

# Smoke Signals

June  
2012

The Official Publication of the Smoky Mountain Region Porsche Club of America



On the web at [www.smtPCA.org](http://www.smtPCA.org)

# SMOKY MOUNTAIN REGION PCA

## 2012 EXECUTIVE BOARD

### President

Janis Berry  
865-679-6348  
janisberry@frontiernet.net

### Vice President

Rick Brooksbank  
865-742-7331  
brooks944@comcast.net

### Secretary

Janet Lanz  
japasha@aol.com

### Treasurer

Vic Rola  
865-207-4303  
vicrola@hughes.net

### Past President

Nick Imperato  
865-776-8097  
imperatotn@aol.com

### Newsletter / Website

Steven Schleif  
865-660-2481  
smschleif@gmail.com

### Directors

Newsom Baker  
865-659-7313  
nunybb@gmail.com

Jim Marsh

865-356-9107  
jmarsh180@gmail.com

Clyde Peery

865-719-6124  
cpeery@mac.com

## APPOINTED CHAIRPERSONS

### Autocross

Open

### Awards

Vic Rola  
865-207-4303  
vicrola1@gmail.com

### Historian

Warren Sylvester  
865-470-8238

### Membership Chair

Carol Dockery  
865-705-2388  
cdockery@ettonline.com

### Pano Correspondent

Open

### Publicity

Open

### Safety/Technical

Open

### Social Events

Cliff Killion  
865-803-6568  
cliff.killion@gmail.com

### Spring Thing

Committee

**On The Cover:** This beautiful 2010 GT3 RS belongs to Heart o' Dixie Region's Jim Cambron and took First Place in ST C1 at the 2012 Spring Thing Concours. Photo by Steven Schleif.

**Editorial Contributors:** Janis Berry, Suzan Bowman, Mike Parker, Vic Rola, Steven Schleif  
From sourced articles: Susan Brown (PCA), Brenda Glasgow, Porsche, David S. Wallens

**Advertisers: Back Cover:** Eurotech Knoxville

**Page 13:** Aircooled Classics, Carol Dockery, Cindy Doyle, Jason Funderburk, Rich McGowan, Weddings by Suzan

## Table of Contents



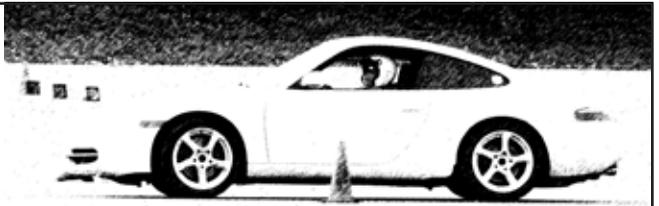
Executive Board & Chairs . . . . .	pg 2
From the President . . . . .	pg 3
Upcoming Events . . . . .	pg 3
Heard 'Round the Region . . . . .	pg 3
Porsche Parade Info . . . . .	pg 4
Autocross at Pellissippi Highlights . . . . .	pg 5
PCA National Concours School Highlights . . . . .	pg 6
356 Registry Picnic Highlights . . . . .	pg 7
"Party Crasher" Porsche Racer on a Budget . . . . .	pgs 8-10
Porsche Prose . . . . .	pg 11
"The Spirited Escape" Boxster Road Trip . . . . .	pg 12
Events Information . . . . .	pg 13
Der Market . . . . .	pg 14
2012 Calendar of Events . . . . .	pg 15

**Smoke Signals** is the official publication of Smoky Mountain Region, Porsche Club of America (PCA).

Opinions expressed in **Smoke Signals** are those of the contributor(s), and do not necessarily reflect the opinions of Smoky Mountain Region officials, directors, or members, or those of the PCA. The editorial staff of **Smoke Signals** reserves the right to edit all materials submitted for publication. Permission is given to chartered regions of PCA to reprint articles in their newsletter if credit is given to the author and **Smoke Signals**.

**Smoke Signals** is published monthly with all versions posted in PDF form on the web site. Printed issues are published quarterly - Feb, May, Aug & Nov of 2012. Deadline for materials is the third weekend of the month for publication in the next month's issue. For information on, or submission to, **Smoke Signals** contact Steven Schleif at smschleif@gmail.com Please put "Smoke Signals" in the subject line.

# From the President



I hope everyone is having a good summer so far. It's hard to believe the thermometer has exceeded 90 degrees and June has just arrived!

The region's second printed newsletter with the new format is now in the books and I would like to extend a special thank you to our newsletter editor and website designer, Steven Schleif. He does a fantastic job and we appreciate it. If you see him snapping pictures at one of our functions, be sure to thank him!

