

*Bluegrass Region Porsche Club of America*

# RUMBLE

March 2012





# RUMBLE

March 2012 Vol. 10 No. 3

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**The Bluegrass Region  
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See calendar for details.**

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## President's Message

# A great time of year and many club activities set



### So, How about this weather?

Over this past week we have experienced some crazy weather in Central Kentucky. While writing this I hope that all of our members remained safe and your property damage was minimal.

Since my last writing the club has made a trip to Porsche of the Village to enjoy their outstanding Winter Concours. Wow! You have to spend some time looking at the pictures starting on page 17 and read the article, but did I mention the pictures? Extreme Eye Candy! These guys put on a do-not-miss event! If you went, or if you are only experiencing from the *Rumble*, let the guys and gals at POV know what a nice job they do!

Several members also met at Ramsey's the day after the tornado for our monthly Cars & Coffee. I was pleasantly surprised to see no damage while enjoying the back roads from Frankfort.

### Events coming up

Activities Chairman David Patrick will be leading a **scenic drive to Mallard's in Danville on March 18th**. We'll gather at Ramsey's on Harrodsburg Rd. at 4 pm and depart at 4:15 pm. At Mallard's we will enjoy dinner in a large meeting room with big flat screens showing the Steve McQueen classic, *LeMans*. What could be better

than a scenic drive, good food, watching one of the best car movies ever made, and enjoying the company of fellow Porsche club members!

The next **Cars & Coffee** will be **April 7th at the new location of Foreign Affairs Motorwerks** located at the corner of 4th Street and Newtown Pike (old Town and Ranch paint store). Fourth Street is one way. You may have to go around the block depending on what direction you are coming from. So, please be careful.

Brian and Scott have tripled their space and 4N will be an excellent venue for club events. Please join us for some coffee, drool over some fine sport cars, and check out the new location!

**On April 15th** we will gather at Jacobson Park for a **drive to Acres of Land Winery**. Meeting and departure times will be announced on Chat. We had such a great turnout last year for this event that we thought we should do it, again. Be sure to reserve this date on your calendar. Our April membership social will be a drive to Acres of Land Winery. All our winery drives are great fun! Hope to see you at an event soon.

**On May 5th** we will gather at **Cosi's in Hamburg for the first multi-marque Cars & Coffee**. We are inviting all of

the car clubs in the region and hope to see all kinds of cars show up. This will be a parking lot event, so grab a cup of coffee and join us for this new format with area car enthusiasts.

**On March 31 Tech Chairman Jim Brandon will host a session at his garage.** He will review the rebuilt 2.7 now on a test stand, and members will learn how to MIG weld. This session will run from 10am to Noon.

Many of our members enjoy track events known as **Drivers Education**. David Patrick in this issue of *Rumble* explains DE for those who are curious about what this is about.

We have three DE events coming up, on April 20-22 and April 27-29. See the Calendar on Page 7 for more information. If you have never been on track, you need to try it to learn more about your car's potential and to sharpen your driving skills.

### Charity beneficiary

At our last board meeting we voted to select Cardinal Hill Rehabilitation as our 2012 Fall Drive Beneficiary.

I brought his suggestion forth while supporting the club's friend Ramon Juanso. Many of you know Ramon from either Blue Grass Motorsport or Porsche of Lexington. You may

not know Ramon suffered a stroke and is currently at Cardinal Hill. I have been to visit and Ramon is progressing. He is in room 232 if anyone has time to visit.

### Communication changes

We will be switching the club's official email communication tool (Chat), to Google Groups this month and also going live with the new website. Communication in the club and events is gonna get much easier! I will broadcast an email to everyone once we are closer to switching.

Webmaster Chris Davis has worked hard to update the site based on input from members, and we are excited about the changes!

At our **April 2 board meeting** we will hear a presentation from the Bluegrass Community Foundation about the possibility of creating an **endowment fund** for the club. Those who contribute to this fund through June 30th are eligible for a 20% tax credit.

Bluegrass Region is on the move, and we are open to ideas for more activities, so contact one of the board members with your ideas.

