

Bluegrass Region Porsche Club of America

December 2015

RUMBLE



Photo and Illustration by Joseph Rey Au

RUMBLE

THE OFFICIAL NEWSLETTER OF THE BLUEGRASS REGION PORSCHE CLUB OF AMERICA



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Cover Photo/Illustration

Cayenne S Hybrid on Main Street in Lexington with past Rumble covers superimposed. A tribute to Neil Fisher's work as the Rumble Editor from Jan 2013 to Nov 2015.

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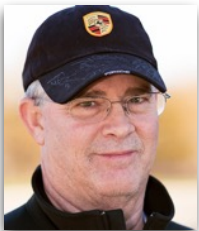
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The Bluegrass Region PCA Board Members meet on the first Monday of each month. Dinner and business at 5:30 p.m.
Members are welcome. See Event Calendar for details.



BOARD MINUTES

by Mike Wilson

Date: November 2, 2015

Location: Marikkas Restaurant and Bar, Southland Dr. Lexington

Start: 5:30 pm

A: Meeting Start

Meeting convened 5:40pm by Ken, 2nd by Mike

- 1) Verify quorum - Attending: Ken Hold, Neil Fisher, Jamie Donaldson, Rey Au, Bob Lovejoy, Brant Nystrom, Patrick Myer, JW Wilson, Mason Wilson, Ed Stevenson, Mike Wilson, Larry Wood, Julie Wood
- 2) Approve Minutes - October minutes not available

B: Board Reports

- 1) **President Report**
- 2) **Past President Report**
- 3) **Vice President Report**
- 4) **Secretary Report** - Mike Wilson volunteered to take notes for David.
- 5) **Treasurer Report** - Bob reported \$2,986.74 in the bank. Ed mention 2 checks will be written; \$250 for children of Neil Fisher co-worker who has cancer and \$500 to American Macular Degeneration as our commitment to Fall Charity Drive.
- 6) **Activities Report** - MM/C&C 10/03/15, PO/C&C 10/10/15,-Ken reported that despite 50 degrees and cold, wet weather the multi-marquee Cars & Coffee was well attended including Brant's race car and a special edition Lotus Elise, 1 of only 50 made. Ken later stopped to view a gathering of vehicles from the Classic Car Club of America at Keeneland. The Porsche Only C&C netted 13 members and a 1953 MG at Cosi Hamburg. A discussion was held to give consideration to Shuffle Beans Coffee shop as a possible future host site.
- 7) **Track Report** - Brant reported many track clubs recently concluded their last event of the season. Bob Lovejoy attended a PCA event at Road Atlanta. Congratulations to Porsche Motorsports for winning the WEC Manufacturers Championship 2015 and a record setting season.
- 8) **Tech Report** - Session 10/24/15- Jim Brannon provided a very educational hands on machine shop session with a vertical mill and lathe.
- 9) **Safety Report** - Special thanks to JW for taking care of insurance for the Fall Charity Drive.
- 10) **Newsletter Report** - Neil reported it is in final preparation
- 11) **Website Report** - Julie included in Historian report
- 12) **Membership Report** - We have 3 new members and 1 transfer out this month. Total membership is 206 including 126 Primary and 80 Affiliate members.
- 13) **Historian Report** - Julie reported a lot of work is being done on the website, discussed updates and is creating a To Do list to consolidate information.

C: Old Business

- 1) **Election Status** - Ken provided an update.
 - a) Rumble - Ken will submit an article to Neil for publication in this month's Rumble.
 - b) eBlast - The November social is the last time for nominations from the floor before ballots.
 - c) Slate - Thanks to Ed, Jamie and Ken for conducting interviews of Board members which are now complete. Officers are elected to 1 year term and can run for 3 consecutive terms. Any positions that are changing without a full term completed by the current occupant will be truncated to the balance of the term for the newly appointed person. A complete review of the current slate was conducted. A discussion was held around providing better definition of each committee. Ken will meet with each Chair individually to clarify roles/responsibilities so each position can be more effective.
- 2) **Fall Charity Drive** - Ed reported that 14 Porsche's, a Lamborghini and a Bentley participated in the drive. Nine of Kentucky's covered bridges were visited. The event raised \$1,800 for the American Macular Degeneration Foundation.

