

*Bluegrass Region Porsche Club of America*

March 2016

# RUMBLE



Photo Illustration by Helena Hau

Volume 14 - Number 3



# RUMBLE

THE OFFICIAL NEWSLETTER OF THE BLUEGRASS REGION PORSCHE CLUB OF AMERICA



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on such a winter's day!
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### Cover Photo Illustration:

More than 100 people at the Multi Marque Cars and Coffee at Lug Nuts in Lexington, KY on February 6, 2016.

Photo by Joseph Rey Au | Photo Illustration by Helena Hau



# PRESIDENT'S MESSAGE

by Ken Hold

**Well we made it through a very busy February.** We held our next to last indoor Multi-Marque Cars & Coffee for this winter at Lug Nuts in the Blue Sky Pkwy industrial complex. February 6 was a beautiful, sunny day with a comfortable temperature of 45 degrees, perfect for a gathering. Folks were ready for some "car fun" and we had about 110 attendees for the event. We had representatives from all the major car clubs attend. Some of our PCA Bluegrass member cars were there for race prep, storage, and display. Crowd pleasers were a beautifully restored green 911, Jack Strifling's 911 race car and one of the Lug Nuts racing Porsche 944's powered by a Corvette engine. A showing of several makes/types of vehicles at the shop provided lots of discussion topics for attendees. Thanks to Danny and Julie Puchalski for providing the venue for this excellent event. Our March 5 MM/C&C was held at Foreign Affairs Autowerks. It too was fantastic, but more on that in the April Rumble.



Talk about a week in Kentucky making a difference in weather! We held our Porsche Cars & Coffee just 7 days later on Saturday, February 13 at the Cosi Restaurant in Hamburg. The weather was overcast with a temperature of 15 degrees. We still had a very enjoyable breakfast event with 13 attendees. It was a fun mix of folks who a very wide span of time in our Bluegrass region. The time ranged from 13 years by 2 charter members to that of less than a month by two new members.

Our Monthly Social was at Ramsey's on Old Harrodsburg Pike. It was another well attended event with 19 members enjoying a great home style meal and some lively discussions.

Check out the calendar for several Porsche events we have planned for March. Don't miss the "Drive to the Track" on March 19. "Great job" to Neil Fisher for putting our activities together.

In addition to our Porsche events, March gets us into the start of local area car events. On March 12 we are invited to attend "Fan Fest" at Whitaker Bank Ball Park. This event is from 10:00am until 4:00pm and has free stadium tours as well as free food and drink at the Kentucky Ale Tap room.

On Friday, May 21 is the Maserati Mingle. Last year included in the display field of 60 vehicles, we had a great display of Porsches. The event this year may be expanded to include additional display area.

On Sunday, June 26 from 2:00pm to 6:00pm, the Corvette Club will be holding a Pig Roast and Car Show at Brasabana's on Lane Allen Road. This is a cool event because the proceeds will be used as part of the Corvette donation at this year's Keeneland Concours Paddock Challenge.

Speaking of the Keeneland Concours, remember this is our signature event and will be on Saturday, July 23. This year's marque will be Chrysler. I'll be Chairing the Paddock again this year and Jack Garabedian who is the webmaster, newsletter editor and photographer for the Antique Auto Club of America, will be the Assistant Chair. We are looking for volunteers so if you are interested in working a three-hour shift in the Paddock, let me know. Free volunteer shirt, free entry to event and lots of fun!

Now back to our Porsche stuff. We have a new member on our region Board of Directors. John Schmidt has agreed to fill the vacated role of Director At Large created due to the resignation of David Hafley. Welcome John.

Also, I will be attending the Zone 13 Region Presidents Meeting on Saturday, March 19 at Springfield, IL. This annual meeting is our opportunity to learn the latest about what is happening around the zone and what is coming to the regions from National PCA. Our PCA National President, Caren Cooper will be attending the meeting.

Let's get together for some Porsche fun soon!

*Ken Hold*

[kendellhold@twc.com](mailto:kendellhold@twc.com)

# Bluegrass Region PCA Board Members



**Ken Hold**  
*President*

[kendellhold@twc.com](mailto:kendellhold@twc.com)



**Ed Steverson**  
*Past President  
Dealer Liaison*

[ed@abracadabragraphics.us](mailto:ed@abracadabragraphics.us)



**Patrick Meyer**  
*Vice-President*

[pjmeyer4@gmail.com](mailto:pjmeyer4@gmail.com)



**Mike Wilson**  
*Secretary*

[mwilson550@hotmail.com](mailto:mwilson550@hotmail.com)