*Drive It!!*

**Ed**

## Keep camera and notebook handy for *Rumble*

### Seven contributors this month make *Rumble* possible.

Ed Steverson, Maureen Elwyn, Tim McNeeley, Mary

Doerr, David Patrick, Ken Slone, and Dale White make *Rumble* a local product.

I hope you will keep *Rumble* in mind with camera and note-

book as you move forward through the season. We need your voice and eye to keep *Rumble* alive.



**Paul Elwyn**  
Editor

# BOARD MINUTES

**Maureen Elwyn**  
Secretary



**February 6, 2012, Sawyers**

**Board Members Present:** Ed Steverson, Ken Slone, David Patrick, Tim McNeeley, Maureen Elwyn, Bob Lovejoy, Neil Fisher, Paul Elwyn

**Meeting convened by President Ed Steverson at 5:50 pm**

**January 2 Minutes approved,** motion by Ed Steverson, Second by Tim McNeeley

**Treasurer's Report** by Bob Lovejoy: \$3,106.60 balance, not including Holiday Party and Rumble advertising revenue received at the board meeting.

## **President's Report:**

1. Holiday Party: 46 paid attendees @ \$25 = \$1,150. Caterer's invoice: \$961.69 plus \$100 tip = \$1,061.69, a loss of \$11.69. One attendee to mail funds. Kenneth

Slone suggested we consider collecting money with RSVP for next year's party, idea to be revisited at later date.

2. Rumble Advertising: Checks from Porsche of the Village and Blue Grass Motorsport representing partial year's advertising: \$366.63 each, total \$733.26.
3. New advertiser: American National Insurance, Feb. 2012-Jun. 2013, \$533.32

**Activities Report:** David Patrick reviewed February events:

- **Feb. 11th**, Cars & Coffee, Ramsey's;
- **Feb. 19th** Social, Malone's;
- **Feb. 25th**, Porsche of the Village Winter Concours.
- **Mar. 18th**, Social: David offered to lead scenic drive to Mallard's, Danville. Drive assembly at Ramsey's on Harrodsburg Rd. at 4 pm.

**Webmaster Report:** Ed Steverson noted that the revised website will go live Feb. 15th.

## **Newsletter Report:**

1. Paul Elwyn reported 37 pages ready.

2. Board decided to post *Rumble* on the PCA National Emailer as well as on Chat to ensure everyone receives the newsletter.
3. Paul to judge PCA contest entries for a class other than our own.
4. Board decided not to set up table to promote club at Porsche of the Village Winter Concours out of respect for Ohio Valley Region PCA.

## **Membership Report:** Tim

McNeeley reported two new members, Robert Deal, '07 Cayman S; and Joseph Richardson, '07 911 Turbo. 196 total members. Membership holding steady.

**Tech Report:** Paul Elwyn reported for Tech Chair Jim Brandon. March 31 event at Jim's garage, topic TBA. 10 am – Noon.

## **Old Business:**

1. Ed Steverson reminded the board that members are invited to suggest Charity Drive organization recipients. Decision will be made at the Mar. 5 meeting.
2. Endowment Fund: Paul

Elwyn reviewed idea to advocate a club endowment fund with Bluegrass Community Foundation, taking advantage of the Endow KY 20% Tax Credit available through June 30th. \$10,000 minimum to launch a permanent fund to provide an annual 4% distribution to non-profits identified by Bluegrass Region PCA. Board requested a presentation from Bluegrass Foundation at the March 5 meeting.

## **New Business:**

1. Zone 13 President meeting, March 31, southwest of Chicago. Ed plans to attend.
2. National PCA Award nominations: Ed Steverson will submit website nomination. Paul Elwyn will submit Newsletter, Public Service, Region of the Year nominations following board input. March 15 deadline.

**Adjourn:** 6:45 pm

# MEMBERSHIP NEWS

## One new member, 195 total

**Tim McNeely**  
Membership  
Chair



**We have one new member this past month. Please join me in welcoming:**

**Nigel Mack of Lexington, 2005 Cayenne**

Our membership is at 116 Regular Members and 79 Family & Affiliate Members, making our total membership 195.

