

Smoke Signals

The Official Publication of the Smoky Mountain Region

Porsche Club of America

July
2013



Porsche Parade: SMTPCA Member Reports on Experience



On the web at www.smtpca.org

SMOKY MOUNTAIN REGION PCA

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On The Cover: Photos from Porsche Parade taken by Vic Rola.

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Pages 8-9: Air Cooled Classics, Carol Dockery, Cindy Doyle,
Rich McGowan, Weddings by Suzan, Eurohaus Motorsports

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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**.

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From the President



June has been a quiet month for our club, but we will have lots of exciting stories to hear when our members return from Parade. I am looking forward to it.

July's events will include the monthly social being held at Latitude 35 (downtown Knoxville) on Wednesday, July 10, at 7 pm. Jim Cambron, our zone rep, will be in attendance and I would love to see a good turnout on our club's behalf. Please plan to attend if you can.

The second event will be a driveout on July 20 to McCloud Mountain in Duff, Tennessee. Details will be forthcoming, and I hope you will be able to join us.

The last event in July is a board meeting on July 24 at Eurotech Knoxville. If you are interested in how the club's business is handled, please feel free to join us. The Executive Council would enjoy sharing their insight with new (or existing) members who are interested.

I hope everyone is having a nice summer so far.

I hope to see you at an event soon!

Janis

President



July Events

Join other PCA members at one or more of the events held each month. See some great cars and meet the people who own them. See Events Calendar on page 15 or on the web site for more details.

July 10 @ 7:00pm
Monthly Social/Dinner
Latitude 35, Downtown Knox.

July 20 @ 9:00am
Driveout to McCloud Mountain.

July 24 @ 9:00am
Board Meeting - all members welcome.

HEARD 'ROUND the REGION

- Our Region was well represented at the Porsche Parade, with several members taking a leisurely drive home, getting back mid-month.

- Harper Porsche recently sponsored a drivers day at the new Atlanta Motorsports Park.

Attending from the Region were Rich McGowan, Frank Prout, and Clyde and Ashley Perry (I think I missed one more...). Clyde reports great weather at the event, with (6) twenty minute track sessions. Sounds like fun!

- The Parade was not without an unfortunate incident. A father and son who came to Parade for a father/son vacation were staying in a condo away from the Resort on the lake. While swimming Monday afternoon,

the young man (17 years of age) drowned. PCA National President, Manny Alban, represented the Club at the funeral.

- The Region is looking into additional autocross dates for this year. Stay tuned.

- Hope all had an 'independent' Fourth!

Vic Rola

Vice President

PORSCHE PARADE: Our Trip There

Story and Photos By Vic Rola

When PCA announced several years ago that its annual grand event... The Porsche Parade... was going to be held in Traverse City, MI, Carol and my plans were set; we were going! My ninth Parade and Carol's fourth.

Car preparation for Parade is a must. Not just the cleaning and prepping part, but the service part, also. And that's where our Parade started.

After returning from an RGruppe event in WV last fall, the 911E developed a misfire. The mechanical fuel injection (MFI) was initially the prime suspect and that was worked on by Zuffenhaus in Monroe, NC. When the car was returned to east TN, the problem re-introduced itself. Multiple weeks were spent at Rick + Janis Berry's shop, Eurotech. There, the MFI was re-inspected, plugs were checked and replaced (three times), all the spark wiring



Vic and Carol Rola's 911E in the Concours prep area.

was replaced (twice), the distributor components were replaced, and on and on, including draining the fuel tank and replacing an inside fuel filtration device. Multiple calls were placed to Zuffenhaus, Skip Trammell, and to early 911 guru Ed Mayo in Ft. Worth, TX.

The problem was finally determined to be a faulty distributor when Ed sent a 'care package'

which included an inspected distributor (the faulty distributor was sent to Burnham Performance on the left coast for re-build). Once that service issue was corrected, Carol and I attacked the car with zeal, preparing it for Concours judging.

The trip to Traverse City was an uneventful thirteen hour tow. We left Jefferson City at 0630



Concours prep area was filled with everything from early 356s to Caymans.



The authentic 1977 935 of Peter Gregg!

