

Bluegrass Region Porsche Club of America

RUMBLE

December 2010





RUMBLE

December 2010 Vol. 8 No. 12

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Historian

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The Bluegrass Region
PCA Board of Directors
meets on the first
Monday of each month
at 6:00 p.m. to eat,
7:00 p.m. for business.
Members are welcome.
See the Calendar
for details



President's Message



We have had a GREAT year, Bluegrass Region!

Looking back we can claim a number of accomplishments.

- In PCA competition we won First Place and \$1,500 in the Public Service category, Second Place in the Newsletter category, and Phillip Doty won the coveted Zone Representatives Award at Parade in St. Charles.
- We also managed to raise \$15,920 for charitable causes: Kentucky Children's Hospital and the Franklin County Humane Shelter. In these efforts we expended \$1,460 from the club's treasury derived from PCA rebates and Rumble advertising revenue. \$1,500 came from the PCA Public Service Award presented in July. The balance came from contributions through the Paddock Challenge and from donors on the October charity drive.
- Membership meetings that stand out from the past year include our gatherings at the homes of Ken Partymiller and Fran Lockwood, Robert and Denise McClelland, and Larry and Julie Woods. The monthly membership meeting always offers good fellowship, but potlucks with club assistance have been especially good.
- We are offering regular tech sessions, now, thanks to Tech Chairman Jim Brandon. We have worked under member cars to demonstrate oil changes, brake flushes, and we have examined the undercarriage off a new GT3 with Porsche Gold Meister Level technician Brian Wooldridge talking through the technologies of this great car, provided for our enjoyment by J.W. Wilson. We also got a close look at Ken Partymiller's factory 996-based Supercup racer, acquiring more understanding through Brian Wooldridge of these special cars.

In this final message as President, I encourage members who have been enjoying their Porsches *without* PCA involvement (beyond reading Rumble, of course) to get involved with Bluegrass Region, meet people and join in the fun.

Begin by attending this

month's membership meeting, which also is our annual Christmas Party. Details for this event can be found on Page 9. Contact Mark Doerr markdoerr@insightbb.com to RSVP and be with us to celebrate the conclusion of a great year.

This club isn't perfect, nor is it everything for every person, but it can be shaped by members who are willing to serve, either on the board or as a member willing to volunteer. That's how clubs move forward and remain viable for members.

We have, for instance, more members planning to get involved in PCA Club Racing, having spent a number of hours on track in Driver Education events. We have veteran club racers in Bluegrass who can help prepare these members for their club racing debut, and as a club we can become a sharper vehicle to meet the needs of members who seek other areas of engagement with Porsches.

Concluding, as the outgoing president, I want to thank those who have been active in club business and events over the past year. Member involvement has made the club what it is today.

Let's Rumble!

—Paul

It's been a GREAT year, Bluegrass Region!

RSVP by Dec. 8th to Mark Doerr for the Dec. 12th Christmas Party.

Turn in your election ballot to Gary Hackney by Dec. 15th.

Dear Santa,



BOARD MINUTES



William Glover
Secretary

November 1, 2010
Bar Louie

Board members attending:

Gary Hackney, Paul Elwyn,
Larry Woods, Ed Steverson,
William Glover, Bob Lovejoy,
David Patrick, Mark Doerr

Members attending: Maureen
Elwyn, Robert McClland,
Rita Glover, Patricia Patrick,
Mary Doerr

Secretary's Report by William Glover: Motion to approve October Minutes by Larry Woods, second by Ed Steverson, Approved.

Treasurers report by Bob Lovejoy: Balance of \$5,408.75. Motion to approve by William Glover, second by David Patrick, approved.

Activities Report by Mark Doerr:

- Lighting the Distillery Meeting @ McDonald's, Versailles Rd. Frankfort
- Membership Meeting Nov. 21 @ Bar Louie
- Board meeting Dec. 6 @ Ramsey's, Harrodsburg Rd.
- Cars and Coffee, Nov. 13, Ramsey's, Harrodsburg Rd.
- Tech session at Jim Brandon's went well

Old Business:

- Charity Drive Report by Ed Steverson: Bob and Jane Coleman hosted breakfast, Steve and Ann Womack conducted drive, provided lunch and hosted dinner and overnight stay for members. Ed thanked all involved and noted that

we raised \$460 with a club match to add \$920 to the Franklin County Humane Shelter gift. Ed invites members to suggest ideas for charitable donations for 2011.