Our region's events this month include a Smokies' baseball game, a monthly social at Aubrey's and a new member breakfast. If you are a new member (joining after October 2011) and are interested in attending the new member breakfast on Saturday, June 23, please be sure to e-mail your information to me at [janisberry@frontiernet.net](mailto:janisberry@frontiernet.net). Details will be announced later.

I am looking forward to each of these events and hope to see you at one of them.

*Janis*  
President



## DRIVE OUT - July 21

NEWPORT/GREENEVILLE

On July 21st, we will meet for a driveout to a beautiful recreation of a 1930's petroliana service station with 4100 pieces of memorabilia. He also has 72 old style glass gas pumps and 6 or 7 restored cars from a 49 Woody to a Nash metropolitan wagon to a 34 Ford grain truck. The site is roughly between Newport and Greeneville. There will also be a BBQ lunch served.

Please e-mail Rich McGowan at [rmcgowan@jenkins-insurance.com](mailto:rmcgowan@jenkins-insurance.com) if you plan to attend.

## Upcoming Events

### June 9 Smokies Baseball Game

All-you-can-eat hot dogs, hamburgers and BBQ - and a keg of beer! Be sure to bring a designated driver. RSVP **must** be received by May 25th and sent to [cliff.killion@gmail.com](mailto:cliff.killion@gmail.com). Preregistration is required.

### June 12 - Social at Aubreys in Knoxville

Join us at 7:00pm for food and socializing with fellow PCA members at Aubrey's on Middlebrook Pike.

### June 23 - New Member Social

Email Janis at [janisberry@frontiernet.net](mailto:janisberry@frontiernet.net) for details.

# HEARD 'ROUND the REGION

• Looks as though the 'Audi' ranks in the Region are shrinking, as at least two members have severed ties with the marquee, and moved over to Kia Sonatas. One a turbo, and the other a normally aspirated version. We're awaiting road test results...

• Jim + Vicki Marsh, Clyde Peery, Suzan Bowman, Mike Parker, Carol and I, all went to school. The school was a Parade Judges School, put on at Hennessey Porsche in Atlanta, by Dan Dereimer, the Parade Concours Committee head. The school was one of four to be put on this year by PCA to enhance the current group of judges eligible to judge cars at the Parade level. Classroom, as well as 'hands on' gave all an opportunity to learn. Mike and Suzan, already Parade judges, were part of Dans' instructional team.

• Kudos continued to come in during May for the Regions' Spring Thing. Evidently, we did something right! Suzan Bowman advises that she has already secured the same motel and facilities for the 2013 version of the event.

*Vic Rola*

## It's Not Too Late to Join the Fun!

The 57th annual Porsche Parade will be held July 8-14, 2012 in Salt Lake City, Utah, and there is still time to join us. Parade registration may be accessed by logging into your [pca.org](http://pca.org) account and following the links.

Salt Lake, known as the "Crossroads of the West," is a fun, family friendly city with theatre, restaurants, nightclubs, museums, and more. The weather should be hot, but dry and sunny. In other words-summer time!

In addition to all the fun you can have in the city and surrounding areas, we of course have a full week of Parade activities lined up for you. There is still room to join in any or all of the four competitive events: Concours, Autocross, TSD Rally and Tech Quiz. We have beer and wine tasting events in Hospitality, our Art show, a 5k run/walk, golf tournament, gimmick rally, banquets, RC car races and the Michelin Drive & Compare. Tech Academy will be held on Friday, with plenty of hands-on instruction about do-it-yourself maintenance. The local region, Intermountain, will round out the week with a DE at nearby Miller Motorsports Park.

For more information about the week, go to our website: <http://parade2012.pca.org/>.

Our headquarters hotels will be the Little America and Grand America Hotels. Located in the middle of downtown, the hotels are on a light rail line, making it easy to get around the city. Little America has Salt Lake City's largest indoor/outdoor pool, and both have extensive underground parking areas. Within easy walking distance is Salt Lake City's newest mall (It just opened this March)-City Creek Center. Spread across three blocks in downtown Salt Lake City, City Creek Center has eighty stores and restaurants either open-air or covered by a retractable roof.

About a mile from the hotel is Utah's state Capitol, where we will hold the Concours. The Capitol was built on a hill overlooking the city, and is the perfect place for you to show off your "baby". The Autocross and the Michelin Drive and Compare will be held at Maverick Center, a 10 minute drive away.

The week promises to be an exciting one. Come celebrate 57 years of club history, and your chance to experience all that Salt Lake City and Utah have to offer.