Friday morning, pulling up to the Grand Traverse Resort at 1930 that evening. Ed Mayo met us at the check-in area, and we immediately moved the 911 into the Resort's underground concours prep area. Ed had been holding the last spot in that area for us and was under some pressure to let it go, so it was imperative to get the car in. Thanks Ed (again)! The Grand Traverse Resort is a gorgeous facility, well staffed with extremely courteous employees, very nice rooms, and a little bit of everything, for everyone!

With the actual start of the Parade not scheduled for another day, Saturday was spent working on the car in the concours prep area. Cars around us included the 911S belonging to Ed, Bob Kuchenbecker's 911 Cabrio, the 1977 935 of Peter Gregg (the real deal!), along with a cadre of 356s, Boxsters, and other Porsche models.

So many cars needed cleaning space that two huge tents were set up to accommodate the cars, and even so many were being

cleaned in the Resorts' parking lots. Saturday evening, Carol and I hooked up with other RGruppe members for a casual parking lot get together which included beer and pizza.

Official Parade check in was Sunday morning at 0900. Parade registration is the worst part of the event! 805 car owners trying to get registered for Concours, TSD Rallye, Autocross, and many other 'sub' events including many tours, banquets, etc. We quickly went through the TSD Rallye line first to get an early out time (0753).

Next was the Concours Banquet line, where we luckily were seated with our Peachstate Region friends. Registration continued for Concours and then Autocross. We checked out the Parade Goodie Store and the official Porsche Shop. Then... back to car prep.

Many old (and new) friends dropped by the car while we worked. That evening, PCA held a Welcome Party with a theme of Hawaiian Luau. At the Luau,

Porsche introduced to the world, first time showing, the fiftieth anniversary model of the 911. Very nice!

Monday was Concours. Held on the golf course of the Resort, over two hundred cars were displayed. One reason for the large showing was the introduction of a new Concours Class – Street. The Street class allowed for the presentation of your ride without showing the engine or the trunk(s). This class was filled to the brim!

We showed our car in a class we've shown in on previous Parades - Street Performance. The class is for those whose cars, due to enhancements in body, chassis, motor, or interior, do not allow the car in the standard concours classes.

Going in, we felt good about the car's showing. However, it was not meant to be. We finished fourth, behind the 356s and a 914/6 GT. We were quite disappointed. We'll show the car in Street next time around.

The field also had a historic area, which included the first 911, now owned by Jerry Seinfeld, an authentic Rothmans rallye car, replicas of early 911 rallye cars, Peter Greggs' 1977 935, and many others.

The Concours grounds started to clear at about 1530. Jim Cambron put together a Zone 15 (Zones 3 and 12 together) party on the sixteenth floor of the Resort Tower. What a view! What great friends! Carol and I then represented our Regions' President, Janis Berry, at the Presidents Reception, whose guest of honor was Peter Porsche! Neat!

Tuesday we rallied. Out at 0753 to take advantage of cooler morn-

ing temps, we headed into the rural areas around Traverse City. Might I say, that Traverse City and surrounding areas are gorgeous! Having never been there, Carol and I both were pleasantly surprised!

As in any national rallye, the rallyemasters set up a 'trap' in the second leg. A 'trap' means that you've not followed instructions as defined in the rallye generals, but the rallye instructions work anyway and you arrive at the next checkpoint too early. Well, we fell for it, garnering 205 points at checkpoint #2. That dropped us in the rankings and we finished ninth out of twenty-four entries in the Un-Equipped Plus class... one position out of trophy.

Tuesday evening was the Concours Banquet. Carol and I had another opportunity to talk with Peter Porsche, and then enjoyed a great meal, sitting next to some great friends. Porsche then introduced another new car, for the first time in the world... the new 991 GT. And the crowd went wild. This Banquet always goes long, and we started back to the room... at 2315!

Wednesday was our 'free day'. Carol went shopping and viewed the Art Show as well as the Turner Photo Exhibit. I, on the other hand, worked the 'start' for the first day of autocrossing. The first day was made up of the Stock



Over 200 cars competed in the Concours held on the golf course of the Resort.



A lovely Pirelli girl poses with the 911E of Vic and Carol Rola.

Classes and the lower numbered Production classes. My volunteer stint ended at 1400, and returning to the Resort, Carol and I prepped the 911 for our turn on the autocross course the next morning.