Spring is just around the corner. Come out and enjoy some events with us.

Also, please recognize the following Member Anniversary dates:

• <b>Jim Brandon</b>	<b>1998</b>
• <b>P.R. Gerrow</b>	<b>2001</b>
• <b>Mike Shepherd</b>	<b>2005</b>
• <b>Nigel Soult</b>	<b>2005</b>
• <b>Paula Hollingsworth</b>	<b>2006</b>
• <b>Tim Howard</b>	<b>2006</b>
• <b>Muhammad Saifullah</b>	<b>2007</b>
• <b>David Hafley</b>	<b>2008</b>
• <b>Chris Adams</b>	<b>2008</b>
• <b>Bill Fauconneau</b>	<b>2009</b>
• <b>Tom Abell</b>	<b>2011</b>
• <b>Sunny Lal</b>	<b>2011</b>
• <b>Libby Brown</b>	<b>2011</b>

# CALENDAR OF EVENTS

For more information regarding events, contact Activities Chair David Patrick, 859-229-1376.

**Mar 10** First KYPCA drive: 9:45am meet at Blue Grass Porsche, drive to Kenny's Cheese, Barren River SP for lunch, Corvette Museum. RSVP by March 9 to Steven Rountree, 502-386-3001.

**Mar 18** Scenic Drive/ Dinner and a Movie Membership Meeting, Mallard's, Danville, 4:00-8:00 Watch *LeMans* while dining with your Porsche

friends! See Chat.

**Mar 31** Tech Session, 10am-Noon, Jim Brandon's garage. Review rebuilt 2.7 on test stand, MIG Welding 101 with attendees trying their hand at welding. See Chat for details.

**Apr 2** Board Meeting, Marikkas, Southland Dr.

**Apr 7** Cars & Coffee,

Foreign Affairs Autowerks, 9-11 am.

**Apr 15** Scenic Drive/ Membership Meeting, Acres of Land Winery. See Chat for details.

**Apr 20-22** DE, Mid Ohio by Ohio Valley Region PCA

**Apr 27-29** DE, Putnam Park by Central Indiana Region PCA

**Apr 27-29** DE, Mid Ohio, Northern Ohio Region PCA

**May 5** Cars & Coffee, Cosi's, behind Bonefish, facing Starshoot in Harrodsburg. This is the first multi-marque C&C, a parking lot event.

**May 7** Board Meeting. Location TBD.

## Join us on March 18th Scenic Drive / Dinner and a Movie

Assemble at Ramsey's, Harrodsburg Rd. at 4 pm  
for a scenic drive by David Patrick to Mallard's in Danville.  
Enjoy dinner with Porsche friends in a private room  
with HUGE flat-screen displays featuring  
the Steve McQueen classic, *LeMans*.

For more information contact David Patrick, 859-229-1376  
or Paul Elwyn, 859-583-0205

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# Cars & Coffee

Foreign Affairs Autowerks  
will host the April 7th event.

**K**en Slone snapped a photo of the Cars & Coffee group on February 11.

Foreign Affairs Autowerks will host Cars & Coffee on April 7th. Time has been expanded to 9-11 am.

On May 5th the format changes to a multi-marque event with action centered around cars instead of around a table. We have invited the other car clubs to join us in the hope that Cars & Coffee May through November will be a monthly car enthusiast "tire kicking" in the parking lot as opposed to the format in a restaurant, which we will resume in December.


So, Mark April 7th and May 5th on your calendar and join us at Cars & Coffee!



Cars & Coffee attendees on February 11th were Jay Million, David Patrick, Robert McClelland, Leonard Ledford, Michelle Fisher, Neil Fisher, Mike Sammon, and Ken Slone (photographer).