© Copyright 2012 Porsche Club of America Inc. All rights reserved

**PORSCHE  
EVENT OF  
THE YEAR!**  
*amidst the stunning  
beauty of the Great Basin*

**THE 2012  
PORSCHE  
PARADE**



**SALT LAKE CITY,  
UTAH  
JULY 8 - 14,  
2012**

Registration  
opens March 13,  
2012 so start  
planning now!  
Register Early  
to Join the  
Fun!

Learn more and register at  
[parade2012.pca.org](http://parade2012.pca.org)

# PELLISSIPPI AUTOCROSS

P1	Travis Estes	62.068
P2	Jean Francois Reat	58.536
	Matt Reat	58.000
P3	Newsom Baker	50.800
P4	Rick Berry	52.200
	Jason Funderburk	52.611
P5L	Patty Ashworth	57.819
P5	Terry Ashworth	52.400
S1	Scott Faulkner	57.191
	Larry Gard	69.853
S2	Rick Brooksbank	54.112
I1	Matt Garrett	51.500
	Greg Debord	55.500
M1L	Bonne Foulds	<b>50.821</b>
M1	Jonathan Foulds	<b>49.000</b>

# RESULTS



**LADIES FTD:** Bonne Foulds  
**MENS FTD:** Jonathan Foulds



# PCA NATIONAL CONCOURS SCHOOL

On Saturday June 2, seven members of the Smoky Mountain Region traveled to Roswell Georgia (Atlanta) to attend the PCA National Concours School. Dan DeRiemer, National Concours Chairman, invited Mike Parker and Suzan Bowman - National Concours Judges - to participate in a school to train new judges for Parade level competition. Clyde Peery, Jim Marsh, Vickie Marsh, Carol Rola and Vic Rola attended the school and became certified as new judges.

There were 20 participants and the event was held at the Hennessy Porsche dealership in Roswell. They graciously provided meeting space and a wonderful lunch for all participants. Laura and Dan DeRiemer hosted a Mexican Dinner at their home after the school. There will be more schools in the future. If you are interested in becoming a judge for the local or national level, contact Mike Parker at 865-579-9001.

*Article and Photos by Suzan Bowman and Mike Parker*



Mike Parker explaining the details of engine bay judging...



Dan DeReimer winds down the day's school.



Smoky Mountain Region members Suzan Bowman and Mike Parker were two of the trainers while members Jim & Vicki Marsh, Clyde Peery, and Vic & Carol Rola attended and became certified as new judges. Congratulations!

Photos by Suzan Bowman.



# 356 REGISTRY PICNIC

Sequoyah Hills Park was the setting for a picnic enjoyed by not only 356 owners but early 911 owners as well. As a subset of PCA, the local 356 Registry members get together about twice a year to show off their 356 cars. This time, they invited early 911 owners to attend as well. Smoky Mountain Region PCA Members in attendance were Judith and Jim Johnston, Pat and Bob Freeman, Judy and Warren Sylvester, Suzan Bowman and Mike Parker, Rachel Bowman Austin and Hugh Austin (and children Lily and Sophia Austin), Dr. John Acker, Lynn Sheeley III and Lynn Sheeley IV.

*Info and Photos courtesy of Suzan Bowman*



# party CRASHER

**Sometimes Running in the Pro Ranks Just Takes the Right Porsche, Some Creativity and a Bit of Determination**  
 story by david s. wallens • photos as credited • reprinted from Grassroots Motorsports Magazine • reformatted to fit

The Pirelli World Challenge paddock contains all the trappings of a modern professional race series: factory-backed teams, well-heeled renters, and gentleman drivers looking to recapture their youth. Surprisingly, it's the guy campaigning the Porsche who's doing things on the cheap.

Meet Karl Poeltl, a former World Challenge competitor who has returned to the series on a relatively shoestring budget. His CCW wheels are borrowed. Same goes for the GT3 rear wing. His crew is made up of just one friend. Their sole pit vehicle is a 20-year-old GT mountain bike. Where most teams roll an 18-wheeler into the paddock and work under a giant canopy, Karl has a dually pickup, a simple enclosed trailer, and a 10x10-foot pop-up tent. Low-buck doesn't mean back-of-the-pack, however. At the St. Pete doubleheader opening weekend, Karl finished the first race sixth out of 20 starters. The next day he crossed the checker in ninth. Both days he beat the factory Kias. He's also running in the

mid-level GTS class, meaning he's not exactly milling around with backmarkers.

"I'm here strictly for the challenge," he says. "There's a lot of big names out there—Andy Pilgrim and Johnny O'Connell. These guys have run Le Mans." Karl's GTS class is just as stacked, featuring legends like Jack Baldwin and Peter Cunningham.