Thursday morning came in overcast, threatening of rain. We had great weather all week, and were hoping we could autocross in the dry, as we were running Hoosier DOT slicks in our PO6 class. On the way to the autocross site, the parking lot of the Traverse City Beach Bums baseball stadium, we ran through rain. But as we approached the site, the rain quit, and all areas were dry.

We were checked in, and several classes were put together, including ours. I ran PO6, while Carol ran PO6L. I ran first, five runs, adjusting air pressures

along the way, keeping an eye on the remaining field.

Running first also was Fran Lumpkin. We've been friends with Fran and Dave for many of our PCA years. Watching Fran's times, Carol and I were concerned about Carol's ability to beat her.

Dave and Carol ran second. With his third time out, Dave was able to best my time my 7/10s of a second to take first place, relegating me to second in class. Carol, too, ran second. Her times were slower than Fran's, but gaining each run. On the final run, I re-checked tire pressures and adjusted the front shocks to 'full firm' (should have done that earlier), and told Carol she had to find 4/10s of a second to beat Fran.

On her final run, Carol put it all together, beating Fran by 3/10s of a second, to bring home a first in class PO6L.

I can tell you that I was, and am, extremely proud of her effort! I would be remiss to note also, that Sue Groves' sister Donna, and grandson Zach, also took firsts in their respective classes. Did I mention that it was the first autocross for both? Wow!

Immediately after impound, we loaded up the 911 on the trailer and headed to Jackson, MI for an overnight visit with family, heading the rest of the way home on Friday. An easy tow home and the only major weather issue we had was in Jefferson City, where we got caught in a major downpour!

What a great Parade! Largest on record! Great location, weather, cars, and most of all... people!!!

2015 – French Lick, IN (west of Indy).
2016 – Vermont. Isn't it time for you to go to Parade?



Just a few of the beautiful Porsches that competed in the 2013 Porsche Parade Concours. (more photos online)



The Other Side

Story and Photo By Bonne Foulds

I know it's not about a Porsche, but I was asked a couple years ago, when I started racing vintage, to do an article on my racing career, such as it is!

I've always had a love for old cars, especially English, and since I had two - a 1952 MG-TD and a daily driver 1979 Triumph Spitfire - I felt, when I married, the need to marry the right English mechanic! Jonathan would like to say it was love at first sight, but I had a plan.

I was lucky to have a good friend in the English Auto Society, Don Caldwell, who let me share

the lovely Rileys and Morris Minors that he had, as well as get much needed help with my cars. I fell in love with the smell of dusty wood and old worn leather and the thought of driving an old car fast was more than I'd hoped I'd be able to do one day, at least in competition.

Both Jonathan and I started doing autocrosses with the SCCA in 2006 and, as it goes, there is always a need to go a little faster. While he stayed with the PCA, I went vintage.

This will be my second season racing vintage. I race with the HSR, Historic Sportscar Racing club, and the VDCA, Vintage

Drivers Club of America, holding a license with both and one with the Mini club through Phil Wicks, the driver of the red Mini Cooper in the original Italian Job and one of the first test drivers for Lamborghini.

Having two people racing Porsches in one family can be quite expensive and although I love my 911 RSR, I couldn't pass up the chance at racing the cute 1960 Austin Healey Bugeye Sprite and Jonathan found one for me on eBay.

Starting the engine on this nice little 948 makes those who believe it's harmless shudder, I tell myself! Its Aabye performance



Bonne Foulds competing in her Austin Healey Bugeye Sprite.

engine by BMC, its Mini Mania scatter pattern camshaft, and its custom megaphone exhaust can scare even the biggest 1275... at least I hope when they see the little white car with green metal flake flames they'll think twice before passing me!

Since the racing season starts in January and stops in May, to start again in September, I try to keep in shape by doing DEs. This September, I'll take a one day, one on one class with Phil Wicks at CMP to get ready for my next race, a week later. I've found you get to a point where you stop advancing until you get in the car with a better driver and learn the stuff you either forgot or never learned.

My car weighs 1557 pounds and is completely race prepared, from the fire extinguishing system, to the fuel cell, straight cut gears, aluminum radiator and Aldon Red ignition. I wear all the stuff you have to; a Hans device, SA rated helmet, suit, gloves, and have a five point harness, as well as straps which are tied around

my forearms and pass through my harness, to keep my arms in the car in case it rolls. Not a nice thought, but I love this open top car!