**Bob Lovejoy**  
*Treasurer*

[bohl@lexmark.com](mailto:bohl@lexmark.com)



**Jamie Donaldson**  
*Director at Large*

[jdonaldson14@aol.com](mailto:jdonaldson14@aol.com)



**Bill Larkin**  
*Director at Large*

[ca-dennhardt@wiu.edu](mailto:ca-dennhardt@wiu.edu)



**John Schmidt**  
*Director at Large*

[jschmidt219@gmail.com](mailto:jschmidt219@gmail.com)



**Mason Wilson**  
*Director at Large  
Social Media Chair*

[wilsonironworks@gmail.com](mailto:wilsonironworks@gmail.com)



**Neil Fisher**  
*Activities Chair*

[nrfisher@outlook.com](mailto:nrfisher@outlook.com)



**Tim McNeely**  
*Membership Chair*

[TMcNeely@vp.com](mailto:TMcNeely@vp.com)



**J. W. Wilson**  
*Safety Chair*

[jwwilson3@roadrunner.com](mailto:jwwilson3@roadrunner.com)



**Jim Brandon**  
*Technical Chair*

[jb993@roadrunner.com](mailto:jb993@roadrunner.com)



**Brant Nystrom**  
*Track Chair*

[brantdnystrom@gmail.com](mailto:brantdnystrom@gmail.com)



**Joseph Rey Au**  
*Newsletter Editor  
Club Photographer*

[jra958hybrid@gmail.com](mailto:jra958hybrid@gmail.com)



**Julie Woods**  
*Historian  
Webmaster*

[jdallak@gmail.com](mailto:jdallak@gmail.com)



**James Jacisin**  
*Zone 13 Rep*

[jamesjacisin@mac.com](mailto:jamesjacisin@mac.com)

The Bluegrass Region PCA Board Members meet on the first Monday of each month. Dinner and business at 5:30 p.m. Members are welcome. See Event Calendar for details.





# BOARD MINUTES

by Mike Wilson

**DATE:** February 1, 2016

**LOCATION:** Marikka's Restaurant and Bar

**Start:** 5:30 pm

## A: Meeting Start -

Meeting was convened at 5:33pm by Ken.

1. Verified quorum: Attending: Ken Hold, Neil Fisher, Patrick Meyer, Jamie Donaldson, Bill Larkin, Mason Wilson, Rey Au, Helena Hau, Julie Woods, Mike Wilson
2. Motion to approve January BOD minutes by Patrick Meyer and 2<sup>nd</sup> by Jamie Donaldson

## B: Board Reports -

### 1) President Report -

- Ken reported there was no multi-marquee Cars & Coffee in January.
- 7 members attended the Porsche Only Cars & Coffee at Cusi-Hamburg.
- He attended the Porsche national winter meeting in Atlanta at the new national headquarters where he toured the Porsche Experience facility.
- PCA membership is at an all-time record of 116,016.
- Lug Nuts is prepared and ready to host the February C&C. However, the lift will not be available.

2) **Vice President Report** - Patrick reported he did not go to Atlanta and didn't get to tour the Porsche Experience Center. However, the annual holiday party held at Cherry Blossom was a success with roughly 40 attending. He suggested we begin our effort to collect door prizes a little earlier for next year's event.

3) **Secretary Report** - Jamie graciously commented on the excellent work Mike is doing as Secretary.

4) **Treasurer Report** - Bob was unable to attend but provided the ledger confirming \$2,213.42 in the account.

5) **Past President Report** - Ed was unable to attend. Through Ken he voiced his support for the proposed written Good Tour Practices.

6) **Director Reports** - Ken has someone in mind to fill the vacant At Large position. Will discuss with that individual and report back to the board next month.

7) **Safety Report** - JW was unable to attend

8) **Activities Report** - Neil reported the next social will be Sunday at Ramsey on Old Harrodsburg Road. We will possibly organize a group drive to the National Corvette Motorsports Park March 19<sup>th</sup>. An email blast will be sent to members to determine interest. Patrick Meyer agreed to chair the drive.

### 9) **Historian Report** -

- Julie summarized the results of the questionnaire from the holiday party. Overall there were high marks for several items including Socials and Cars & Coffee. 12 people expressed interest in track events/activities. David Haase volunteered to assist with future Porsche Drive activities.

-Julie did a great job discussing her engagement with the National Historian soliciting their recommendations and documentation. Protocol and details for Club Document Archival was presented.

10) **Membership Report** - Tim reported we added 2 new members; Peter Carrick and Jim McDaniel. We stand 211 members strong; 130 Primary and 81 Affiliate. The letter to new members is being revised and updated.