D: New Business

- 1) **Bereavement** (David Hafley) - Condolences were shared regarding the unexpected passing of Tom Hafley. A motion was made by Patrick and 2nd by Ed for the club to make a \$100 contribution in memory of Tom to the specified charity.
- 2) **November Activities** - MM/C&C 11/07/15 will be held at Mike Scanlon's garage, PO/C&C 11/14/15 will be held at Cosi in Hamburg. It was agreed that this location will be the permanent location for PO/C&C until further notice; Social 11/15/15 will be held at Hall's on the River. December MM/C&C will be at Tom Jones Toy Box and there will be no event in January to due close proximity to New Year's holiday.
- 3) **Interview Feedback** - Ken reported that based on the interviews there is a high level of satisfaction among members. Some very good suggestions were made for the Board to consider for our club improvement.
- 4) **Social Media Chair** - A discussion was held to determine if we should create a new Social Media Committee and the scope of activity. A motion was made and approved by members to create the new Committee position. As club President, Ken recommended Mason Wilson be Social Media Chair. Board members approved the recommendation.

E: Meeting close

Jamie Donaldson motioned the meeting be adjourned at 6:43pm. Motion was seconded by Brant Nystrom.



PRESIDENT'S MESSAGE

by Ken Hold

November was a great extension to our Porsche driving season! We started the month with two really neat Cars & Coffee's. On November 7 we had already planned to move the First Saturday Multi-Marque C&C indoors at the Fleetwood Collection. But, in addition to the very cool collection of collector cars inside at Fleetwood, we had over 50 very cool cars outside brought by attendees. We had everything from rods to classics to sports contemporary outside. On the inside there was a fantastic collection, including a very unusual electric Peugeot, Rolls, Metro, Auburn, Caddy, Corvette and MG. We enjoyed sharing stories with friends from several of the local clubs. It was a great way to learn about what's happening in the local car community.

The next Saturday, November 14 we had our Porsche C&C. It was another super weather day. We had fifteen members at the informal breakfast with 14 Porsches displayed outside Cosi. Our Porsche C&C is very relaxed and a very good opportunity to just gab with other members about the latest on Porsche "stuff".

This was a very busy weekend because the next day Sunday, November 15 we had our Monthly Social at Hall's on the River. There were 15 attendees for the Social. This meeting was an important annual event because the Nominating Committee presented the slate of candidates for our 2016 officers and directors. Also, this meeting was the opportunity for members to propose additional candidates for the offices. There were no proposals to add to the proposed slate.

And in Regards to the Election, ballots have been printed and mailed to all members. Please return your ballots to Jim Brandon by December 15 indicating your choices. You will also notice on the ballot a place for you to indicate interest in being a member on our committees. You can see the committees under the photos of Committee Chairs on our Region Board page. We've recently added the Social Media Committee with Mason Wilson as the Chair. Mason especially is looking for folks to work with him in this area. Social Media is also a new committee for National PCA so it is a neat opportunity for folks with skills in this area to help both our local region and national.

Note that as we start planning for 2016, we are developing an activity calendar for each of the committees. We would appreciate your input for activities or events you would like to see in 2016. You can either contact the committee chair directly or me if you have questions or suggestions.

I would also like to thank Rey Au and his key committee person Helena Hau for taking on the responsibilities of our monthly Rumble. Neil Fisher especially thanks them as he has now has the opportunity to move to be chair of the Activities Committee. I wish to thank David Patrick for the great work he has done in chairing the Activities Committee. Another significant change for us is Julie Woods taking on the role as our Webmaster in addition to her current role as Historian. Thanks to Ed Steverson for developing our website and managing it so well.

I am extremely excited about the new roles and our getting started on a fantastic 2016!

I also look forward to seeing you at an event soon.

Ken Hold

kendelhold@twc.com





MEMBERSHIP NEWS by Tim McNeely

206 Total Members!

Unfortunately, no new members joined in November...but the good news is nobody dropped out!!! Our membership stands at 126 Regular Members and 80 Family & Affiliate Members, making our total membership 206.

This fall weather has been awesome this year. Make sure to take advantage of the last warm days get your car out and come to an event.

Also, please recognize the following Member Anniversary dates:

• Stacy Bearse	1996
• Ron Sanders	2002
• Jay Million	2006
• Michael Kennedy	2008
• Juan Favetto	2009
• Brian Woolri	2011
• Mike Fulker	2012
• Seth Bennett	2013

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

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 take 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.



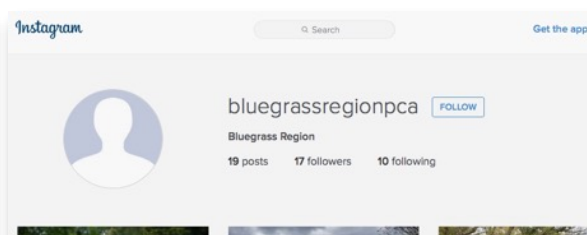
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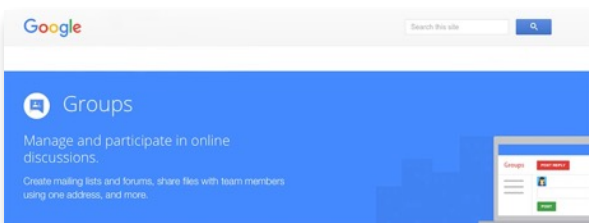
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Christmas is fast approaching, although the weather doesn't feel like it, and our Annual Holiday Party is just around the corner. Here are the events coming up in the next couple of months. If you have an idea for a club event, shoot me an email at nrfisher@outlook.com. Also be sure to check the calendar on the website for the latest updates.