I think of all the tracks I've been on, Road Atlanta has been the most fun, although Barber is a great track, too. So far, since I've only raced this particular car five times, I've been able to get a best time of 2.01 at RA, which means I still have another five seconds to take off. I know the car can do it, the last owner did.

This last May, I drove in the Walter Mitty Vintage races at Road Atlanta. This has been a wish since the mid-eighties when I got my first Triumph. To be able to race with 1950s era 160 Jaguars, Lotus Elites, Old Morgan's, Fiats and 356 Porsches is a dream come true. It was also a chance to talk and have a photo taken with David Hobbs.

At Walter Mitty, I started with a group of 55, all with bigger engines than mine. With a two session practice the first day and

qualifying in the rain the next, which a lot of cars opted out of, I was 26 on grid, which gave me a huge advantage. My car is a momentum car, needing to be slung around each corner to keep my speed up to compete. In the stretches, that's where they catch up with me so I've got to drive FLAT OUT!

I told Jonathan as long as I wasn't in last place, I'd be happy, but as it turned out, I was able to come in 39th overall and I won my class... which, since I was the smallest engine on the track, and the only one in my class, might be to some a negative, but to come in like I did, made it worth everything.

Of course, other than a pat on the back or congratulations from other drivers, which is high praise, there is no reward unless you are on the podium. That doesn't seem to matter. The fun is out cornering someone in the Esses or passing a car with 40 more horsepower, on the inside down 12... that's the fun!



As some of you may know, both the Smoky Mountain Region newsletter "Smoke Signals" and the web site (smtpca.org) were entered into the PCA national contest with results announced at the Porsche Parade held last month in Traverse City, MI. As

From the Driver's Seat

editor and web master, I was eager to see how our region did against our "competition".

Our newsletter did OK finishing 5th out of 8 entries. On a good note, we were only 20 points from the top position in our class. And actually scored higher than 8 regions in the next two larger classes. I received the score sheets today and feel it will be very easy to bump the score quite a bit next time around.

To do this, however, I need YOUR help. (yes, I am talking to you) The judges look for specific

content as well as general layout. The layout is the easy part for me. The content is where you, the membership, comes in. Feel free to submit your stories (rough draft or complete), articles, and photos so that each and every edition of "Smoke Signals" is filled from cover to cover with fun, interesting content.

A drive, a tech article, how you first got into Porsches, or a story about your current Porsche... write it up, take some pictures, and send them to editor@smtpca.org. I will edit as needed and

place in an upcoming issue.

I have included the score sheets below so that you can see where "we" need to improve. Also, I would like to thank all of you who have supplied content over the past year and a half with

special thanks to Vic Rola for his monthly "Heard 'Round the Region" and Janis Berry for her "From the President".

Over the next couple issues I will be making changes - some small, some not-so-small. Your

comments are always welcome and if you have an idea, please let me know.

Steve
Editor

2013 PCA National Newsletter Contest Official Judging Form



SCORING: (note that maximum points vary by category)

	1st ISSUE	2nd ISSUE	TOTAL	1st ISSUE	2nd ISSUE	TOTAL	1st ISSUE	2nd ISSUE	TOTAL
Information and Navigation	(0 to 10 points) 9	9	18	09	09	018	05	05	010
Overall Layout and Appearance	(0 to 10 points) 8	9	17	08	08	016	08	08	016
Editorial Commentary	(0 to 10 points) 6	6	12	06	08	016	06	06	012
Event Publicity and Follow-up	(0 to 10 points) 9	9	18	08	08	016	08	08	016
Photography and/or Artwork (Illustrations, Clipart)	(0 to 10 points) 8	9	17	09	09	018	08	08	016
Technical Articles and Automotive Tips	(0 to 5 points) 0	0	0	03	04	07	04	04	08
Availability in Digital Format to Members	(0 to 5 points) 5	5	10	05	05	010	05	05	010
Features and Article Contributions from Members	(0 to 20 points) 17	18	35	017	018	035	018	017	035
General Scope and Variety	(0 to 20 points) 18	20	38	018	018	036	012	015	027
TOTAL FOR EACH ISSUE	80	85	165	085	087	0172	074	076	0150
FREQUENCY BONUS: (1 to 12 points) Score 1 point for each issue			12			12			12
GRAND TOTAL			177	GRAND TOTAL		184	GRAND TOTAL		162

JUDGE'S COMMENTS (Feel free to use back or attach separate pages)

see attached

Smoky Mountain Region
Smoke Signals

Rev. 02/13

Overall Layout/Appearance

Appearance is very pleasing overall. Well done!