## Date/format changes for Cars & Coffee:


April 7, 4N Affairs; May 5, Cosi's, First multi-marque event



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April 21, 2012



# BD's Mongolian Grill hosts February membership meeting

Photography by Mary Doerr



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# Porsche 911 GT3 RSR fast becoming driver favorite at Sebring debut



**A**fter more than 12 hours of testing over two days at Sebring International Raceway, the drivers of the 2012 Porsche 911 GT3 RSR have declared the new race car race-worthy and ready to tackle the tough competition that faces it in the upcoming American Le Mans Series.

Patrick Long, from Bellair, Fla., Flying Lizard Motorsports driver who gave the media attendees a walk-around of the car at this week's winter test session for the March 17 60th

Anniversary of the Mobil 1 Twelve Hours of Sebring Fueled by Fresh from Florida, said that everyone made huge progress during the test.

"We brought our lap times down almost two seconds from the first hour to the last hour of this test weekend, unusual for this track, which tends to be bumpy enough to distract you from the task at hand. The new RSR has a different feel than the previous model, and this process really challenges your race crew and engineers as well as the drivers, so good feedback and communications are essen-

tial," said Long, who will co-drive with fellow Porsche factory drivers Marco Holzer and Joerg Bergmeister for the race.

Bryan Sellers, from Atlanta, who drives the Team Falken Tire Porsche with Martin Ragginger and factory driver Wolf Henzler, said the different feel of the car over the famous Sebring bumps from turn #17 through the end of turn #1 made it hard for him in the first session, but by the end of the week, he was going faster than ever.

"Driving and adjusting. More driving and more adjusting.

We had to remember we had new tires, a brand new car, different springs, etc. Once we starting dialing in our balance and setup, we realized what a great car the new RSR is," said Sellers.

Sascha Maassen (Germany), who will co-drive the Paul Miller Racing Porsche with Bryce Miller and Great Britain's Rob Bell, is an experienced test driver, having done a lot of development work with previous RSR models plus the Penske Porsche RS Spyder.

"A combination of skills from the Paul Miller crew and



# Porsche 911 GT3 RSR fast becoming driver favorite at Sebring debut

support from Porsche Motorsport engineers and our new Dunlop tire partners compressed several weeks of testing results into two very productive days,” said Maassen.

All three teams plan to test again at Sebring before new month’s event.

Ten of the GT cars went faster than last year’s pole position qualifying time, so, in addition to the introduction of the new Porsche, the Ferrari, Corvette, and BMW teams have improved their cars as well, so expect the hot GT battle to continue throughout the 2012 season, according to Jens Walther, president of Porsche Motorsport North America.

“The introduction of this new Porsche 911 GT3 RSR is exciting for all our employees, our customers, and our race fans, and we are proud that our ALMS teams have made so much setup progress in such a short time during the Sebring Winter Test. We know, however, that the championship battle will be hard work, but we are confident this car gives up the right tool to compete for the title,” said Walther.



## Representative GT times from the Sebring Winter Test

Position	Number	Class	Driver	Time	Car
1	29	GT	Beretta/Vilander/Bruni	2:00.061	Ferrari F458 Italia
2	01	GT	Sharp/van Overbeek	2:00.782	Ferrari F458 Italia
3	02	GT	Brown/Cosmo,	2:00.854	Ferrari F458 Italia
4	45	GT	Bergmeister/Long/Holzer	2:00.894	Porsche 911 GT3 RSR
5	04	GT	Gavin/Milner/Westbrook	2:01.022	Chevrolet Corvette C6 Z
6	55	GT	Müller/Auberlen	2:01.271	BMW E92 M3
7	03	GT	Magnussen/Garcia/Taylor	2:01.306	Chevrolet Corvette C6 Z
8	56	GT	Hand/Mueller	2:01.420	BMW E92 M3
9	57	GT	Krohn/Jonsson/Rugolo	2:01.549	Ferrari F458 GT
10	17	GT	Henzler/Sellers/Ragginger	2:01.961	Porsche 911 GT3 RSR
11	44	GT	Law/Neiman/Lally	2:02.844	Porsche 911 GT3 RSR
12	48	GT	Miller/Maassen/Bell	2:02.958	Porsche 911 GT3 RSR
13	70	GT	Bourret/Gibson/Belloc	2:03.945	Chevrolet Corvette C6R
1	34	GTC	LeSaffre/Faulkner	2:07.713	Porsche 911 GT3 Cup
2	66	GTC	Pumpel/Waltrip/Kauf/Agu	2:14.666	Porsche 911 GT3 Cup