January 4, Monday, 5:30 - 7:00 p.m.

Board Meeting at Marikka's, 411 Southland Drive, Lexington

January 9, Saturday, 9:00 - 11:00 a.m.

Porsche Cars & Coffee at Cosi, 1890 Star Shoot Pkwy, Lexington

January 17, Sunday, 5:30 - 7:00 p.m.

Annual Holiday Party at Cherry Blossom Golf Course Club House, 150 Club House Drive, Georgetown. Check the calendar on the website and the national emailer for updates and RSVP information.

February 1, Monday, 5:30 - 7:00 p.m.

Board Meeting at Marikka's, 411 Southland Drive, Lexington

February 6, Saturday, 9:00 - 11:00 a.m.

Multi Marque Cars & Coffee at Lug Nuts Garage, 391 United Ct, Lexington

February 13, Saturday, 9:00 - 11:00 a.m.

Porsche Cars & Coffee at Cosi, 1890 Star Shoot Pkwy, Lexington

February 21, Sunday, 5:30 - 7:00 p.m.

Monthly Social place TBD

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TRACK TIME

by Brant D. Nystrom

The 2015 racing season is a wrap. Around the world, most racing series have crowned their champions, sprayed their champagne, and turned their focus toward the unknowns of the 2016 season. As I mentioned last month, Porsche motorsports worldwide had a stellar year, with manufacturer and driver's title wins in numerous series. It was indeed a breakout year for Porsche; led by a phenomenal performance by the factory prototype program in the WEC (World Endurance Championship).



Championship Winning LMP1 Team

At the local track level, Porsche vehicles continue to be one of the most tracked marks around. The company has found a successful and supported balance between the 911 and the Boxster/Cayman models. The new 911 GT3 / GT3 RS and Cayman GT4 are fantastic track vehicles right out of the showroom, and the venerable 911 Cup Car is a go-to choice for racers and weekend warriors alike.



Prototype Championship Coming Home to Porsche

Within our region, more and more Porsche owners are attending track events, and we have an ever-growing crowd of track day aficionados. Advice and travel buddies are easy to find. Much of the appeal of performance driving as a sport is centered around the camaraderie of competitors and participants and the social connectedness that comes from sharing on-track experiences.



The New Porsche Cayman GT4 Track Machine

The New Porsche 911 GT3 RS Monster

So on to next year, and the 2016 performance-driving scene. As usual, the racing year starts in Daytona. The Rolex 24 at Daytona will be over the weekend of January 30-31, 2016. This event sets the stage for the professional road-racing season to come. The event is always televised, and will be a good way to get tied into the coming racing season. Closer to home, most of the local crowd (including myself) generally hit the track in March. The PCA and Rezoom events at Barber Motorsports Park are area favorites for getting back in the car and knocking the rust off our driving gear. As we move into April and May, events at Mid-Ohio, the National Corvette Museum, and Putnam Park are heavily attended by our local drivers.

If you thinking about attending your first track event or are new to the region, please refer to my previous articles for track weekend checklists and processes / procedures for signing up and making your event the best possible. Additionally, you should feel free to contact me at the email address below for advice or thoughts regarding any track-related topic. I regularly speak with many folks in our region, and appreciate the learning that comes from those interactions.

Performance driving is a great hobby. Whether you're a novice at his first Driver Education event or a seasoned national racing pro, we share a love of vehicles and the feeling of accomplishment that comes from a successful track weekend. Our sport is safe, it caters to the experience and skill level of its participants, and provides experiences and friendships that last a lifetime. I strongly encourage you to get involved in 2016, and I look forward to seeing you at the track.

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

brantdnystrom@gmail.com

Brant



Multi Marque Cars & Coffee at Fleetwood Collection on Delaware Avenue
Photos by Ken Hold



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PORSCHE C&C November 14



More than fourteen Porsche vehicles at the Porsche Car and Coffee at Cosi on Star Shoot Parkway in Lexington.

Photos by
Joseph Rey Au
Helena Hau







Just one day after the Porsche Car & Coffee, fifteen members gathered at Hall's on the River in Winchester on November 15 for the Monthly Social. The first time that the second Saturday and the third Sunday of the month in the same weekend.