11) **Newsletter Report** - Rey reported the Rumble will be published this weekend (6<sup>th</sup> or 7<sup>th</sup>). He suggested we remove Instagram link from the Rumble because it is not used.

12) **Social Media Report** - Julie said feedback from the holiday questionnaire indicated the Rumble and Facebook were the 2 most popular choices of communication by our members. She is also working with the National Social Media representative for suggestions and direction.

### 13) **Tech Report**

14) **Track Report** - Brant was unable to attend.

15) **Webmaster Report** - Julie provided an overview of accomplishments including an Updated home page, New Member Letter, engaging with the website creator, a protocol for Classified Ads, updated the 2016 Officers & Board Members info and photos (thanks Rey!), Track Content, and last but certainly not least a Photo Usage Policy.

## C: Old Business

1) Holiday Party - Ed

2) Website / Social Media - Julie / Mason

3) January 9 Cars & Coffee - Neil

4) Tour Practices - A discussion by the group revolved around new Good Tour Practices outline drafted by Ken Hold. Jamie suggested including a form similar to a roster with all participants name, car description and cell phone number to be carried by the Lead and Sweep cars. It can also be photographed with a cell phone by any participate to have in their possession in case it is needed during the drive for various reasons including being separated from the group.

## D: New Business

1) Photos on Social Media and Rumble - Ken

**E: Meeting Close** - Bill Larkin made a motion to adjourn at 6:53pm and it was 2<sup>nd</sup> by Jamie Donaldson.



# MEMBERSHIP NEWS by Tim McNeely

## 210 Total Members!

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

Jonathan Smith (Lexington)  
— 2009 Cayenne S

Our membership is at 130 Regular Members and 80 Family & Affiliate Members, making our total membership 210.

Spring is just around the corner...time to hit the asphalt and come out to some events!!!

Also, please recognize the following Member Anniversary dates:

• Larry Woods	1984
• Ken Partymiller	1988
• Lee Kerley	1996
• Terry House	1998
• Tim McNeely	2003
• Jamie Donaldson	2005
• Chris Martin	2005
• Howard Stanfill	2008
• Brant Nystrom	2009
• Kevin Wright	2012
• Christopher Day	2013
• Michael Harned	2013
• Russell Collins	2014
• Ron Mobley	2014
• Michael Gossman	2015

## Bluegrass Region Porsche Club of America Name Badge Ordering

Each club member and associate member may order a name badge at no cost to them.  
If a replacement badge is needed,  
it can be obtained at the club's cost to be determined at that time.



Please email Ed Steverson with the name to appear on badge.

[ed@abracadabragraphics.us](mailto:ed@abracadabragraphics.us)

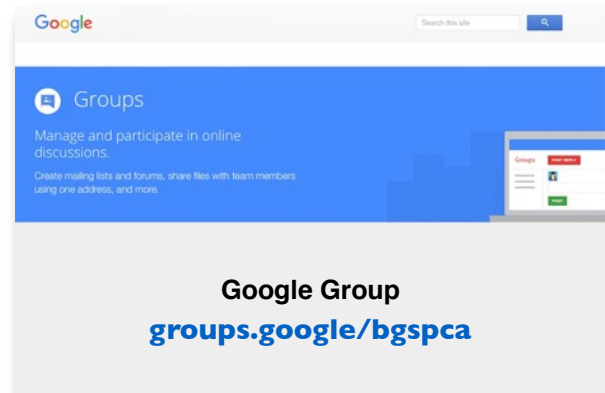
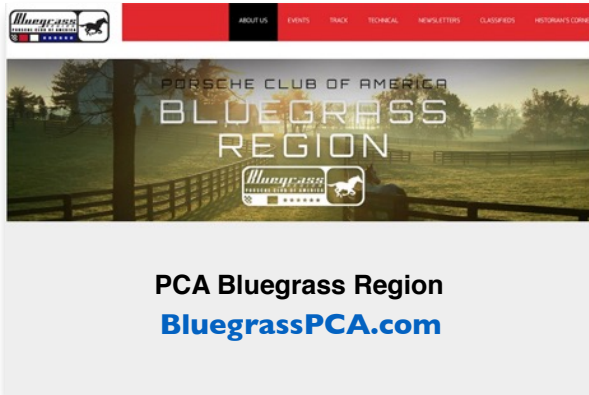


# SOCIAL MEDIA



What's going on in the club? How do I change my oil? Who are the officers and how do I contact them? Where can I see photos of the latest events? What does it takes to get my Porsche on the track? I wonder if anyone in our club has a Bosch hammer?

All of those questions can be answered in one of the club social media sites or communication channels listed below.





