests are as follows: JPP/CAFP -- \$20, Child age 13-15 -- \$15, Child under age 13 -- \$10. Adult guests -- \$30.

Additional fees apply for banquet/meal tickets for selected other activities,

such as the tours, golf outing etc.

What is a co-entrant?

Entrants and co-entrants must be PCA members, but they need not be family or affiliate members. This means that entrants and co-entrants must have their own membership numbers. Check your profile online or with your local membership chair if you are not sure if you have a family/affiliate member. As an example, if you have not signed your wife up as your family member with PCA she is not an actual member of PCA and cannot be signed up as your co-entrant until she is. If you have your son/daughter/friend as your co-member your spouse is not a member. You can change your family member/affiliate member by contacting National at admin@pca.org or 410.381.0911

Can I take other people that are not members?

Yes.

There are additional fees for this and restrictions. Other guests are welcome; however, only the entrant, co-entrant, and JPP/CAFP entrants may enter the competitive events (exception: children ages 13-15 may register for the Technical/

58th Annual PCA Porsche Parade

Historical Quiz). If other guests are PCA members, they must submit their own registration and pay their own registration fee to enter the competitive events.

What about my children?

Bring them! Parade is a family event and there are activities for all ages, both individually and as a family.

Can my older children participate in the competitive events?

Yes.

Junior Participant Program (JPP) entrants are children, grandchildren, nieces, and nephews of PCA members who are 16 or 17 years old. College-Aged Family Program (CAFP) entrants are children, grandchildren, nieces and nephews of PCA members who are 18-25 years old. JPP and CAFP entrants are required to drive the same vehicle and in the same respective men's and ladies classes as the PCA member hosting them.

What about my car? Does it have to be a Porsche?

Automobile eligibility for the Autocross, Concours and TSD Rally is outlined in the Parade Competition Rules (PCRs). An entrant

and/or co-entrant may enter up to two automobiles (thus separate cars for the concours, rally, and autocross), and only Porsches as defined in the PCRs may be registered. Entrants may participate in the TSD Rally in any Porsche that is registered for Parade (assuming it is currently registered for street-use). For the autocross, there is a limit of two drivers per automobile (unless JPP or CAFP of which the limit is four in any combination amongst both automobiles).

Entrants may participate in other events (such as tours or gimmick rally) in any automobile, even if it is not a Porsche.

What if I am not sure if I am coming. Do I have to pre-register?

Yes.

Advance Registration is mandatory -- there is no on-site registration during Parade. Parade registrations are not transferable.

What if I cannot come for the whole week?

Registration does not require that you stay for the entire week. But, staying for the entire week is the best way to get the complete Parade experience.

What if I register and then cannot come?

Fifty percent of your registration fee and 100 percent of your banquet fees will be refunded if your e-mailed cancellation request is received on or before June 15. There is no refund for cancellations made after that time. You may make changes to your registration at any time before June 15.

When should I plan to arrive?

Parade entrants should check in for Parade on Sunday, June 23 between 9am and 5pm. This is the only time when all the event chair-people will be all together in one place to check you in, answer all your questions, and make sure you have the banquet seats you want, pick up your meal tickets and are classified properly for the competitive events you've entered. And...that's when you get your Parade goodie-bags and volunteer t-shirts. Of course it's also a great time to run into old friends from previous Parades and start building new friendships for the week's great events! Though late check-in is available the following couple of days, some events require you be properly checked in well

in advance of the event start. See the Parade Competition Rules at www.pca.org for details.

Can I come if I don't register?

Only registered attendees may participate in Parade activities.

Events that are in public areas (i.e. Concours) are open for viewing only, to non attendees. Additionally, access to the Parade Goodie Store is available with your PCA membership card.

Where is the Concours d'Elegance being held?

The Concours d'Elegance is being held on the golf course at the resort just steps from the hotel.

I have heard that the Concours d'Elegance is only for those that don't drive their car (much) and use Q-tips to clean it. Is that true?