- Bylaws amendment approved by members
- Dec. 12 Christmas Party promotion discussed.

New Business:

- Approved \$30 member cost for Christmas Dinner, club to cover the balance of expenses, motion by Larry Woods, second by David Patrick, vote passes 5-1.
- Motion to accept the nomination committee recommendation by Larry Woods, second by David Patrick, motion carried.

- Motion to use the Postcard process as used in previous years to accommodate the voting ballots for the 2011 board of directors at cost. Motion by William Glover, second by Larry Woods, motion carried.
- Motion by Larry Woods, second by William Glover to purchase MS Publisher and PhotoShop Elements for Club use at lowest reasonable cost and reimburse the buyer. Motion carried.

Motion to Adjourn at 8 pm by David Patrick, second by Mark Doerr.



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Tim McNeely
Membership
Chair

MEMBERSHIP NEWS

Two new members, 198 total

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

Shawn Carpenter of Lexington 2002 996 Turbo
James & Theresa Lavelle of Ashland 1978 911

Our membership is at 119 Regular Members and 79 Family & Affiliate Members, making our total membership 198. This is the first time we've been below 200 members in a LONG time.

Get the word out to those you know or see driving P-cars. We have "leave behind cards" for under windshield wipers...ask for some at the next function that you attend ... hopefully our Christmas party coming up on Sunday December 12!!!

Also, please recognize the following Member Anniversary dates:

- **Ed Erway** 2000
- **Robert Williams** 2001
- **Ed Steverson** 2002
- **Jas Dhillion** 2003
- **Gary Hackney** 2003
- **Gary Jennings** 2004
- **Jack Lykins** 2004
- **Benson Miller** 2004
- **Bill Woodward** 2004
- **Robert McClelland** 2005
- **Paul Elwyn** 2007
- **Dwight Rich** 2007
- **Donald Hawkins** 2008
- **Duane Jones** 2008
- **Andrew Tarter** 2009

—Tim

Board nominees for election



President

David
Patrick



Vice President

Ed
Steverson



Secretary

William
Glover



Treasurer

Bob
Lovejoy



Director

Robert
McClelland



Director

Neil
Fisher

Active and family members are eligible to vote in the election for officers. You may write in additional nominees for each position. Ballots were to arrive on postcard in the mail in the first week of December and are to be returned to Gary Hackney by mail or in person by December 15th to be counted by the Election Committee, Gary Hackney (Chairman), Jim Brandon, and Ben Prewitt.

Officers for 2011 will be approved at the January 3rd board meeting and announced at the January 16th membership meeting.

Bluegrass Region PCA Ballot

Member Name: _____ Affiliate: _____
 (Optional) (Optional)

Member Vote: _____ Affiliate Vote: _____ Write-In: _____

President: ☐ David Patrick _____

Vice President: ☐ Ed Steverson _____

Secretary: ☐ William Glover _____

Treasurer: ☐ Bob Lovejoy _____

Board of Directors (please vote for 2):

Member Vote: _____ Affiliate Vote: _____ Write-In: _____

☐ Neil Fisher _____

☐ Robert McClelland _____

Ballots must be received by December 15, 2010.



Turn in your election ballot by December 15th to Gary Hackney.

CALENDAR OF EVENTS

DECEMBER

December 11, 2010: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road. For more details contact Paul Elwyn 859.583.0205

December 12, 2010: Christmas Dinner and Membership Meeting. Social time 5:30 PM Dinner 6:30 PM, Firebrook Clubhouse. For more details contact Paul Elwyn 859.583.0205

JANUARY

January 3, 2011: Board Meeting, 6:30pm Dinner,

7:00 Meeting, Location Bar Louie, Lexington Green.

January 8, 2011: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road.