Photo by Helena Hau



Photo by Joseph Rey Au

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PORSCHE

My Summer Bucket List Trip

by Robert McClelland

I have had my 1969 911E Porsche for eight (8) years now. I have had three (3) other 911s over the years, beginning with a new 1974 911 purchased from the showroom floor of the dealer. Then I found a 1967 911S some 35 years ago. Again, in 1983, I found a wonderful 1977 911S Targa in Cincinnati and not only found a great car for sale, but also found a great friend, Pete Nadernay, who was replacing this mint green Targa with a guards red 911SC. I have to say though, that the feel of the early model "S" never left my hands. Several years passed until I saw the "E" sitting gathering some water through an aging rear glass seal and with a puddle in the back seat at Stuttgart Motors. Brian Cunningham had an early "T" and this "E" that he had found and gave me my choice. Being a much rarer car, I thought the "E" would be more fun to work through. Not long after I acquired my "E" from Brian Cunningham, I saw a picture in Panorama of three early model 911s swooping through what I perceived to be the hills of southern California. From that point on, I have wanted to drive my early 911 through the Rocky Mountains [I know they are not in California]. In my youth, I had ridden my R90S BMW motorcycle through the Rockies several times. Those trips were classic and memorable for many reasons but this 911 trip was to be a very special one. A "bucket list" trip for me.

I began planning for the trip in March when I first was reminded that Rennsport Reunion V was to be celebrated this year at Mazda Raceway Laguna Seca, near Monterey, California. The 2013 Porsche Parade in Salt Lake City and the 2014 Parade in Monterey tempted me and I had regretted not making my bucket list trip then. It was one of those things that gnawed at me. I "should have" but didn't.

Rennsport Reunion is a gathering of historic Porsche race cars which occurs only every four (4) years. It is a big deal. Even the Porsche Museum sends historic race cars that actually run the track at race speeds. Along with all the historic, I watched this year's Le Mans winner fly through the "Corkscrew" [a set of switchback turns with a serious blind drop] at speeds that make one look for ear plugs. In fact, I wore ear plugs most of the time.

But in order to watch the races, I had to get there.

I have to admit that am no longer a young man. I would not make the trip on a motorcycle but I really wanted to experience the twisting vistas of the Rockies through the 911's windows. Danny Puchalski had rebuilt the engine last year and the suspension had been completely rebuilt with turbo parts by Foreign Affairs four (4) years ago. The car is fundamentally sound ... it was one of the "60 - 4 -

60" at Parade this year ... but still 45 years old, and the speed limits in Utah are 80 MPH. However, Bucket Lists are never colored with logic.

Sunday, September 20, 2015

I set my trip odometer as I left my garage in east Lexington. I had upgraded my radio and speakers so that I could listen to "old time radio" and bluegrass from my XM Satellite receiver. At 9:00 AM on Sunday September 20, I pulled away with Buddy Rich's orchestra was playing "Get Your Kicks on Rt. 66" through "40's on 4" on XM. The weather was sunny and warm. I headed for Louisville on I-64 at the speed limit. I had set my standard to drive at the speed limit throughout the trip. I would find that harder to do the farther I went but not the way most would expect.

My first rest stop was in Indiana. Each time I stopped, the car drew at least one admirer. This stop a guy from Louisville, in a Mercedes convertible, came over and asked about the car. He had owned four 944s over the years and admired the early model 911s. I explained that I was on my bucket list trip through the Rockies and he said he and his wife were headed for Kansas City and would probably see me along the way. Holding to my pledge to drive the limit, I never saw him again.

I filled my tank for the first time at 255 miles and that seemed to be the measure throughout the trip. However, the farther west I went, the more often I filled because of the distance between stations. I stopped for lunch at Mt. Vernon, Illinois and decided that I would divert to southwest Missouri to see my mother in law Ann, in Lebanon, MO, who is one of my favorite people ever. Her brother Joe, a retired law enforcement officer and truck driver, enjoyed seeing the car as well. What I had not considered was how nice the drive was between Lebanon and Kansas City, MO. The road was mostly rural, two (2) lane highway with plenty of curves and not full of traffic.

I didn't make Kansas City this first day as expected. But it did not matter, I was on Central time and my internal clock started me early on Monday morning.

My goal for Monday was to make Denver. One of the connections for my 911 was that when I first began to refresh the car, I removed the interior and, under the driver seat rail found a ticket stub (\$1.50) from 1971 for a drive in theater in Loveland, CO. I wanted to touch Loveland in the car and was able to spend Monday night in Loveland.

Monday, September 21, 2015

Before getting started, I went for a 30 minute walk and jog after waking and then read an article in Panorama to prime my day.