No. The Concours has many entry classes for all levels of interest from the "new" enthusiast to those some would deem fanatics. Think of it as "If you got it, flaunt it" to the people who share your passion and appreciation for your car.

With that in mind, new this

58th Annual PCA Porsche Parade

year, we are introducing a Concours "Street" Class; a new Concours entry level class. In the new Street Class, only the exterior, including wheels and tires, and interior will be judged.

Still not sure what to do? You can attend Concours 101- These are one hour technical sessions primarily for new or aspiring Concours entrants. Sessions will be scheduled both before and after the Concours event. We will discuss how to prepare for Concours judging, what the judges are looking for and how to interpret scores and comments.

Saturday, June 22 5-6pm: in the Concours Prep Area
Friday, June 28: as part of Tech Academy

Where is the Autocross being held?

On Wednesday and Thursday June 26th and 27th, the always exciting Autocross will be held on the Antrim County airport runway.

Forget everything you've experienced the last couple of years at the Parade Autocross, because it's about the change. (Have I got your attention now?) We've been working hard over the last few years to improve the Parade autocross experience by offering things

like: more runs, rookie schools, chalk talks, staying on schedule, etc. etc.

But one thing has been lacking and that one big thing has been the size of the autocross lot. For 2013, that will not be an issue. The parade autocross will take place at a community airport that offers us plenty of open asphalt since they're planning to close the runway to aviation traffic during our event. And to make it even more exciting, the airport was recently renovated so all the runway and taxiways are newly repaved with high-grip, aviation-grade asphalt. The new surface is billiard table smooth and perfectly uniform from start to finish.

Over the last few years due to size limitations, the course designs were like building a "ship in a bottle", however this year

will feature an open, faster design that will cover tons of real estate. Can you say 3rd gear? I know I can! If this sounds interesting to you, please come join us.

The two day format once again allows us to accommodate all drivers who wish to participate.

The Autocross Chalk-talk will be held Monday, June 24 in Mackinac B&C

The airport location is about 20-30 minutes from the resort. Shuttle service will be provided throughout the 2 day event leaving from the resort. Unfortunately, we cannot accommodate non Parade entrants as spectators to this event.

How do I volunteer during the event?

As part of the registration process, you will be asked what you would like to volunteer for. There are

volunteer activities starting as early as June 21st with the start of Concours Prep running all the way to the Victory Banquet on Saturday night. You will be asked for each participant what days you are available and what you would be interested in doing. Don't worry if you don't know --- Amelia Ambrosino, the Volunteer Chair will help you and let you know what you can do.

Volunteering is great way to meet other club members from all of the country. We are a volunteer run organization and without us (the volunteers), PCA would not be what it is today.

I still have questions. Who can I contact?

That depends on what you have questions about. Start with the Parade 2013 website <http://parade2013.pca.org>. There is a link to all of the Chairpersons for the event with their contact information.

We hope to see you in June for what will prove to be an unforgettable week!



Cardinal Hill Presentation



It was a great day at Cardinal Hill! The Bluegrass Region PCA was pleased to present a check to Cardinal Hill Rehabilitation Hospital in the amount of \$2,000!

Cardinal Hill Rehabilitation Hospital (CHRH), located in Lexington, KY, provides post acute inpatient physical rehabilitation services for people of all ages. CHRH is dedicated exclusively to physical rehabilitation practices specializing in the treatment of (but not limited to) patients with the following disabling conditions:

- **Spinal cord injury**
- **Brain Injury**
- **Stroke**
- **Other neurological conditions**
- **Pulmonary**
- **Joint replacements**
- **Amputations**

The Bluegrass Region PCA continues to support local Charitable and non-profit organizations that impact our community and often touch the lives of our own club members and supporters!

For Sale

Everything must go!!

Set of 4, 17" cup wheels standard cap

1, Snap-on Blue-point 2 ton floor jack

2, Snap-on Blue-point 2 ton floor jack

2, Snap-on Blue-point 3 ton jack stands

2, Snap-on MVP super-lift metal chocks

Sold as a package, \$750

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