January 16, 2011: Membership Meeting, 5:30pm, Location Bar Louie Lexington Green. For more details contact Paul Elwyn 859.583.0205.

FEBRUARY

February 7, 2011: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Location Bar Louie, Lexington Green.

February 12, 2011: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road.

February 20, 2011: Membership Meeting, 5:30pm, Location Bar Louie Lexington Green.

MARCH

March 7, 2011: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Location Bar Louie, Lexington Green.

March 12, 2011: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road.



Mark Doerr
Activities Chair

March 20, 2011: Membership Meeting, 5:30pm, Location Bar Louie Lexington Green.

For the website: Send a photo of your car, year/model to paul.elwyn@gmail.com

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Christmas party at Firebrook Clubhouse December 12th

RSVP by Dec. 8th with preferred menu entrée to markdoerr@insightbb.com

Hello All:

The annual Christmas party will be held on Sunday, December 12th at Firebrook Clubhouse. We will meet at 5:30 pm and dinner will be at 6:30 pm. University of Kentucky Catering will be providing a delicious non traditional meal. The cost will be \$30.00 per person.

By December 8th, please confirm that you will be attending and which entrée you would like to have.

Email me at markdoerr@insightbb.com.

The menu is as follows:

**** Pick one of the following entrees:**

- **Beef Tenderloin Carving Station w/au jus and horseradish**

OR

- **Italian Herb Crusted Chicken**

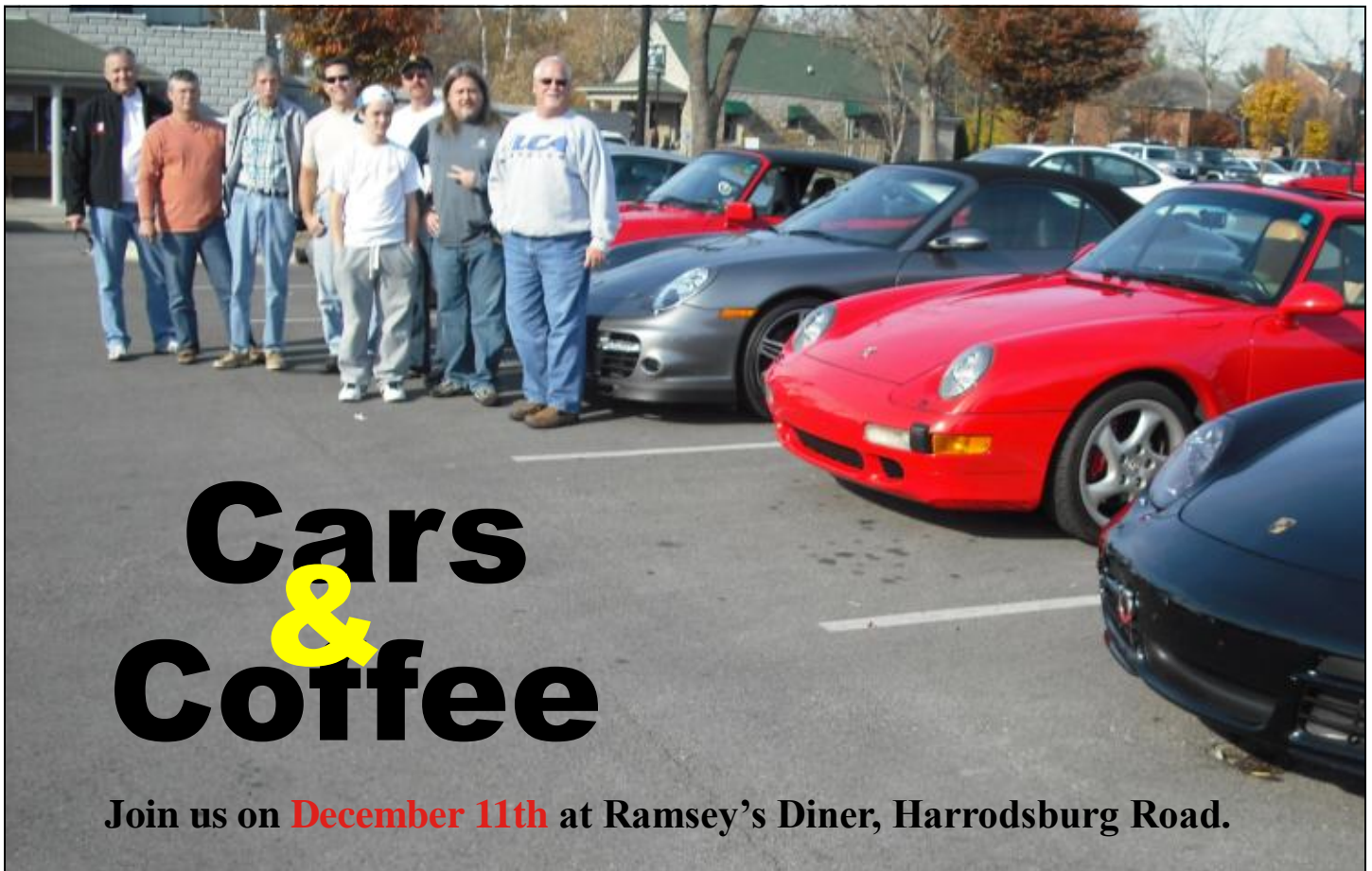
Kentucky Bibb Salad with Grape Tomatoes, red onion, toasted almonds and Blue Cheese crumbles, Fresh Green Beans with Hand Carved Carrots, Roasted and Buttered Fingerling Potatoes, Dinner Rolls, Assorted Gourmet Dessert Tray, Iced Tea, Coffee and Water