- For a little extra polish, consider aligning text baselines across columns on the same page.

Editorial Commentary

- Where is the editor's column?

Event Publicity/Follow-Up

Event coverage is very strong indeed!

- It's always nice to see complete results in event follow-up articles. Nicely done.

Photography/Artwork

Very good photography coverage overall.

- Sometimes it's possible to go overboard, which may have been the case with the May issue. Consider choosing photos more carefully and including fewer of them, which allows some of them to be larger and the layouts to be more interesting.

NO EDITORS COMMENTS
AD INDEX
HOW TO JOIN / ATTEND MEETINGS
BORED PHOTOS
CALENDAR COULD SHOW DOW, ETC
MEETING MINUTES
NEW MEMBERS / ANNIVERSARIES

JUDGE'S COMMENTS (Feel free to use back or attach separate pages)

- NICELY DONE
- TABLE OF CONTENTS COULD BE MORE PROMINENT
- CONSISTENCY IN PAGE HEADING GRAPHICS WILL HELP



Okteenerfest

WHO: 914 owners

WHAT: Driving mountain roads; socializing; car show; driving; autocross. And some driving.

WHEN: October 10-13, 2013

WHERE: Townsend, TN

WHY: the twisty mountain roads beckon

HOW MUCH: priceless

For the most up-to-date info, visit us online:

facebook.com/Okteenerfest

www.okteenerfest.com



PORSCHE DELIVERS 81,500 SPORTS CARS

Stuttgart. Between January and June 2013, Porsche shipped over 81,500 new cars globally for the first time ever by the midway point in the year – an increase of 18 per cent compared to the first half of 2012. In June alone the Stuttgart-based business sold 14,300 vehicles around the world, up 13 per cent on the same month last year.

“We’ve had a good first half to the year and go into the second six months highly motivated,” said Bernhard Maier, Member of the Executive Board Sales and Marketing of Dr. Ing. h.c. F. Porsche AG, at a dealer presentation in Faro, Portugal. “Our attractive range of models is proving a hit with customers all over the world. Even before the new Panamera models are launched at the end of July, we already have a large number of orders. Our model strategy is, in particular, borne out by the demand for the first plug-in hybrid in the luxury segment.”

In the first half of 2013, all sales regions achieved figures above those for the same period last year: during the first six months in the Asia Pacific, Africa and Middle East regions 30,400 new cars were handed over to customers (+25.2%). With 18,300 vehicles sold, Porsche achieved an increase in China compared to the first half of 2012 of 20 per cent. In the USA deliveries to customers rose between January and June 2013 by 30 per cent to a total of 21,300 units.



The unique rear badging of the 50th Anniversary Edition 911.

In its ‘50 Years of Porsche 911’ anniversary year, the iconic sports car has already provided a significant boost to sales worldwide: 15,834 sports cars were supplied to customers during the first six months of 2013, representing a 10 per cent increase compared to the same period last year. With sales figures of 12,886 units, the mid-engine Boxster and Cayman models also recorded an almost threefold increase compared to January to June 2012. As expected, however, the most successful range in the first six months of this trading year was the Cayenne: 42,354 vehicles sold represent a year-on-year increase of 22 per cent

PORSCHE AG Deliveries	June			January - June		
	2013	2012	Variance (%)	2013	2012	Variance (%)
World	14,304	12,699	12.6	81,565	69,171	17.9
Europe	4,705	4,939	-4.7	26,199	25,664	2.1
Germany	2,072	1,906	8.7	11,423	9,562	19.5
America	4,328	3,453	25.3	24,936	19,199	29.9
USA	3,700	3,002	23.3	21,309	16,450	29.5
Asia Pacific, Africa and Mideast	5,271	4,307	22.4	30,430	24,308	25.2
China	3,285	2,788	17.8	18,323	15,274	20.0

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Help make **Smoke Signals** the best
newsletter possible. Submit your:

Articles Photos
For Sale items

to Steven Schleif at smschleif@gmail.com

DRIVEOUT TO McCLOUD MOUNTAIN (DUFF, TENNESSEE)

Please plan to join us for a driveout to McCloud Mountain on Saturday, July 20. We will meet at Ingle's on Emory Road at I-75 (Exit 112) at 9 a.m. From there, we will travel through North Knox, Union and Anderson Counties over Norris Dam and into Lake City before heading to McCloud Mountain for lunch. After lunch, we will continue back through LaFollette to Clinton before returning to Ingle's where the drive originated. There will be rest stops both before and after lunch as well. Please e-mail me at Janis_berry@att.net with your car model, cell phone number and number of attendees.