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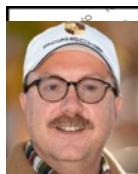
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**Ed Stevenson**

**502.320.2655**

[ed@abracadabragraphics.us](mailto:ed@abracadabragraphics.us)





# EVENT CALENDAR

by Neil Fisher

Here are the upcoming events for the next few weeks. Warmer weather is here so let's get out and have some fun at a Porsche Club event. If you have an idea for an event, or a good location for a social, shoot me an email at [nrfisher@outlook.com](mailto:nrfisher@outlook.com). Also be sure to check the calendar on the website for the latest updates.

## March 12, Saturday

9:00 a.m. - 10:30 a.m.

Porsche Cars & Coffee

Cosi

1890 Star Shoot Pkwy, Lexington

## April 2, Saturday

9:00 a.m. - 11:00 a.m.

Multi Marque Cars & Coffee at Cosi in Hamburg, cars park in the Value City parking across from Cosi Restaurant.

## March 12, Saturday

10:00 a.m. - 4:00 p.m.

Fan Fest at Whitaker Bank Ball Park

We have another opportunity for a car gathering/display. Come join the fun! Let [Ken Hold](#) know asap if you are interested in attending and also what ride you plan to show. Free food and beverages.

## April 4, Monday

5:30 p.m. - 7:00 p.m.

Board Meeting

Marikka's

411 Southland Drive, Lexington

## April 9, Saturday

9:00 a.m. - 10:30 a.m.

Porsche Cars & Coffee

Cosi

1890 Star Shoot Pkwy, Lexington

## March 19, Saturday

Scenic Drive to a Track Event at the NCM Motorsports Park in Bowling Green, KY. Meet at Kroger parking lot in Versailles at 7:45 a.m., depart at 8:00 a.m. Contact [Patrick Meyer](#) for details.

## April 17, Sunday

5:30 p.m. - 7:00 p.m.

Monthly Social

Mi Mexico

818 New Circle Road, Lexington

## March 20, Sunday

5:30 p.m. - 7:00 p.m.

Monthly Social

Local Feed

214 South Water Street, Georgetown

502-642-8998

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

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**PARTS:** Mon – Fri: 7 - 6, Sat: 8 - 4





**Approx. 110 attendees at the Multi Marque Cars and coffee at Lug Nuts in Lexington, KY on February 6, 2016. All the major car clubs were represented. Special thanks to Danny and Julie Puchalski for hosting the event.**

Photos by Joseph Rey Au, Neil Fisher and Helena Hau













# TRACK TIME

by Brant D. Nystrom

**With track season right before us, there are a number of nervous and anxious drivers out there preparing for the 2016 season.** In past articles, we have talked about pre-event checklists, what's involved in signing up for and participating in an event, and some fundamentals about high performance driving. I have also mentioned many times, that the sport we love and share with others is very safe, and that on-track incidents are infrequent in nature. However, given time and participation in a sport that pushes man and machine to their limits, incidents will happen. As I tell my students, "every day on-track is a day closer to your first off-track excursion. As a result, let's have a quick discussion regarding what to do when that inevitably happens." The same applies to this article. So the remainder of my monthly installment will be dedicated to preparing for the unexpected. A few moments spent thinking through the response to an unfortunate track incident will certainly help your preparedness if it should ever happen.

## The Generic Off-Track Excursion:

In time, we will all experience off-track excursions. Typically, these events are limited to missing a braking zone, and overshooting a corner, underestimating surface grip levels or not maintaining a smooth driving technique that results in tires exceeding track boundaries, or the first-time shocker of a spin-out into the grass or a gravel trap. These types of incidents are by far the most common at a track event. In most cases, your vehicle will be just fine, but our minds have been shaken, and perhaps our egos have been a bit bruised. It is important to keep a cool head, and get the vehicle under control. Always remember that the corner workers ARE watching. Let them do their job of managing the other participants for you with flag signals and pace management. Once you have collected the car and your thoughts, slowly drive the car back to the edge of the track at a location where a flag worker can be seen. As you approach the track, look to them to provide you with a safe re-entry to the track surface. Fully adhere to their guidance. At this point it is very similar to entering a hot track fresh from pit lane. Never drive directly from an off-track excursion back onto a traffic filled active race surface.

Upon re-entry, you will likely be black-flagged, and forced to talk to event management on pit lane. This is for the well-being of all involved, and assuming you and your vehicle are ready to go, you'll be released quickly back to the run group.