Please, by December 8th make your choice and email me at markdoerr@insightbb.com so I can arrange with the caterer.

**Regards,
Mark Doerr**

Directions to Firebrook:


From New Circle Road take Exit #2/US-68 towards Harrodsburg. Go 2.9 miles to traffic light at Overlake Blvd. (main entrance to Firebrook). Turn right onto Overlake Blvd and go to 2nd stop sign (Firebrook Blvd). Turn right on Firebrook Blvd and go approximately 1.5 city blocks. Clubhouse sign is on the right.




Cars & Coffee

Join us on **December 11th** at Ramsey's Diner, Harrodsburg Road.

Happy Holidays


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Bluegrass Region gives \$1,920 to shelter

An October scenic drive by Bluegrass Region benefited homeless animals this year.

Bluegrass Region selected the Franklin County Humane Shelter, which sustained flood damage in May, as a recipient for a portion of the charitable focus for the club for 2010.

Shelter Manager Geneva Smith said, "We at the shelter would like to thank Bluegrass Region Porsche Club of America for the donation to help us care for the many precious animals entrusted to us. Without generous people like those in the Porsche club, our jobs would be much more difficult, and we would have fewer opportunities to do the things that we do." Shelter board member Teresa Masters said the gift would help toward adding more kennels and improving facility ventilation.

The club in June presented a check for \$1,000 to meet immediate needs resulting from the flooding of the shelter located in Frankfort, Kentucky. A scenic drive held in October raised an additional \$920, according to Vice President Ed Steverson who organizes the club's charitable drives.

"We presented the initial gift to enable the shelter to recover from damage and to care for



Bluegrass Region Porsche Club of America presented checks totaling \$1,920 to the Franklin County Humane Shelter to assist with flood recovery. Gathered with a ceremonial check are Porsche club Secretary William Glover, shelter board member Teresa Masters, Porsche club Vice President Ed Steverson, shelter manager Geneva Smith, and "Rocky," a one-year-old shelter adoption candidate.

animals in the early stage of recovery," said Steverson. "We have added to that initial gift \$920 to honor the memory of Glenn Kelly, a friend to the Porsche club who photographed members at track events and who was a dog lover," noted Steverson.

"We raised the money in a scenic drive led by Porsche enthusiast Steve Womack and his wife, Ann, who hosted club members at their home in Grayson on the two-day drive. The club matched money raised on the drive to give a total of \$1,920 to the shelter," said Steverson.