Monday was the day I dreaded throughout my planning. A 1969 911 does not have cruise control. The entire day was on interstate highway. I maintained a constant speed of 75 mph (the speed limit) while nearly every car [and truck] passed me. Western Kansas and eastern Colorado have little character to enjoy. I stopped three times for gas and three other times just to break up the boredom and stretch my right leg. I have often said that if I was on the road a lot, cruise control would be the first option I would have on a car. Second would be XM radio. Air Conditioning is important but in western Kansas and eastern Colorado, the other two take the lead. My right leg cramped after the first six hours and I began to switch to the left. It was not like I needed to brake, especially when I was the slowest on the road. It was 90 degrees but the open rear quarter windows kept the flow of air through and I was surprisingly comfortable.

Another surprise was that the seats were not as uncomfortable as I had expected. These had been recovered and re-padded and I had anticipated that I would have had enough by noon of day two. But honestly, I never really gave it much thought, other than to admit I was wrong. I had scheduled to have the car shipped back from California and for me to fly back with Larry Woods and Ken Hold. I had joked during my planning that I would probably get half way thru the second day and wonder "what in the world was I thinking?" But to my pleasure, I was holding up well and the rebuilt seats were actually comfortable. The car was running like a sewing machine and I had reached my second day objective of sleeping in Loveland. I was late getting to Loveland and had hoped not to drive after dark. The late day traffic around Denver was bad and I found the alignment on my headlights too low. My windshield was covered with bugs and vision was limited. I was glad to get off the highway as my 75 mph pace was holding up traffic even after dark. Rocky Mountain National Park was on for Tuesday.

**Tuesday, September 22, 2015**

Ahh, here we go! This is my "Bucket List" day. This is my day in the Rockies with my 911. I got a later start than expected. Woke up at my usual 6:00 at home and that was 4:00 here. I went to check the car and it was fine. I was able to get back to sleep and dozed until 9:00 my time and 7:00 Denver time.

While cleaning the windshield, a guy pulled in behind me with a car trailer hooked to his SUV. His name was Warren, a retired ER physician. He restores Subaru's. He lives in southern Wyoming and was headed south of Denver to pick up a very low mileage "barn find" Subaru that he got for \$400. He wanted to talk about my car and I shared my trip plans. He was a good interruption. He said we are important guys to preserve these cars. "Other people don't care and let them go." It was motivation for my day, as if I needed any.

I headed toward the Rocky Mountain National Park.

Near the park, traffic slowed to a crawl. While I was patiently waiting, Tim Howard called me to chat about his new search for a 993 C2S. I warned him that I was about to enter the park and that cell service was weak. With the delay, I worried that there would be a crowd even though the peak season had ended. As I watched cars stop and cameras flash, I drove past the delay: two big horn sheep at the side of the road, close enough to reach out the right side of the car and touch. As I passed them, the traffic moved on and soon I arrived at the Estes Park, CO entrance to the National Park. A ten dollar admission allowed me the entire day to drive and stare. I lost cell service and my chat with Tim shortly after entering the park and as I started my climb. It took me five and a half hours to travel the seventy miles of winding two lane road with passing lanes. Any time a car came up behind me, I pulled to the side. I was there to enjoy my bucket list drive and I did.

I entered the park and followed Rt. 34 through the mountains. I don't know how far it is through the park, probably less than 50 miles, but the five and a half hours I used kept me captivated the entire way.

In June, I had vacationed several days in Austria and Switzerland and the clouds never gave me a view of the Alps. Here, it was partly cloudy but the peaks were so visibly clear. Most of the snow had melted, although a few high valleys had some residual from last winter. At the Alpine Visitor Center, one of the rangers said they had heard that they might get snow over the next two days. The sun was bright when I parked for a hike up to the highest point on Rt. 34 (12,183 ft.), but the cool breeze made me glad I had brought corduroys and a warm jacket. The half mile walk up reminded me that I had stopped my exercise routine 3 months ago. The low oxygen content actually made me a bit dizzy as I huffed along.

While stopped at the Alpine Visitor Center, a fellow parking a BMW SUV came over to chat about the car. They had just come off the Old Fall River Road, an unpaved stretch which goes along the ridge and is only open between July 4 and early September. I suspect that is because it takes until July for the snow to melt. I asked if he had any difficulty on the road and his reply was that I probably would not want to take the 911 there.

I stopped at the last roadside park and a fellow from Arkansas asked about the car. He said he suspected it would go faster than his van. I said I doubt it would go "faster" but it would sure handle better through the curves. As I exited the park, I needed, and paid for, gas at a dollar per gallon premium over my last fill-up.