## Vehicle Mechanical Issue On-Track:

The second most likely track day incident that you could face is vehicle mechanical trouble on-track. Whether you lose a tire, power, or you sense an uncommon sound, noise, or smell coming from the vehicle, you must use

common sense in attending to the situation. First and foremost you must assess a few things:

- Is my car able to continue at a slower pace?
- Can I drive to the pit lane without causing further damage?
- Is my car leaking fluids, dropping parts, or impeding others vision?
- Is the layout of the track conducive to avoiding slow vehicles?

If the car is leaking fluids, not drivable, smoking excessively, or has any other serious impediment, safely reduce speed while watching for coming traffic, and if possible pull off the track as far as possible from the active racing line. Come to a complete stop in sight of a corner worker or event official, and wait for further direction from them. If the car continues to be drivable without providing any hazard to other vehicles or the racing surface you can proceed to pit lane at a slower rate of speed. Be sure to watch corner workers for any additional directions.

In the rare event the car is on fire or hazardous to the driver, quickly get the vehicle as far off-track as possible, stopped, and get out. Once out, be sure to attract the attention of a corner worker, and keep yourself out of the active raceway. Oftentimes I would suggest jumping the nearest wall or barrier for protection, or stand where your disabled vehicle can act as a barrier between you and coming traffic.

## The Big One:

Rarely, there is a collision, or a serious impact with a barrier or other significant object. A disabling incident will draw an immediate response from the event's safety team and corner workers. Should this happen, stay as calm as possible. Help is coming. If you can gather your senses, try to assess your health first, and then focus on why the incident occurred. In major incidents, the track facilities will be prepared and act. Allow them to do their jobs, and willingly submit to any health screening they suggest.

In the end, while on-track incidents are rare, they can and do happen. You will be much better prepared in the event of such an incident, if you take a few minutes to think through the process of responding correctly to such an event. Good luck, and I hope you never encounter a "Big One" of your own.

If you have interest in joining us at any upcoming event, or would like more information on PCA DE events and what is required to join-in, please feel free to contact me:

[brantdnystrom@gmail.com](mailto:brantdnystrom@gmail.com)

*Brant*



## Upcoming Track Events of Interest

In the event you may be wondering about what track events to sign-up for, I have compiled a list of near-term events that folks will likely attend that we have familiarity with, or that are from our region or geographic location. If I have left one of your favorite events off the list, please email me, and I'll be sure to update it next month.

DATE:	NAME:	LOCATION:	SPONSOR:	SIGNUP:
March 19-20	NASA @ NCM	National Corvette Museum	NASA	<a href="http://www.nasagreatlakes.com">www.nasagreatlakes.com</a>
April 2-3	Rezoom @ Barber	Barber Motorsports Park	Rezoom Motorsports	<a href="http://www.rezoommotorsports.com">www.rezoommotorsports.com</a>
April 2-3	10/10ths @ Putnam Park	Putnam Park	10/10ths Motorsports	<a href="http://www.1010thsmotorsports.com">www.1010thsmotorsports.com</a>
April 9-10	NASA @ Gateway	Gateway International Raceway	NASA	<a href="http://www.nasagreatlakes.com">www.nasagreatlakes.com</a>
April 22-14	NASA @ Mid-Ohio	Mid-Ohio Sport Car Course	NASA	<a href="http://www.nasagreatlakes.com">www.nasagreatlakes.com</a>
April 23-24	Rezoom @ NCM	National Corvette Museum	Rezoom Motorsports	<a href="http://www.rezoommotorsports.com">www.rezoommotorsports.com</a>
April 23-24	Spring Break DE	Putnam Park	Central Indiana PCA	<a href="http://www.clubregistration.net">www.clubregistration.net</a>
April 29-01	NORPCA Spring DE	Mid-Ohio Sports Car Course	Northern Ohio PCA	<a href="http://www.clubregistration.net">www.clubregistration.net</a>
April 30-01	Spring Fling	Barber Motorsports Park	Alabama Region PCA	<a href="http://www.clubregistration.net">www.clubregistration.net</a>
May 13-15	Mid-Ohio HPDE	Mid-Ohio Sports Car Course	Mid-Ohio Region PCA	<a href="http://www.clubregistration.net">www.clubregistration.net</a>
May 14-15	10/10ths @ NCM	National Corvette Museum	10/10ths Motorsports	<a href="http://www.1010thsmotorsports.com">www.1010thsmotorsports.com</a>
May 21-22	NASA @ Road America	Road America	NASA	<a href="http://www.nasagreatlakes.com">www.nasagreatlakes.com</a>
May 28-29	Peachstate PCA DE	Road Atlanta	Peachstate Region PCA	<a href="http://www.clubregistration.net">www.clubregistration.net</a>
June 3-5	Summer Heat 2016	Putnam Park	Kentucky Region PCA	<a href="http://www.motorsportreg.com">www.motorsportreg.com</a>
June 10-12	Ohio Valley PCA DE	Mid-Ohio Sports Car Course	Ohio Valley Region PCA	<a href="http://www.clubregistration.net">www.clubregistration.net</a>



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# PORSCHE C&C *February 13*



**Thirteen PCA members and guests attended the Porsche Cars and Coffee at Cosi in Hamburg, Lexington KY on February 13, 2016.**

Photos by  
Joseph Rey Au  
Helena Hau









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# California dreamin', on such a winter's day!