"Porsche club members enjoy combining their enthusiasm for driving with raising money to meet local needs, so each year we identify a local charity in

addition to our annual charitable event held in conjunction with the Keeneland Concours d'Elegance," said club secretary William Glover who proposed the humane shelter as this year's beneficiary.

The club last year raised \$2,750 to benefit the American Macular Degeneration Foundation. The charitable event consisted of a two-day scenic drive to visit covered bridges in Kentucky.

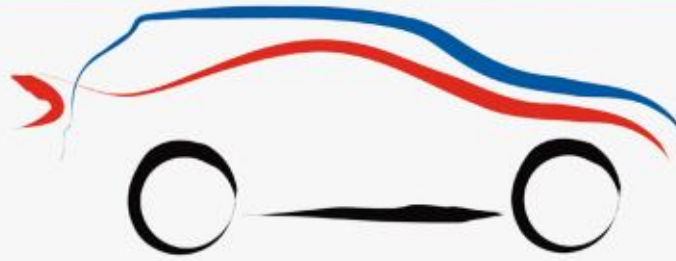
Bluegrass Region's Paddock Challenge received national recognition in July at the annual Porsche Club of America Parade in St. Charles, Illinois.

Bluegrass Region PCA won First Place in the Public Service category and contributed the \$1,500 award to the Paddock Challenge. The Challenge this

year raised \$14,000 with the Bluegrass Region PCA again winning the competition with the highest contribution. The Paddock Challenge involves a number of car clubs that compete each year to benefit the hospital.

This photo and a 300-word version of this story to meet editing guidelines has been submitted to Panorama for inclusion in the January 2011 issue.

—Editor



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Electric/Hybrid Vehicle Show draws enthusiasts to Porsche of the Village



A stunning lineup provided by the Tristate Porsche 356 Club greeted guests at Porsche of the Village.

Porsche of the Village on the evening of November 20th staged another event designed to entertain and inform Porsche enthusiasts, this time focusing on electric/hybrid technology to complement the launch of the 2011 Cayenne S Hybrid.

Featured speaker Mike Valentine, founder and president of Valentine Research, Inc. and past president and founder of Cincinnati Microwave, provided three presentations focused on the history and current state of electric/hybrid vehicle technology.

Electric Vehicles on display included the 1903 Columbia Electric from the Indianapolis Motor Speedway Hall of Fame Museum, a 1919 Detroit Electric 75B Brougham owned by

Jill and Gary Eippert, the sole surviving General Motors EV1 (the subject of the 2006 documentary film entitled *Who Killed the Electric Car?*), the 2008 Tesla Roadster owned by Mike Valentine, Segway and electric bikes, and "Gato del Sol 4", the University of Kentucky's solar powered car (see: <http://www.engr.uky.edu/solarcar/>), a 2010 Toyota Prius, 2011 Honda Civic Hybrid, a 2010 Honda Insight Hybrid, and the 2011 Porsche Cayenne S Hybrid.

Approximately 300 attendees were expected with invitations extended by Bill Kief, vice-president of Ohio Valley Region PCA and Bruce Harnish with Porsche of the Village to members of the Drei Staaten Gruppe (the Tristate Porsche

356 Club), the Bluegrass Region PCA (Lexington, KY), the Mid Ohio Region PCA (Columbus), representatives of the Porsches 2 Oxford event, the Ault Park Concours, the Keeneland Concours, and the Dayton Concours.

Attending the event from Bluegrass Region were Ed and Tracy Stevenson, Brant and Pam Nystrom, Bob and Nancy Lovejoy, David and Patricia Patrick, Paul and Maureen Elwyn, Neil Fisher, Robert McClelland, and Lexington veteran Porsche technician Dan Pulchalski and his friend Maria.

Ten of us from Bluegrass Region stayed the night in the historic Mariemont Inn located within an easy walk of the dealership.

On of the indoor vehicle dis-

Electric/Hybrid show draws Porsche enthusiasts

The Detroit Electric, a car for women of 1919, was marketed to wealthy women who would not be willing to undergo dangerous manual cranking of the engine as was the practice in 1919 internal combustion cars.