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DER MARKET

Cayman Radiator Front vent grilles 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 grilles 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

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.

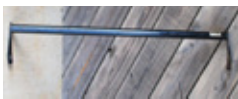
Contact: Terry at TJA1@comcast.net (865)483-0419

Harness Bar

Weldmaster. For 944s.

Excellent condition. \$50

Tommy Wilson 423-333-5899



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\$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)

Der Market is a free service to PCA members. Ads will run in both the printed newsletter and on the website at smtpca.org
Send your ads to Steven Schleif at sm schleif@gmail.com



PORSCHE... THERE IS NO SUBSTITUTE

2013 CALENDAR of EVENTS

Date	Event	Location	Time
Jan 9	Monthly Social/Dinner	Outback/Straw Plains	7:00pm
Jan 16	Board Meeting (Members Welcome)	Eurotech Knoxville	6:30pm
Jan 19	Vic's Drive	Greeneville, TN	9:00am
Jan 24-27	Daytona / Rolex	Daytona, FL	Weekend
Feb 13	Monthly Social/Dinner	Calhoun's/Turkey Creek	7:00pm
Feb 15-17	Winterfest	Chattanooga, TN	Weekend
Feb 23	Great Porsche Show Off	Regal Cinema/Turkey Cr.	10:00am
Mar 2	<i>GPSO Snow Date</i>	Regal Cinema/Turkey Cr.	10:00am
Mar 13	St. Patrick Social/Dinner	SmokyMtnBrew/M'ville	7:00pm
Mar 24	Open AutoX - postponed to 4/7	Splash Country	9:00am
Apr 3	Board Meeting (Members Welcome)	Eurotech Knoxville	6:30pm
Apr 7	Open Autocross	Splash Country	10:00am
Apr 10	Monthly Social/Dinner	Bel-Air Grill/Halls	7:00pm
Apr 26-28	Spring Thing	Townsend, TN	Weekend
May 4	Autocross	Pellissippi	10:00am
May 8	Monthly Social/Dinner	Don Pablo's/East Town	7:00pm
May 18-19	Overnight Drive / Back of the Dragon	Marion, VA	8:30am
May 25-27	Sommerfest	Carolina's Region PCA	Weekend
June 12	Monthly Social/Dinner	Aubrey's/Powell	7:00pm
June 23-29	Porsche Parade	Traverse City, MI	Week
July 10	Monthly Social/Dinner	Latitude 35/Downtown	7:00pm
July 20	Drive Out	McCloud Mtn, Duff TN	9:00am
July 24	Board Meeting (Members Welcome)	Eurotech Knoxville	9:00am
Aug 14	Monthly Social/Dinner	Grill Don Gallo/Hardin Valley	7:00pm
Aug 30-Sept 2	Rennfest	Peachstate PCA	Weekend
Sept 11	Monthly Social/Dinner	TX Roadhouse/East Town	7:00pm
Sept 28	Drive out	TBA	TBA
Oct 5	Board Meeting (Members Welcome)	Eurotech Knoxville	9:00am
Oct 5	2014 Planning Meeting	Eurotech Knoxville	10:00am
Oct 9	Monthly Social/Dinner	TBA	7:00pm
Oct 19	Concours	Mike Parker's House	9:00am
Nov 13	Monthly Social/Dinner	Puleo's/North Knox	7:00pm
Nov 16-17	Fall Fest	Knoxville TN	Weekend
Dec 7	Holiday Party	TBA	TBA



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SMT DECALS NOW AVAILABLE!

Guitar Logo



Round Logo



PRICE: \$3.00 each.

HOW TO ORDER: Specify number and style of decals you would like and send with a check made out to SMT/PCA along with a self addressed/stamped envelope to:

Vic Rola
647 Heather Brook Circle
Jefferson City, TN 37760