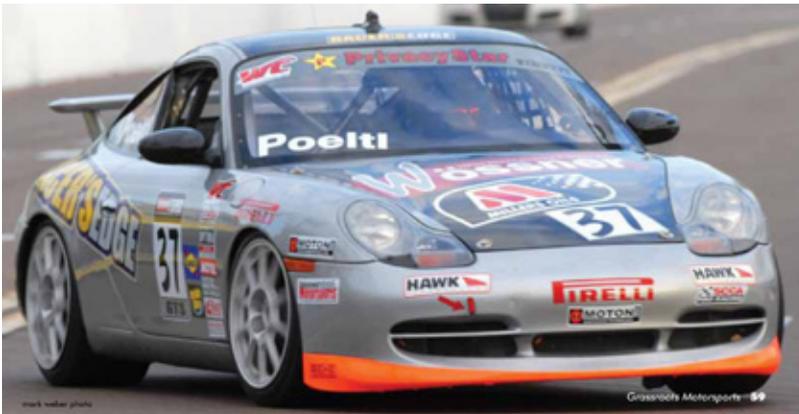
Karl founded Racer's Edge, a full-service prep shop, in 1998 in order to follow his passion of building and racing Porsches. "Being a degreed mechanical engineer, I started making suspension components for 944s in an effort to go faster," he explains. Since then, he has expanded his offerings to cover the 996- and 997-chassis Porsche 911.

"I eat, breathe and sleep racing but wasn't born with a silver spoon in my mouth," he adds. "But I can get the job done on a low budget because of what I know from my years of experience and what I can do myself to make the car work."

## Boy Meets Car

For his return to the pro ranks, Karl looked at two popular options, the Pirelli World Challenge series and Grand-Am's Continental Tire Sports Car Challenge. Both feature similarly modified production cars as well as stiff competition.

Logistics dictated Karl's decision, though. In order to accommodate Grand-Am's endurance format, he'd need a crew—five bodies at least, he figures, to handle the mandatory pit



## WORLD CHALLENGE



David S. Wallens photos

stop. World Challenge's sprint formula would simplify things. "I knew I could do it with one good crewmember," he says.

Karl also felt that the World Challenge rules would better allow him to prep to a budget rather than a rule book. For example, he notes, Grand-Am has a spec shock absorber rule while World Challenge does not.

Picking the right car was also an important part of the plan. Karl couldn't take on a complete reengineering project before taking the green flag; he needed a car with a proven track record in nearly stock form. Enter the ubiquitous Porsche 911.

World Challenge tends to favor the latest and greatest from the world's factories, but they have provisions for slightly older cars like Karl's 996-chassis Porsche 911: a partial eligibility clause. Teams can still run a body style that went out of production more than five years ago, but competitiveness is not guaranteed and the number of events run per year is limited.

That partial eligibility provision isn't a permanent solution, either, as it's only good for three years. After that time period, the model is officially retired.



### Car Meets Upgrades

Porsche's amazing, factory-built GT3 Cup cars may be a staple in professional motorsports from all corners of the globe, but Karl's racer has somewhat humbler roots: It's just a Carrera, technically the base street model of the 911 lineup. His car still wears its original factory silver.

Karl's shop, Racer's Edge, originally prepared this particular car for a club racing client a few years back. When the client wrecked the car, Karl purchased it, made the needed repairs, and added a few personal touches.

Despite the seemingly pedestrian origins, the car came from the factory with components suitable for professional competition, Karl notes. The Carrera still runs the stock Porsche brakes minus Carbone Lorraine pads and DBA rotors, for example.

The drivetrain is also surprisingly stock. Karl installed a replacement factory crate engine three seasons ago, and to date it has never been cracked open. Though 996-chassis gearboxes run notoriously hot, Karl has saved about 15 pounds worth of oil cooler and lines by using Millers Oil. Using this oil, he reports never seeing gearbox temps higher than 233 degrees—that's 30-40 degrees cooler than with anything else he's tried.

Two off-the-shelf parts help with engine longevity. The first is a Porsche Motorsports oil separator, a \$650 de-

## WORLD CHALLENGE

vice that de-foams the oil to help maximize its efficiency. The second component is a deep oil sump and wind-age tray kit from LN Engineering; it adds to the engine's oil capacity while keeping that precious fluid near the pickup, all for less than \$750.

The rest of the improvements can be classified as standard bolt-ons: Fabspeed exhaust header, Evolution Motorsports intake, six-puck Spec clutch, Behe Performance retuned ECU, and Moton suspension setup. Karl's firm made the suspension bushings.