The cabin simulated a formal living room complete with flower vase. The passenger front seat swivels so that the passenger could face rear seat passengers for conversation.



David and Patricia Patrick check out Mike Valentine's Tesla, which is able to hit 60 mph in 4.0 seconds.

play areas of the dealership was set up with folding chairs placed around display cars for the Valentine presentations. Flat-screen monitors along the walls displayed video clips of the Lohner-Porsche, the world's first gasoline-electric hybrid automobile, the world's first front-wheel drive car, the world's first all-wheel drive car in a subsequent version, the 911 GT3 R Hybrid, and the

918 Spyder and power point images from Porsche Cars North America.

Ohio Valley Region auto-cross organizers set up a course in the parking lot for guests to test ride the Segway and the Electric Vehicles. Neil Fisher and Brant Nystrom on two-wheeled Segways enjoyed some spirited laps around the parking lot with 356 Porsches looking on.





Bluegrass Region members gathered at the Bistro across the street from Mariemont Inn prior to attending the Electric/Hybrid Show. Seated (from left) are Brant Nystrom, Pam Nystrom, Nancy Lovejoy, Bob Lovejoy, Neil Fisher, Tracy Steverson, Ed Steverson, David Patrick, Patricia Patrick, and Maureen Elwyn.

Internal combustion still looks great!



Electric/Hybrid Show



Above: On hand to talk with guests was University of Kentucky freshman engineering student John Broabbent who helped build the Gato del Sol 4 solar-powered car with carbon fiber body that can attain a top speed of 60 miles per hour on a sunny day.

Above Right: Mike Valentine talks with UK engineering students about their car.



Below: Neil Fisher receives Segway operating instructions prior to his run through the cones.

Below Right: When was the last time you saw a 356 Speedster top down with frost forming on the windshield?



A Euro 1968 911L coupe awaits TLC

This Euro 1968 911L coupe awaits a new lease on life. The 911 L, an S-trim model with the base 130 hp (DIN) engine, was built only one year. Buyers in the U.S. could choose from Base, L or 912 models for 1968.

Porsche claimed the 2,360-pound L coupe ran 0-62 mph in 9.1 seconds with a maximum speed of 131 mph, according to Randy Leffingwell's *Porsche 911 Buyer's Guide*.

With 720 911 L coupes built for ROW, (*Original Porsche 911: The Guide to All Production Models*, Peter Morgan), this car is rarer today than it was when new.

The last year of the short-wheelbase cars, 1968 models featured a 2.4-inch narrower and 6-inch longer body than that of the 356.



Manual crank windows



130 hp. (DIN) 2.0 liter with Weber carburetors

A Euro 1968 911L coupe awaits TLC



Above: Sealed beam
inside glass cover
Right: Short wheelbase,
15" Fuchs wheels



1968 Air Conditioning: Vent windows that open at A pillar and
swing-out rear quarter windows

A GARAGE, *finally*....weather permitting

I've been a good boy.

Sure, I could have waited until my daughter finished graduate school before committing the family treasury to my adult playground, but that would have been excessively conservative, and she has her entire life to recover.

In April I could have sprung for the latest BMW sport-touring motorcycle, but I did the sensible thing and bought a work-horse Yamaha, SAVING us \$8,000.

I resisted buying a 2011 Boxster Spyder, SAVING us more money.

These decisions required discipline, courage, and sacrifice on my part. So, I should not feel guilty (Hey, this garage was Maureen's idea!) for finally giving in to the dream I held while slogging through 70-hour weeks prior to retirement.

I recall that when I stood in the sun for an hour and a half answering over and over the same three questions from a Court TV three-man crew out of New York city whose cumulative age was less than my own, I first remained fixed on preserving as much as possible the dignity of the family whose home was infested with skunks, the alarming news that had compelled cable-television to travel to the sticks of Kentucky.

But behind my steady, professional face expressing concern for the family and our school district's commitment to doing whatever we could to help the elementary-aged girls recover from having lost their prized country-music posters to the stench of their uninhabitable house, I thought about the GARAGE I would build upon retirement.