## - 6,000 miles in a 981 S

**With The Mamas and the Papas' "California Dreamin'" classic flowing through our minds, Maureen and I wish to bring a little road trip sharing to your winter's day.** So, grab another cup of coffee, kick back, and spend a few moments with us as we share our trip.

Upon our return to Danville from Rennsport Reunion V on October 6, we had traveled over 6,000 miles in our 2013 Boxster S since departure on September 17<sup>th</sup>. Out of the 6,000 miles, at least 3,000 miles had been driven top down. More important than the miles covered, however, was the feeling we came away with of being completely free of the routines of everyday life. Although any good car, I suppose, could have afforded this experience, we feel that our Boxster S was remarkably appropriate. In February at this writing with snow building outside, the magic of a road trip stands most prominently for Maureen and me as we move forward through wintery everyday life.

Maureen and I have a history of fun travel over the past 46 years. For the first 20 years of our marriage we travelled mostly by motorcycle and roadster during the off season from teaching, but we seldom were on the road for more than one week at a time. Our longest trip, to the BMW Motorcycle Owners of America national rally in Escanaba, Michigan in 1987, took us into Canada after the rally before returning home, about two weeks on the road, altogether. We were, however, able to travel constantly every summer for 16 years, one short trip after another, mostly to BMW motorcycle rallies. As a solo motorcyclist, I have ridden cross country several times, but always have returned within two weeks. Although always fun, it's not the same as having Maureen with me.

Of course, motorcycle travel immediately forces one to rethink everyday business, living out of two 32 liter side cases and a tankbag, and being completely open to the weather every mile of every day. So, while motorcycling definitely allowed us to fast forward into vacation mode, our travel time still was tightly framed by the need to return home to our responsibilities. Travel by Boxster with two trunks, in comparison, seemed luxurious, and this time we were less constrained by time. Also, the close and comfortable cockpit of the 981S enabled a shared adventure that even motorcycling does not capture.

During those first 20 years, we could afford only one "reliable" car, and nearly all were roadsters. In 1969 we dated in a 1966 MGB. The next year we honeymooned in a 1964 Corvette convertible. Our first new car upon graduation from college was a 1972 MG Midget. Through the years we drove MGBs, TR6s, and Corvette convertibles, until our first Porsche, a 1971 911

Targa in 1986. So, we always have remained fairly out of the mainstream regarding our vehicles.

Church members upon hearing that we were to embark on a four-week road trip in a Porsche convertible, shared their memories of cross-country road trips, but these stories were about road trips in vans, RVs, and everyday domestic sedans...boring and slow vehicles with unsupportive seats, terrible vehicles for cross-country travel to our way of thinking. More than one person said they would never again embark on a road trip but would simply fly to their destination. Most did not understand what Maureen and I were about to do. They imagined a small sports car to be uncomfortable.

Flying to Monterey would have been okay, and we understand that for many people flying is the only practical way to vacation, but for us driving across the country, experiencing the changing landscape and weather in a Porsche convertible, would be the heart of the trip. The Reunion in California was simply an excuse to drive.

We had to postpone our departure by one day to handle a church business meeting, so we had to drive more miles each day than originally planned on our way to the Grand Canyon. Turns out the 14-way seats in the 981S are perfect for 600-mile days, even for us older folks. After three fantastic days of covering the least entertaining ground of the trip, we arrived at Flagstaff, Arizona, fresh and ready to witness for the first time the Grand Canyon. We thoroughly enjoyed not only the Grand Canyon, but also the scenic drive to and from the park. We were enjoying the car, the travel, great conversation and XM radio, but we still had not really escaped everyday routine. Maureen continued to check work messages, and I wondered if all of my publications for the church capital campaign would be released as planned without me there to ensure all was unfolding as scheduled.





On CA 58 between Bakersfield and Santa Margarita, CA, however, we were paying less attention to messages from home and focusing more on the experience of two-lane desert running on what turned out to be a roller coaster run, an unexpected thrill ride with 15 mph switchbacks and elevation changes that revealed just how good a loaded 981S on standard suspension could be. Oddly, six fire engines with lights flashing passed us heading east during the last 30 miles of 58 before we connected with 101 for the brief jog to Morro Bay, our home for the next two days. We couldn't see smoke anywhere, but something must have been burning somewhere out in the desert, although we couldn't see much to feed a fire.