The fact that this chassis has been highly developed by the factory also helps, as the front lower control arms are Porsche GT3 pieces. They permit increased negative camber and can be purchased through any Porsche dealer or authorized retail outlet.

To duplicate the car, including the cage and all safety equipment, Karl says to budget \$35,000 to \$50,000, plus the car itself.

Some of the prep work also involved a bit of creativity. Brett Gowey, Karl's sole crewmember, used nonslip rubber shelf liner as a stencil for the carbon-fiber look found on the roof and mirrors. (He notes that the harder you try, the worse it looks.)

Brett also got creative when repairing the body. In addition to much of the left-side bodywork, his client's wreck also damaged one of the taillights, a nearly \$600 piece through the dealer. Brett found that a section cut from a Honda Odyssey taillight could be spliced in place to create a nearly invisible repair. Total cost: \$35 at the local pick-and-pull.



### Boy Meets World Challenge

While Karl had a solid showing at the season's first race weekend, this isn't going to be a fairy tale about a lone independent overcoming the odds to win the championship crown. Reality says otherwise: Karl figures he has the time and budget to run one or two more World Challenge weekends this year. The St. Pete opener, he admits, set him back about \$7000 total, the bulk of which went to entry fees and the spec Pirelli racing

slicks.

Since Karl is based in Knoxville, he's looking at the series' remaining East Coast double events, Mosport and Mid-Ohio. These races help amortize travel time and costs, he points out. After this pro stint, the car will return to the Porsche Club of America racing scene.

Karl may not bring home this year's title, but he shows that it's still possible for privateers to fight against the factories. It doesn't always take cubic loads of money to run in the pro ranks; sometimes all that's required is a solid plan and a bit of creativity.



### 2002 Porsche 996

<b>owner:</b>	Karl Poeltl
<b>layout:</b>	rear engine, rear-wheel drive
<b>engine:</b>	3.6-liter DOHC flat 6, liquid-cooled, aluminum crankcase and heads, variable valve timing, Fabspeed headers, Evolution Motorsports cold-air intake, tuning by Behe Performance
<b>horsepower:</b>	312 @ 6900 rpm
<b>torque:</b>	275 lb.-ft. @ 4350-5200 rpm
<b>weight:</b>	2800 lbs. minimum race weight, inc. driver
<b>drivetrain:</b>	OEM 6-speed manual w/Elite Racing Transmissions clutch-type limited-slip differential
<b>suspension:</b>	strut front, multi-link rear w/Moton Club Sport shocks (upgrading to Moton triple-adjustable), Hyperco springs
<b>brakes:</b>	OEM 4-wheel disc w/Carbone Lorraine RC6E pads, GT3 cooling scoops
<b>cooling:</b>	additional center radiator from automatic transmission-equipped model
<b>aerodynamics:</b>	GT3 rear wing (upgrading to GT3 Cup rear wing, adding front splitter)
<b>wheels:</b>	CCW 1-piece forged, 18x9-in. front, 18x11-in. rear
<b>tires:</b>	Pirelli 245/645-18 front, 305/645-18 rear
<b>safety:</b>	chassis-integrated roll cage, Ultrashield road race seat w/leg supports, Racetech 6-point harness

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



# PORSCHE PROSE

## Personal Stories About Your Porsche Experience

### Busy Bowman Making Most of her Driving Ambition...

by Brenda Glasgow

Maybe the lure was to fill a need for a competitive edge. Maybe the lure was to push a Porsche to its maximum performance. Maybe the lure was camaraderie.

Whatever the lure is to race and show Porsche automobiles, it has held TVA retiree Suzan Bowman's attention for more than 18 years.

Bowman retired from TVA's Corporate Human Resources in 2009 after 30 years of service. While she now works part time as a TVA contractor in Knoxville (and serves as TVARA Valleywide Vice President), she blocks out time to continue her Smoky Mountain Region of the Porsche Club of America's activities.

Today she serves as a director on the club's Executive Council. But in her early years with the group, she was just a spectator until she accepted advice from a friend.

"I began racing when a friend told me it's a lot more fun to drive than to watch," Bowman says. "She was right." Bowman won first place in her class in the autocross competition in Savannah, GA in August.

"Autocross is a sport that involves trying to navigate your car through a defined course of pylons - usually on a large parking lot, airport runway, or racetrack - faster than your competition," Bowman says. "Autocross courses are set up using soft orange traffic pylons that will not damage your car."



Events are run at speeds usually between 40 and 65 miles per hour, usually in second gear.