As my lips said the words that were engraved in my spokesperson's brain, visions of a Porsche 911 body shell up on a two-post lift comforted me.

Up on a lift. I will STAND beneath to fettle the bare, iconic shell of a timeless sports car into a stunning, reliable, hot rod 911 of my own making.

In my own heated and air-conditioned garage, I will enjoy space for the dismantled car's components to be properly stored during the dirty stage of rebuild.

My own space, free from the daily in-and-out traffic of the attached garage where the daily drivers would remain out of the weather.

A 32' x 28' space where, if I were to choose to spend an entire winter massaging a quarter panel, I could do so without getting in the way of others, without answering questions designed to depict the Kentucky hick stereotype for cable TV viewers.

"One day," I would hear my internal voice say, "I will build a garage with a lift, with heat and air, with water, a sanctuary for working on cars and motorcycles."

A quiet space where I can listen for hours to the thrum of the air compressor.

Over the past two weeks my trusted builder has managed to work only three days, waiting for weather to break to pour the concrete floor. Once the floor is in, he assures me, the garage will move along quickly.

So, I stare out the window at the snow falling on my gravel pit, picturing in my mind how the space will work once completed.

My last project, rebuild of a 1979 BMW R100 two years ago, was undertaken in my un-

heated, attached garage where I lay on the frozen concrete floor, a space heater cooking my back side, fingers numb from cold.

When we lived in town, I had a decent work garage (32' x



By Paul Elwyn



28') where I rebuilt eight sports cars and eight motorcycles. In my current 2.5-car attached garage, I have rebuilt four cars and four motorcycles, but the current space is a compromise.

It has been at least 15 years since I have rebuilt a car, so my skills (and vision) are not what they were, but I have more time now to do the work until it suits me.

In my new garage, I will rival the Discovery Channel's best talent. Maybe.

I can hardly wait! All my builder needs is October's weather for a few days and we will be good to go.

That might happen next week, right?

—Paul

TECHNICAL

Taking a closer look

Myth: Brake judder and vibration is caused by discs that have been warped by excessive heat.

Editor's Note: Ken Partymiller shares this white paper extract with permission from StopTech Sales Manager Howard Hsia. For the complete article and other white papers regarding brake performance, visit <http://www.stoptech.com>

Myth: Brake judder and vibration is caused by discs that have been warped by excessive heat

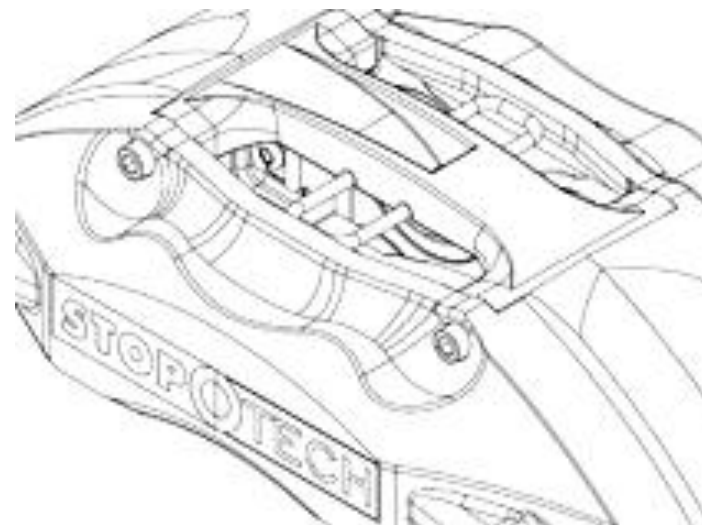
By Carroll Smith

Virtually all modern brake pads are what are referred to as an Adherent type of pad.

The pad is designed to transfer a layer of pad material onto the rotor. When a sufficient and EVEN layer of pad material is adhered to the rotor face, the pad material on the rotor, interacting with the similar material on the pad, creates the most efficient friction mechanism. These like materials, breaking against each other on a molecular level are what really stops the car well. To emphasize, there is supposed to be a layer of material pad material on the rotor.