Fires remained a factor on the trip, shutting down Sequoia National Park and filling Napa Valley with toxic smoke. The fields between Salinas and Laguna Seca were black from fire that had spread within a mile of the track.

We arrived in Morro Bay a day earlier than we had expected, so we enjoyed an extra day of Coastal Highway 1, running half way to Monterey, then back, stopping frequently, enjoying the road and the vistas. We were totally in vacation mode by this time, completely free of concerns back home. We couldn't recall the last time we had felt this way, possibly never before! We were one with the car, with one another and the setting. We may have reverse aged a few years during this time!

The drive on September 23 up Highway 1 to Monterey unfolded as we had dreamt it would, sixties hits from XM radio providing the soundtrack behind the cackling Sport Exhaust on trailing throttle, perfect mid-70's weather all day. The GoPro captured the drive in high definition for a winter's viewing back home.



Our room at Cannery Row Inn offered an easy walk only one block off the strip of shops and restaurants along the bay. We finally were seeing some Porsches, marveling at having seen only two in 3,000 miles of travel to Monterey. Members of the Black Porsche Club out of LA were very entertaining! They insisted we back our car into their lineup in the parking area beneath our rooms. Our car was

very low key next to their custom-painted 996 and 997 turbo cars.



The first day of Rennsport Reunion V provided the most intense array of Porsches we have ever witnessed! The drive to the track became a rolling show of Porsches ending in corral parking

revealing over 1,500 enthusiast Porsches alongside the vendors. For three days we studied everything Porsche gathered from all over the world, from Porsche museum race cars, current and vintage race cars, to vendors offering products and services. We were on our feet all day long each day caught between studying legendary cars on display and on track, yet a brief rest was all we needed to resume moving among the greatest Porsche show on earth. Robert McClelland's account in the December *Rumble* captures the special nature of this event. By late afternoon on Sunday, with at least 200 photos in the smart phone and about 24 hours of track time in memory, we returned to Monterey for the final of five evenings of bay night life.

All was beautiful from Monterey north on Highway 1 following the Reunion up to the moment we hit a fast-running dog in Half Moon Bay outside San Francisco. He hit dead center the front bumper, rolled in front of us as I slammed the brakes to a dead stop. He landed on his feet and continued to run, but with a hitch in his rear quarter as he crossed the intersection. Luckily no one was closely following and we were not rear ended. It wasn't until we were back in Kentucky that I noticed the dent in the bumper plastic, the only blemish on our trusty 981S from the entire trip.

We checked into our bed and breakfast, Washington Square Inn in downtown San Francisco, located across the street from the famous Mama's Restaurant, which would provide the best breakfast we have ever experienced. Thanks to Danville Porsche enthusiast Wigham Arnold for the Mama's tip!



That evening we walked several blocks including China Town, marveling at how reasonable were the menus for dining downtown. We also were surprised to find that the city was perfectly quiet downtown at 3 am, as though we were spending the night in a rural setting far from the city.

The next morning while standing in line for Mama's Restaurant to open, we watched commuters on their scooters deftly threading their way through traffic. We thought if we were to be city dwellers as opposed to small-townners, this would be a palatable place to live... if sheltered parking for the Porsche were not too unreasonable, of course.

Parking was a block away from the inn located in a 1930's era parking structure. Recalling the parking attendant "Ferrari" joy ride from the film *Ferris Bueeler's Day Off*, I reluctantly turned over the keys to the parking attendant with the caution, "This is no rental; it's my baby." In broken English, the 70ish gentleman said, "No worry." Half an hour later, Maureen needed something from the car she had forgotten to remove from the trunk, so we walked the block back to the garage to find our Boxster parked in the front space near the window with orange pylons around it as though it were a rare exotic.

I then recalled that I had left the GoPro on, so we have the parking footage on video revealing a careful and professional parking of our car with one smooth reverse into its resting place. After retrieving what we needed from the trunk, we tipped the attendant handsomely and put away any worries about the car.

We had only a half day in the city, but that was enough time to walk the three blocks to Fisherman's Wharf to see Alcatraz across the bay and to wander the shops along the bay with several cruise ships resting nearby. We watched tourists drive down the eight hairpin turns of the famous Lombard Street, saw vintage and modern street trolleys, and what surely must have been some of the streets Steve McQueen jumped in the film, *Bullet*. Earlier in the day we had attempted to park at the entrance of the Golden Gate Bridge, but there were no vacant spaces, so we stopped at a park with a view of the bridge in the background, which was fine with us as we struggled with the selfie stick in a stiff 45-degree blustery wind off the water.