"I beat my competition at Savannah by .07 seconds. I was driving a 2006 Cayenne S, competing against other Cayenne S's"

Bowman has earned a reputation of being a competitive driver. She has won first place in her class every time she has competed at the national level over the past 18 years. She has many trophies signed by Hans-Peter Porsche of the famed sportscar family.

She became involved with autocross racing through encouragement from fellow club member Mike Parker. Parker, who retired from TVA as its Chief Architect in 1994, drives a 1994 Porsche 911 (964 - 4-wheel drive) with a racing tail on the back deck.

"Mike's car has a supercharger on the engine, 500 horsepower, and 500 pounds torque," Bowman says. "It can go from 0 to 60

miles per hour in five seconds."

She says Parker has won races in the autocross a lot more times than she has.

"He is my inspiration when it comes to autocrossing," Bowman says. "He usually has a better race time than I do, but on a good day, I can beat him, too."

Bowman likes to participate in Driver's Education Events. She explains that she is not looking to hit a car or to get hit by a car.

"Drivers are trained before they get out on the race tracks. They participate in drivers' safety classes sponsored by the club on racetracks like Road Atlanta or Sebring. The training focuses on recovering in spins, braking, car handling, and on water on asphalt and other driving hazards."

Bowman says she participated in the training to minimize risks, and it proved useful to her in one race in particular.

"I was in a race on an airport runway in South Carolina in my first Porsche, a 911 Turbo. The runway was triangular shaped and I was driving at various speeds of as fast as 130 mph and lost control of the car. The car spun four or five times, but I didn't hit anything, and left the occasion with no fear of spinning."

For Bowman, winning races is just part of the enjoyment. She enjoys the camaraderie among Porsche drivers, as well.

"Porsche clubs exist in every major city where TVA is located. Mike and I attend conventions in the Tennessee Valley, as well as in states outside the Tennessee Valley. It is great to see people at the conventions."

Bowman and Parker also enter their cars in the Concours d'Elegance.

"In simple terms, a Concours is a car show," she says. "The idea is to show a car in its most perfect condition (usually stressing cleanliness and like-new condition). In general, each car starts out 'perfect' and as the judge finds something amiss, points are deducted. The cars are displayed by category, and trophies are awarded to the highest scores."



Bowman shows her 1993 911 C2 Cabriolet in the Concours d'Elegance. It is her show car, and it also has won many awards and has even been in a Sea Ray boat commercial.

Next year, Bowman and Parker may have another car to enter in shows or races.

"We're restoring a 1975 Porsche 911," she says.

*Reprinted from December 2011 issue of TVARA News  
Photos by Steven Schleif*

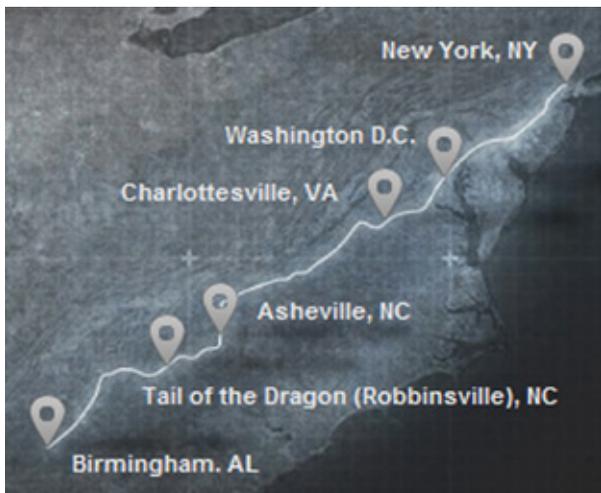
**Submit your personal Porsche story for  
publication in a future issue of Smoke Signals.**

# Welcome to the Boxster Road Trip: The Spirited Escape

The new Boxster is the next chapter in the rich history of Porsche roadsters. Remaining true to our core principles of purity, performance and authenticity, we've redefined the Boxster in terms of its performance and design. Its mid-engine balance and low center of gravity deliver race car agility and a bond to the road that only a pure roadster can achieve. Its bold new form foreshadows the future of Porsche, but remains solidly planted in the roots of its iconic lineage.

Beyond engineering and design, the new Boxster inherited a spirit of freedom and independence. To celebrate, we've partnered with Men's Journal to send the 2013 Boxster on an incredible journey that embodies its spirit of freedom and discovery. The Spirited Escape Road Trip is about meeting interesting people whose unique passions provide escapes as immersive as the experience of driving the new Boxster.

Follow our journey as our host, Dhani Jones, takes the new Boxster down the East Coast. The former NFL Linebacker and host of Travel Channel's "Dhani Tackles the Globe" will start in New York City and make his way to the Porsche Sport Driving School in Birmingham, Alabama. Watch the adventures unfold on Twitter at #BoxsterRoadTrip or through videos, photos and blog posts on [www.porscheusa.com/boxster](http://www.porscheusa.com/boxster).