The problems occur if the pads are not properly bedded-in (an even layer of pad material on the rotor) and run aggressively, OR if the pads are overheated (street pads on the track like we tell 37 people a week NOT to do). The pad transfer occurs most efficiently at the pads optimal operating temperature. That means a higher temperature pad needs to be hotter to properly transfer material. If you have a high performance pad and never run it hot enough to get a proper layer of material onto the rotor, it

will never be properly bedded-in. Thus, even after 1000 miles of "normal" street driving, when you blast your favorite



canyon and heat the brakes, you can get uneven deposits on the rotor causing a vibration.

The other common scenario is over-heating the pads even if they are properly bedded-in. In this case, the pad material starts to break down and smear onto the rotor face, again causing the UN-EVEN deposits. The other problem that occurs is if the system is really hot and you come to a complete stop and leave your foot on the brake pedal. In this instance, we get

what is called "pad imprinting" where a small layer of material breaks off the surface of the pad and literally can be seen as an imprint of the pad on the rotor face. This can occur no matter the state of bed-in. All these scenarios leave very small, uneven layers (we call it TV, Thickness Variation) of material on the rotor. We're talking a few 10/1000's of an inch, like a TV of 0.0003". It starts out almost imperceptibly, but as the pads start to skip over the high spots, more material is deposited on those areas, ever

material adhered to the rotor face, and if you don't remove and replace it with the track pad material, it is going to degrade from the heat and... yep, cause uneven pad deposits. Same goes when you put the street pads back in, you need to re-bed them for optimal street performance."

OK, now that you hopefully better understand why the steering wheel is shaking out of our hand, what can be done to cure it? Turning the rotors will take care of it, but you will be shortening the life of the rotor and decreasing its ability to absorb and control heat, as there will be less mass in the rotor after turning. Also, turning a 2-piece rotor that uses floating attachment hardware between the rotor and hat can be tricky. We have had very good success running an aggressive track pad at lower temperatures on the street in order to scrub off the rotor surface.

We have found the Hawk Blue 9012 race pad to be very effective. At lower temperatures it is very ABRASIVE, not becoming ADHERENT until it reaches its optimal operating temperature. If it is used with a few firm stops at a time, not getting too hot (we want to remove material, not transfer more), it will often remove the source of vibration.

increasing the vibration until it becomes quite noticeable, even days after the event that started it occurred.

The best way to avoid these problems is proper bed-in of the system initially, and using the proper pads for your exact driving conditions. If you are planning on swapping pads for a track day, you need to re-bed the system before the event (or dedicate the first track session to bed-in). Remember, you have that layer of street pad

A WARNING: Do not leave an abrasive pad in the caliper longer than necessary to solve the problem. We have had rotors destroyed in under a week by leaving the abrasive track pads in on the street.



November membership meeting: We welcome back familiar faces and approve officer nominees

Our November membership meeting, held at Bar Louie in Lexington Green, as usual provided another opportunity to dine and chat with fellow Porsche enthusiasts. We also briefly conducted business as required by our Bylaws.

We introduced officer nominees approved by the Board at the November 1st meeting: David Patrick, President; Ed Steveverson, Vice President; William Glover, Secretary; Bob Lovejoy, Treasurer, Neil Fisher and Robert McClelland, Directors.

We then entertained nominees from the floor as specified in our Bylaws. With no additional nominees, we approved the slate for ballots that were to be mailed around December 1st and returned to Election Chair Gary Hackney by December 15th. (See Pages 6-7.)

Familiar faces returning were Al and Ruth Remley in their 1975 914 2L and Robert McDowell in his 1986 928S.

Also attending were Michael Kennedy and his friend Jerri Weitzell, David and Patricia Patrick, Mark and Mary Doerr, Bob and Nancy Lovejoy, Robert McClelland, Jim Brandon, Jaime Donaldson, Ken and Adell Hold, and Paul and Maureen Elwyn.

The December membership meeting, which also is the annual Christmas Party, will be held on December 12th, 5:30 pm at Firebrook Clubhouse. See Page 9 for further information.



Al Remley with his 1975 914 2L



Robert McDowell with his 1986 928S