Following breakfast at Mama's, we set navigation for Reno and let the Boxster's system talk us through the turns through morning traffic, a close but relatively easy drive thanks to Porsche's navigation, which we called, "Ross."

The drive along I-80 through the Sierras was breathtaking as the fastest route to Colorado turned out to be beautiful, at least until we hit Utah's unique desert. Somewhere in the middle of Utah's nowhere, an exit with a sign indicating "Military Site" appeared with nothing anywhere within eyesight past the exit. I imagine we could see at least five miles out to nothing. We wondered how far down that road one could go without being turned back to the interstate, and what government secrets lay beyond sight out there. Knowing we couldn't see everything in this trip, we chose to pass quickly through Nevada and Utah so we could spend more time in Colorado.

Colorado turned out to be some of the most beautiful driving on the entire trip. The Aspens were bright yellow, a stage that is fleeting and likely would be gone within a week, according to locals. We attempted the Million Dollar Highway, but the road was closed. We ignored the signs and drove about five miles up to the point where we were stopped and told we could wait for three hours before driving on one lane through the construction area to reach Durango. The road worker said the right lane had fallen away, so they were blasting into the mountain to move the road. We decided any road would be a great drive, so we turned around and headed back to Ridgway to take the CO 62 and 145 loop to Delores and in to Durango. As we expected, this loop was stunning in color, providing some of the best travel of the trip.





We stopped at the Enterprise Bar & Grill in Rico, Colorado on CO 145 for lunch. With tables roadside and umbrellas for shade, we watched a caravan of the latest Jaguar convertible sports cars drive by, offering a glorious sound track. The bar next door advertised that they carried more brands of beer than the number of people living in town. So I bought some pumpkin beer for my neighbor who looked forward to possibly finding a lurker snooping around our house to attack.

In Durango we washed the car with a half-full bucket of water, out of respect for the drought, did laundry, and enjoyed a quiet evening after an exhilarating day of driving. Although we were in full vacation mode and having a great time, we decided to head east to resume responsibilities at home about three days away.

The drive east the next day along US 160 through Alamosa to Walsenburg provided more fabulous scenery as we made our way to US 50 and pleasant top-down motoring across Kansas with an overnight stay at Tan Tara Resort on Lake of the Ozarks in Missouri where we had enjoyed a dinner in 1970 on our honeymoon. We couldn't afford a room at the resort 45 years ago, only a dinner, but we celebrated our 45<sup>th</sup> anniversary with a resort cabin on the lake.



From Tan Tara we remained on two-lanes to my home town in Illinois for a visit with family, then on the next day to Danville, ending a three-week road trip we'll never forget. In fact, every time we climb into the Boxster we immediately return to the good vibes of the trip, only now we're talking about future trips.

Prior to the trip, I felt that our 2013 981S, although a very nice car, isn't really special, not in the way of higher-optioned Boxsters or Carreras with active suspension and 20-inch wheels, but having lived with this car now on the road, knowing we would have bottomed out the belly pan more frequently with active suspension, and knowing that 20-inch wheels with 35 aspect sidewalls would have offered much more opportunity for damaged wheels than our 19-inch wheels with 40 aspect sidewalls, I feel our 981S is special, at least for us. Even with both trunks loaded, the car remained athletic, was comfortable and a blast to drive all day long, every day. Like a motorcycle, the Boxster contributed to making every day a fresh adventure. And when it rained, all we had to do was press a button!

We look forward to creating more memories on future road trips! We hope you can do the same.

*Paul Elwyn*



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Email: [jww3@ieee.org](mailto:jww3@ieee.org)





**Nineteen members gathered at Ramsey's on Old Harrodsburg Pike in Lexington, KY on February 21, 2016.**

Photos by Joseph Rey Au







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Joseph Rey Au  
[jra958hybrid@gmail.com](mailto:jra958hybrid@gmail.com)

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## ***One Day Drive to NCM Motorsports Park***

Bowling Green, KY March 19, 2016

Club Secretary Mike Wilson will be participating in the National Auto Sport Association Bourbon Barrel Track Event on Saturday, March 19, 2016. Join us to see him "on track".

Club VP Patrick Meyer will be chairing this One Day Drive to Bowling Green.

No entry fee to attend the event

**If you would like to participate in the drive,  
please contact Patrick ASAP for more information.**

**[pjmeyer4@gmail.com](mailto:pjmeyer4@gmail.com)**

Photo Illustration by Joseph Rey Au