©2012 Porsche - reprinted from [www.facebook.com/porsche](http://www.facebook.com/porsche)

*I am going to follow this and try to get some shots of the new Boxster as it goes through our area. Any one else want to hit the Dragon that day? Contact me at [smschleif@gmail.com](mailto:smschleif@gmail.com) and*



## Monthly Social/Dinner Events

*It's not the cars, it's the people.*

June 12 - Aubrey's @ 7:00pm - Middlebrook Pike

July 17 - Outback @ 7:00pm - Oak Ridge



# AUTOCROSS NEWS 2012



## SEE YOU IN THE FALL!

**November 11** - final autocross as part of Fall Fest 2012. Autocross will be held on Sunday.

For the most up to date info on autocrosses and other Smoky Mountain Region events, please visit the web site at <http://www.smtPCA.org>

**Jason G. Funderburk, MD**

PCA Member

9313 South Northshore Dr Knoxville, TN 37922

865-357-3060

[jfunderburk@piceavein.com](mailto:jfunderburk@piceavein.com) • [www.piceavein.com](http://www.piceavein.com)



## Air Cooled Classics



356 911 914

**PORSCHE**  
Service-Restorations-Parts

Don Ramsay - Skip Trammel

**865-392-1181**

## Weddings by Suzan

*Wedding Director, Event Planning*

*Suzan Bowman*



Telephone: 865.579.1534

Email: [weddingsbysuzan@gmail.com](mailto:weddingsbysuzan@gmail.com)

Certified Protocol & Etiquette Consultant



**Cindy Doyle, Agent**

248 N Peters Rd, Ste 4  
Knoxville TN 37923-4925

**865-690-6300**

[cindy@cindydoyle.com](mailto:cindy@cindydoyle.com)

[www.cindydoyle.com](http://www.cindydoyle.com)

Providing Insurance and Financial Services



**PCA Member since 1991**  
**Specializing in Commercial Insurance**

**Rich McGowan** CIC, AAI, LUTCF  
*Commercial Account Executive*

865-397-1234 • 866-719-5678  
[rmcgowan@jenkins-insurance.com](mailto:rmcgowan@jenkins-insurance.com)

**Jenkins Insurance Agency**  
a member of Price & Ramey, Inc

## East Tennessee Transcription

Medical Transcription Services since 1995



CAROL DOCKERY

PCA MEMBER

(865) 938-0202

[www.ettonline.com](http://www.ettonline.com)

## Oil Temperature Gauge

This came out of my 1978 930. Includes sending unit but I am not expert enough to know if it is the right one. \$25  
*Jim Marsh 865-356-9107*



## 1989 Porsche Carrera Cabriolet

71,500 miles. New top. Seats professionally redyed. Last of the torsion bar cars. G50 5-speed. \$29,500

*Call Nick Imperato for more details 865-776-8097*



## 6x15 Flat Fuchs

Polished paddles. Nice condition. Currently have 205/50 Hoosier R03's on them. They are old, but could be used for a while. \$1250.  
 (865)719-6411 or  
*greg@debordsystems.com*



## Harness Bars

Weldmaster. One for 911 SCs and 1980s Carrera. One for 944s. Both in excellent condition. \$50 each.  
*Tommy Wilson*  
 423-333-5899



## Porsche Cayman Gen 1 Third Radiator Kit.

This is the Suncoast Porsche kit selling on their site for \$359.

Never installed. (I sold the car before I finished modifying it). The kit is complete, all parts are present and unused. I only opened the box to check the parts list and insure everything was included when I received it.

**Fitment:** According to Suncoast this kit is sold for 987 Cayman or Cayman S 2006 – 2008 MY

**Note:** this radiator is already installed in Tiptronic equipped cars so this kit is for manual transmission cars only. Cost \$300 plus shipping.

I'll ship via carrier and speed of your choice.

**Contact:** Terry at TJA1@comcast.net (865)483-0419

## Cayman Radiator Front vent grills in black

These are the Porsche Mesh.com Front mesh grilles in Black.  
<http://www.porschemesh.com/cayman.html>

Front Sides and Front Center (center is for Tiptronic) grilles. Never mounted (I sold the car before I finished modifying it). These are for a Generation 1 Cayman (2006 – 2008 MY). Front L&R and Center Grill mesh - \$150 plus shipping  
 Front L&R grills only (pair) - \$70 plus shipping  
 Center grill only - \$65 plus shipping

I'll ship via carrier and shipping speed of your choice.