I followed Rt. 34 south to Granby where I met Rt. 40 which would take me to Salt Lake City. Rt. 40 is a wide, two-lane and a fabulous drive through mountains and small towns. It was one of the best drives I ever experienced. I saw many ranches with horses and cattle, but no wildlife. I was still in Colorado, but near the border with Utah, my map showed the Dinosaur National Monument which I had never heard of. It was not far off my route and I thought I would take a chance. Most of the day was spent on Rt. 40 and the first turn toward the Monument came into view at 5:30 pm. It was a seven (7) mile drive to the border of the reserve and where I stopped at an information kiosk. Nothing there but a brochure nailed to an information board and a beautiful canyon which emptied the Yampa River into the plain.



I continued on the road through the reserve and at 11 miles met a dead end. Fortunately, there was a fellow loading a kayak into a truck and he explained that this was the "put in place" for the rafting trips which ran all summer. Access was by permit lottery and they were so much in demand that in the last five (5) years he had only been able to get two passes. The season had ended on Labor Day. He explained that the real entrance to the Monument was from the Utah side of the reservation about thirty (30) miles on along Rt. 40. I back-tracked and headed toward "Dinosaur, Colorado." But, I was advised that the better

chance of a good hotel was in Vernal, Utah and as the next day proved, he was right. Unfortunately, I found a Motel Six in Noble, Utah first and took the bait. "Adequate" is the best I can say. No breakfast and when I saw Vernal, a true tourist town, the next day, I wish I had blinked as I drove through Noble. But what a "Bucket List" day I had had! I will never forget it and would not change a thing.

Wednesday, September 23, 2015

Noble was about twelve (12) miles past the entrance to the Monument but the trip back was worth it. I awoke early and headed for the Dinosaur National Monument. I wonder why they don't call it a "Park?" No one was in the reception booth, they were just opening the visitor center and the ranger said I could pay my ticket when I left. I explained to the ranger at the desk that I could not stay long and she suggested I drive to the "quarry" about two miles away.



Opened in 1990, this was a stunning experience and I was totally unprepared for what I saw. The original location where the dinosaur bones were found had been "quarried" from a large rock formation created by sand deposits of a large Jurassic Period river which flowed from the mountains in California east and then north through Canada. Evidence of the first reptiles there originated from 320,000,000 years ago. Currently, the Yampa River flows through this basin, from east to west. The quarried

wall was covered by a full three story building which allowed one to walk up an incline from bottom to top, viewing the piles of bones. The largest complete "sauropod" dinosaur skeleton was found near the quarry. The Allosaurus was the primary carnivore of the period and some of the bones there were their



skeletons. Other trails led to Native American (Ute) art dated some 3000 years earlier. I asked one of the visitors to shoot my photo to prove my presence. He was a

professional photographer who was on a 5 month trip in a classic Argosy motor home.

I moved on after an hour in order to be sure to reach Reno, NV before dark.

This next run on Rt. 40 was a great run through a basin and over swooping vistas which would top a grade and lay 8 miles of road out in front of me from my elevated view point. I spent most of the day driving through long valley basins then over hills only to see another swooping straight to another crest. There was very little traffic other than the trucks with three tank trailers that were carrying water for fracking operations and lots of oil drilling rigs and wells.

I found lots of traffic as I approached Salt Lake City. The Great Salt Lake was huge, as was the city area. From Salt Lake City on, I elected to follow I-80 which would take me to Winnemucca, another of my bucket list stops. The drive from the city to the Nevada border was 60 miles of simply a salt flat. I stopped for a photo of the 911 in front of the sign for Bonneville Salt Flat Raceway. I wondered how fast my car could really go. But the speed limit was now 80 mph and it didn't even seem to keep up with the common carriers. My limit was 75.



I stopped for gas at West Wendover, the first town in Nevada then on to Winnemucca, NV. Being just inside the border from Utah, West Wendover set the tone for gambling casinos with at least 4 very large complexes but lots of empty spots in the parking lots. However, there was a number of tour buses parked at each one. I stopped for lunch at a little town and found a tiny taco restaurant to get some authentic Mexican food. I ordered two burritos with green sauce. They were wrapped in dough! Inedible! Awful! I should have gone to Taco Bell. Win some, lose some.... I took it as an omen to stay away from the casinos as I made my way through Reno.

The drive from West Wendover to Winnemucca was wonderful. Curves, hills, two-lane highway What more could a Porsche driver long for [other than the Rockies]? The point of touching Winnemucca is that this 911 spent

20 years in a junk/storage yard in Winnemucca before being rescued by a fellow named Tom Walsh from Boise, ID then brought to Lexington by Brian Cunningham. The car was basically a "roller" with engine and interior in boxes when Walsh towed it to Boise. I wanted to see if I could find the junk yard and let them see the car. But the drive was farther than I could make before closing time. I did drive down Main Street for display and then moved on. Winnemucca was not a large town, probably similar to Winchester, but being late in arriving, I thought the time would be better spent getting to Monterrey by Thursday afternoon. I will say that I stopped for gas at a convenience store and a fellow came over to see the car. He was a big VW Beetle fan and when I explained my lack of cruise control, he said I should just cut off a broom stick and My gosh, I had forgotten. That was it! I had been on the cruise dole too long. I knew that trick as far back as high school. On to Reno.