**March 31  
Tech Session**

**Review rebuilt 2.7  
on test stand,  
MIG Welding 101  
at Jim Brandon's  
garage  
10am-Noon**

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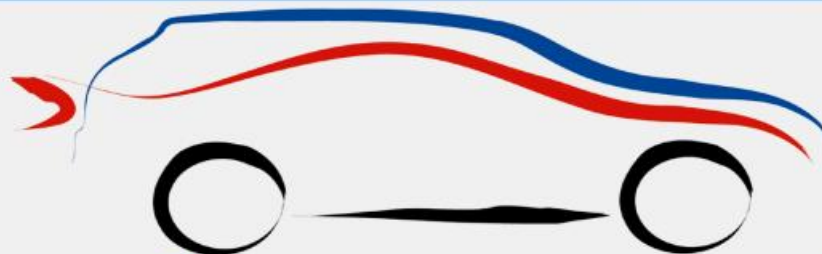
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# TECHNICAL

Taking a closer look

Dealing with rusty lug bolts  
Words and Photos by Kenneth Slone



**I**f you are like me, you just hate rust, and rusty wheel bolts are a real eyesore.

It defies logic as to how Porsche can design and engineer these wonderful cars but cannot make lug bolts that don't rust. An easy fix is to replace all the lug bolts with chrome bolts, but at \$20.00 each this comes to over \$400.00 plus shipping. There is another alternative. Automotion.com has a plastic cap kit that includes 20 caps,

available in either black or chrome, and a pair of tweezers. The caps simply fit over the existing wheel bolts and can be easily removed with the included tweezers when changing tires. The cost of the kit is \$29.99 plus the cost of shipping.

One point of note, the caps will not work with the locking lug bolt. According to my friends on the Cayman Register, there are two types of locking bolts. One is smaller than

the regular bolts and one is larger than the regular bolts. An easy fix for the smaller locking bolts is to wrap them with double sided tape prior to tapping on the plastic cap. However, the larger locking bolt must be replaced with a regular bolt in order to install the plastic caps.

My Cayman has the larger bolts so I ordered four additional regular bolts when ordering the kit. The regular bolts are \$6.00 each.

Installing the bolts and plastic caps was simple and took less than 15 minutes. Using the locking bolt socket, I removed the locking bolts (raising the





# TECHNICAL

Taking a closer look

## Dealing with rusty lug bolts

By Kenneth Slone

car is not necessary) and replaced them with the regular bolts. Then, using a rubber mallet I gently tapped on the plastic caps.

Total cost for this project was about \$68.00 including shipping. I decided to go with the black plastic caps rather than the

chrome as I liked the way it blended the wheels into the black paint of the car. It was an easy and inexpensive fix for those old rusty bolts and sig-

nificantly improved the overall appearance of the car.

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# TECHNICAL

Taking a closer look

One tool to EZ breathing  
Words and Photos by David Patrick



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Fresh, Clean Air to  
breathe Priceless.

The Porsche Maintenance Booklet states that the Cabin Air Filter should be replaced at 20,000 mile increments on a 997 Carrera. With 27,000 miles on the odometer, my Carrera was past due for this service. I ordered the Filter from Vertexauto.com and got free shipping and great service.

The part came in and had an instruction sheet with pictures on how to complete this very easy job. The only tool required was a screwdriver with a torx bit for removing two screws that hold a small bracket to the cowl. This was a job that takes about 10 minutes to complete.

Here are the steps to complete the job:

1. Open the bonnet and remove the plastic cover over the battery by turning the ¼ turn fasteners and lifting the cover off. Then remove the plastic cover on the passenger side of the cowl. This piece removes by simply pulling it up and toward the front of the vehicle.
2. You will now see a soft plastic cover that you lift up to access the filter. With the cover out of the way you can get to the plastic bracket that is in front of the filter. Remove

the two torx screws to remove the bracket.