**Contact:** Terry at TJA1@comcast.net (865)483-0419

*Der Market is a free service to PCA members. Ads will run in both the printed newsletter and on the website at [smtpca.org](http://smtpca.org). Send your ads to Steven Schleif at [smschleif@gmail.com](mailto:smschleif@gmail.com)*

## COMMERCIAL ADVERTISING RATES

### PRINT ADS - annual fee

\$250	Full Page ~8x6.5
\$200	Half Page ~4x6.5 or ~8x3.25
\$150	1/4 Page ~4x3.25
\$100	1/8 Page ~2x3.25

Inside front cover: Add \$100 to above rates

Inside back cover: Add \$100 to above rates

Back cover (half page): Add \$100 to half-page rate

All print ads include a FREE text link on the web site

Add \$50 for Banner Link on web site

### WEB SITE ADS - annual fee

\$25	Link on web site "Links" page
\$75	Banner Link on web site (includes text link on "Links" page)

## PARTICIPATE

*Help make Smoke Signals the best it can be. Submit your:*

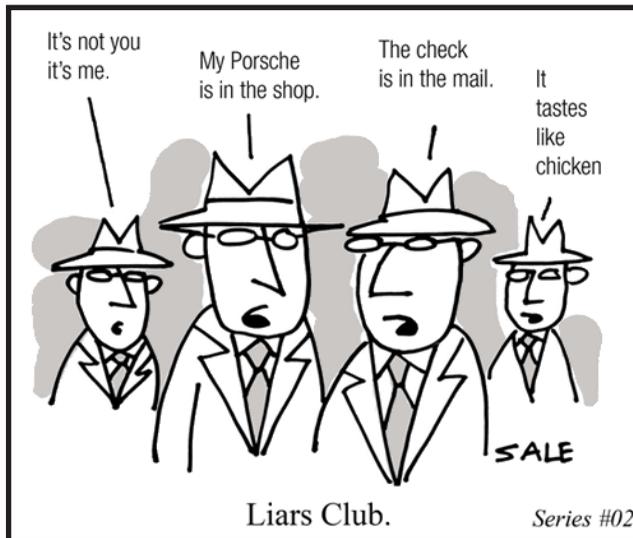
# Articles Photos For Sale items

*to Steven Schleif at [smschleif@gmail.com](mailto:smschleif@gmail.com)*

**PORSCHE... THERE IS NO SUBSTITUTE**

# 2012 CALENDAR of EVENTS

Date	Event	Location	Time
June 9	Smokies Baseball Game	Smokies Stadium	6:00pm
June 12	Monthly Social/Dinner	Aubrey's - Middlebook Pk	7:00pm
June 23	New Member Social & Drive Out	TBA	TBA
July 8-14	Porsche Parade	Salt Lake City, UT	-
July 17	Monthly Social/Dinner	Outback - Oak Ridge	7:00pm
July 18	Board Meeting (Members Welcome)	Eurotech Knoxville	6:30pm
July 21	Drive Out	Newport area	TBA
Aug 4	Nick's Italian Dinner	Nick Imperato's House	TBA
Aug 18	Detailing Your Car	Mike Parker's House	TBA
Aug 25	Day Drive Out	TBA	TBA
Aug 31-Sept 2	Rennfest	Peachstate/GA	-
Sept 11	Monthly Social/Dinner	Calhoun's - Turkey Creek	7:00pm
Sept 15	Tech Event	Knox Performance & Dyno	9:00am
Sept 29	Day Drive out	TBA	9:00am
Oct 9	Monthly Social/Dinner	Cafe 4 - Downtown	7:00pm
Oct 17	Board Meeting (Members Welcome)	Eurotech Knoxville	6:30pm
Oct 20	2013 Planning Meeting	TBA	9am-noon
Nov 3	Tech Event	Eurotech Knoxville	9:00am
Nov 10-11	Fall Fest 2012	TBA	
Nov 13	Monthly Social/Dinner	Angelo's - Lenoir City	7:00pm
Dec 8	Holiday Party	Jubilee Banquet	7:00pm





**YOUR DEALER SERVICE ALTERNATIVE.**

AUDI • BMW • MERCEDES • MINI • PORSCHE • VW

**EUROTECH**  
KNOXVILLE

865.693.8911



[WWW.EUROTECHKNOXVILLE.COM](http://WWW.EUROTECHKNOXVILLE.COM)



PRSR T STD  
U.S. POSTAGE  
**PAID**  
PERMIT No. 48  
37862

**Smoke Signals**  
914 Chris Haven Dr N, Seymour TN 37865