Reno was just out of reach before dark fell and I found myself in its twin city, Sparks, NV. The first two motels were full so I stayed in a Holiday Inn a couple of exits toward Reno.

Thursday, September 24, 2015

When I awoke, I saw the first old Porsche headed to Laguna Seca. It was an early hardtop cabriolet, a car that looks like a Convertible D with a hard top and a "notched" back. It was white and very well restored.

From Reno, I-80 was an excellent drive in California as I crossed over to Sacramento. The cars whizzed past me. I was headed for I-5 which ran North /South through Sacramento, well east of San Francisco. I did not want to go all the way into the San Francisco on I-80 or deal with the San Francisco traffic. I-5 was a breeze through Stockton and Modesto and I made it to Rt. 152 and 156 to cross the mountains west toward Monterey/Salinas and the race way. I stopped in Hollister at a tiny burger joint next to a VW repair shop that had at least 6 early "Bugs" waiting for some serious attention. It took longer than expected to reach Laguna Seca where I met Larry Woods about 3:30 PM.



We toured some of the garages as the teams were still setting up. The vendors were not open quite yet and I had a good two hour waltz through the paddocks before we decided to head to our hotel in Salinas. Man what history! What cars!

We ate at a very nice Italian restaurant about 15 minutes from the hotel. I had Angel Hair pasta with sauce and a salad.

The night at the Residence Inn was perfect and a welcome sight after the places I had stayed so far. It was a half hour away in Salinas and traffic was bad between there and the track that night so we planned for an early departure on Friday morning when the festivities (race qualifying) were scheduled to begin.

In closing this chapter of my bucket list trip, I have to say thanks to those super talented mechanics Dan, Danny, Brian and my brother Dick and radio installer, Travis, who had prepared the 47 year old 911E over the years to make it start every morning, able to run 3077 miles, at 70 – 75 mph all day long, take 45 mph curves at [up-to] 65 mph through the mountains and not burn even a full quart of oil. I was surprisingly comfortable without air conditioning (even turning on the heat up in the Rockies once) and with my upgraded radio with satellite reception and new clear speakers. Now, if I could just figure how to install cruise control on a 901 transmission.... Or find a good broom stick....

Friday, September 25, 2015

When Ken Hold bought our tickets, he suggested I get a pass for the car to be parked in the Paddock. That was a great decision as I was parked with all the other "early" [before the bumpers] 911s. The parking lot, like our Keeneland Concours is as entertaining as the races and race paddock. Wow, what a display of "R Gruppe" cars! But even if I do say so myself, my Kentucky 911E fit right in and looked right in place. I didn't recognize any that had been willing to drive from Monterey to French Lick for Parade....

Throughout the weekend, the paddocks had specific areas for 911s, GT cars, 356s, 914s, front engine Porsches and Turbos, etc. There were also several specialty areas such as a "Heritage Collection" tent which displayed the historic variety of winning Porsche race cars. Most impressive was the permanent "Legends" collection of 15 cars from the Porsche Museum and at least 10 of the "overall winners" of the Le Mans 24 hour endurance race, including this year's winning 919. It was a near spiritual experience to honestly reflect that these were the actual cars that, in France, against all other competitors, before hundreds of thousands of spectators watching from behind walls and fences, won the most famous race in the world. At Rennsport, they were not behind glass walls or fences, I was standing by them, able to bend and look down into the interior and at the details of the dash or engine and suspension as though in my own garage in Lexington.



I began my Rennsport Reunion with a Friday in the vendor area. Friday is a qualifying day of racers. Although there was lots of noise and incredible cars running the course, I knew there were going to be a lot of folks arriving for Saturday and Sunday and if I wanted something from a vendor, I should take advantage before the crowd formed. I found tee shirts and a hat early. I actually spent 6 hours wandering through the many tents of vendors with cut-away engine's, open suspension component engineering displays, racing wear, model Porsche cars, shirts and



hats, posters and original art work, books, historic and reproduction publications, used and replica parts, essentially every advertiser we see in Panorama and Excellence was there on display. I found an original owner's manual for a 1969 911E that I could not pass up [regardless of the ridiculous price]. I got free handout bottles of spray and shine from Mother's, keychains, posters and other things that I did not need but could not turn down. It was like the Mall of America for Porscheland. Even the Urban Outlaw, Magnus Walker, was wandering around.