3. Now there is a small clamp that is snapped over the end of the filter toward the center of the car. All you have to do is pry it open with your finger. (The attached picture is not real clear; it shows the clamp after I opened it.)
4. The filter is now ready to remove.
5. Install the new filter in reverse order of removal paying attention to the air flow marking on the filter.

After I got it all back together I cranked the blower up as high as it would go to make sure I didn't have any strange noises.

This has got to be one of the easiest maintenance items on a Porsche and will help keep the air in the cabin clean. The filters are charcoal charged which helps reduce allergens and smells. Keeping the filter maintained should also reduce the load on the blower and help prolong its life.

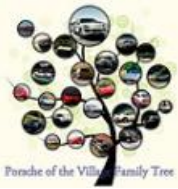
Like all systems on our Porsche cars, the AC and ventilation is engineered to operate without us having to think about it. As long as we maintain the systems, we are rewarded with prolonged life and enjoyment from our cars.

Don't wait until it is too late to keep up the maintenance on your vehicle, and you will save money in the long run. Easy jobs like this one take little technical knowledge and little time.

—DP







# Porsche of the Village welcomes the 991 with Family Tree III Indoor Concours

[http://www.youtube.com/watch?v=Hr2BffYi4pg&feature=youtube\\_gdata\\_player](http://www.youtube.com/watch?v=Hr2BffYi4pg&feature=youtube_gdata_player)

**P**orsche of the Village through the coordination of Sales Associate Bruce Harnish on February 25th created a memorable occasion for Porsche enthusiasts gathered to celebrate the arrival of the 7th generation of the 911.

The 55,000 square foot facility for this event became a showroom for the 911 through the first six generations with a display of nearly 100 cars provided by their owners arranged by generation.

Four food/drink stations and live music added to the party atmosphere of the evening with the new 991 set among Turbo cars of the '80's in one showroom, another 991 displayed among 911 models from the



Bluegrass Region members attending included Neil Fisher, Phillip Doty, Maureen Elwyn, Mary Doerr, Mark Doerr, Kenneth Slone, Karen Taylor, David and Patricia Patrick.

'80's and '90's in another showroom, and a third 991 with a sold tag on the dash, among the 997 models.

Five display areas altogether provided a progression that concluded with the latest 997-based GT3 RS and GT2 models, along with a lineup of Panamera models along one wall of the service area.

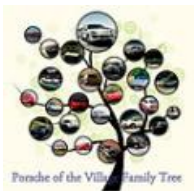
For three hours we emmersed ourselves among the finest examples of the 911 available.

If you missed this event, you missed something special.

Bluegrass Region members attending included Neil Fisher, Leonard Ledford, Robert McClelland, Phillip Doty, Maureen and Paul Elwyn, Mary and Mark Doerr, Patricia, Delaney, and David Patrick, Kenneth Slone, and Karen Taylor.

Photographers Mary Doerr, David Patrick and I share on the following pages some of what was available at Family Tree III.





# Porsche of the Village welcomes the 991 with Family Tree III Indoor Concours

Photography this page by David Patrick







# Porsche of the Village welcomes the 991 with Family Tree III Indoor Concours

Photography this page by David Patrick





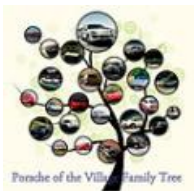


# Porsche of the Village welcomes the 991 with Family Tree III Indoor Concours

Photography this page by David Patrick





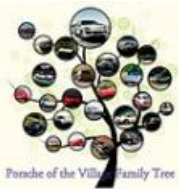


# Porsche of the Village welcomes the 991 with Family Tree III Indoor Concours

Photography this page by David Patrick





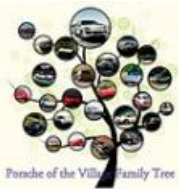


# Porsche of the Village welcomes the 991 with Family Tree III Indoor Concours

Photography this page by Mary Doerr





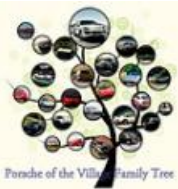


# Porsche of the Village welcomes the 991 with Family Tree III Indoor Concours

Photography this page by Mary Doerr







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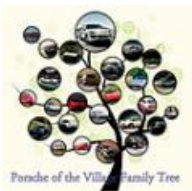
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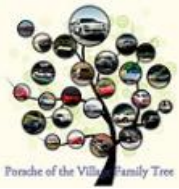
# Porsche of the Village welcomes the 991 with Family Tree III Indoor Concours