I did pause with Ken Hold to listen to three of the Le Mans winning drivers [41 of the historically famed drivers were available for autographs], one who drove the 908, one who drove the 917 and one of this year's winners in the 919 compare stories and cars. The youthful 919 driver said that they had a 27 page manual on how to operate the steering wheel. The 917 driver said he didn't have a manual for the car; he "just got in and drove it."

Not able to hook up with Ken, Larry and I had dinner at a large beer hall in Salinas that evening.



Saturday, September 26, 2015

This was a race watch day. I had wanted especially to see the early cars run. The 356 Carreras and 550 Spyders have distinct sounds that should not be missed. I had never seen or heard them run like this before. They are also very historic (expensive) open cars that are less protected. To see these historic and very valuable cars running at their peak is a rare experience for anyone, in my case another "Bucket List" item. I spent some time at the "Andretti Hairpin" and some time at the "Cork Screw" watching million dollar museum cars exhibit their best in real life. It was almost unbelievable for me. It brings a smile to my face as I write. I enjoyed the monster twelve cylinder 917s and 908s but I had seen them run in the

early 1970s at Mid Ohio so I was prepared for their unique tones. The light bodied 908 is especially unique with it's 8 cylinder engine competitive with the 917's 12 cylinder, 1000 hp + power plant. The modern GT3 cars are loud and incredible racers but to see the historic cars is the reason for the weekend.



I have to say that watching and hearing the 4 cylinder (electric boost assist hybrid) Le Mans winning 919 lap the track on its exhibit laps was something to behold. When I was looking at the historic Museum display of Le Mans winners, there was a 12 man crew preparing the car for its laps. They had three laptop computers simultaneously plugged into the car for monitors and everyone was doing something. In the discussion I had listened to, the driver said they had a 43 member crew that went to each race.



I spent most of Saturday in the race paddocks. This is an experience any race fan should have. We are encouraged to get close to the cars. In some cases touch them or even sit in them. This is not a museum weekend, it is a race weekend. I am reminded of Steve McQueen's line in his movie Le Mans that "everything else is just waiting," meaning that during this weekend we are actually participating in something special in the realm of our hobby. We all have a weekend "hot pit pass."

I could make an entire article about the historic displays. There are winning cars driven by Mark Donahue, Vic Elford, George Fullmer. I saw the 917 that Fulmer drove at Mid-Ohio around 1974 when my brother Dick and I drove my brand new 911 and his 427 Shelby Cobra up from Columbus. Fullmer was a very aggressive driver in

that car. The paddock area was packed with all makes and models of Porsches from beginning to end. The earliest Porsche race car I saw was a 1951 Gmund Coupe. The most modern race car was the new 919. We saw every other kind and year of Porsche racers. All the heritage cars were going to be in the "concours" run around the track: 550s; RSKs; 917s; 935s; 908s; 906s; Carrera 6s; 904; 924 GTS; 911R; 911 RS; 911 RSR; even a totally blacked out Panamera camera car to lead and follow recording all the VIP and specialty car laps.



I appreciate that I could never have seen such a display without making my bucket list trip. This was a fun day at the races.

Once back at the hotel, we packed my car with all the things we had accumulated during the weekend. As Ken Hold said, "It is the most expensive piece of luggage we ever had." The trunk was full of posters, books and at least one complete set of 911 workshop manuals. It was ready to be tucked into the transport truck for return to Lexington.

Sunday, September 27, 2015

Our last day was a full race day. All qualifying was finished and we watched the races. I did one more complete tour of the Sunday parking lot Paddock cars as well as the race paddock. If I wanted to shop for a Porsche, either historic or new, there was one of every kind there to see. The Porsche company display and shop was also interesting. I did purchase a fold up chair there with Porsche and Rennsport Reunion printed on it. I made one more trip to the car and communicated by phone with the transport company about meeting to deliver the car. "Fred" was at the bottom of the hill and could fit my car in around 3:00 pm. Larry and Ken had rental cars to return to the San Francisco airport and we drove toward the big city. They delivered the cars that evening to avoid any unexpected rush in the morning before our afternoon flight back to Lexington through Atlanta. Arriving home around 10 pm, I was exhausted but glowing from as fun a trip as I have ever had.

Fred arrived in Lexington with the transport truck on Thursday around 5:00 pm, safe and sound except that we

had picked up a mouse for the trunk area somewhere along the way. He had a nice nest built from a roll of paper towels I used to dry the dew from the car every morning.



Rennsport Reunion happens every four (4) years. I want to recommend it to anyone who takes these cars and the people who enjoy them seriously. It is undeniably a highlight. But ... if you can ... drive your car through the Rockies on your way, you will never regret it.

Robert McClelland





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