Phillip Doty's '87 Carrera



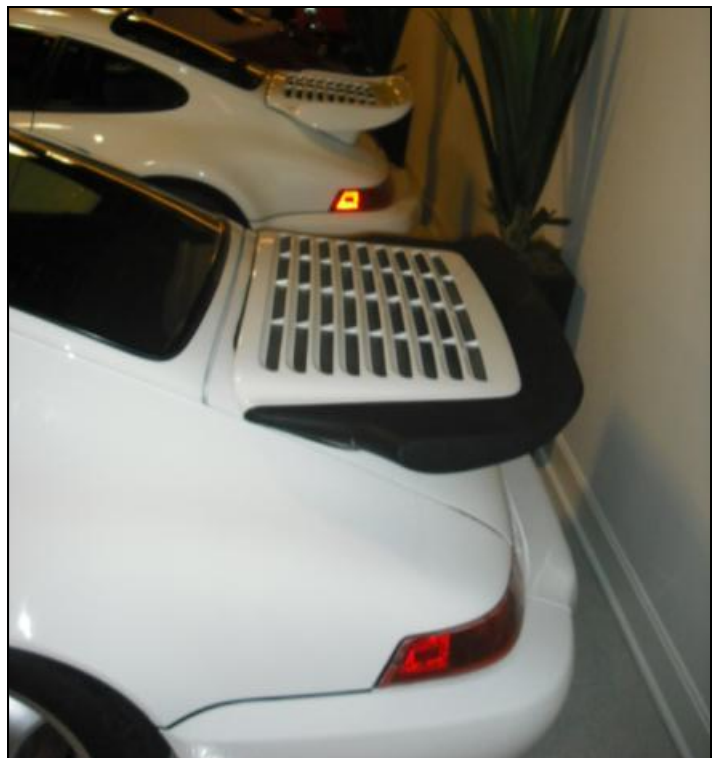




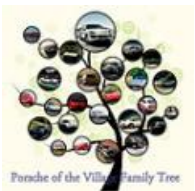
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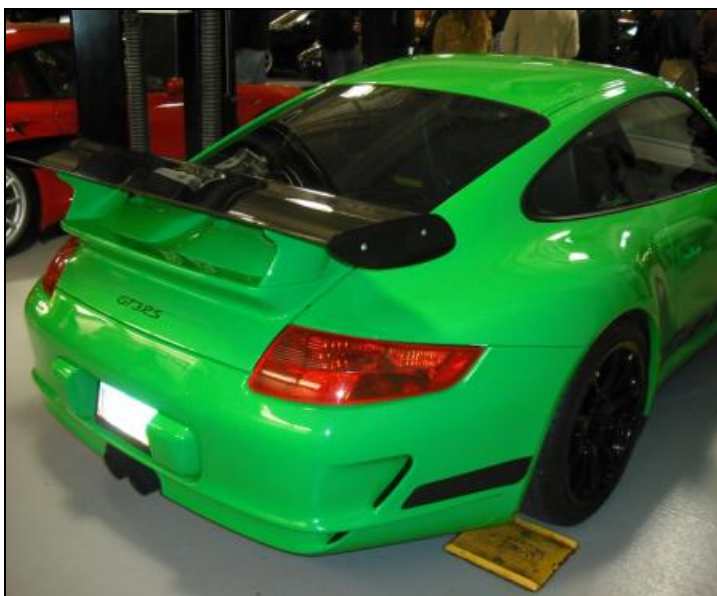
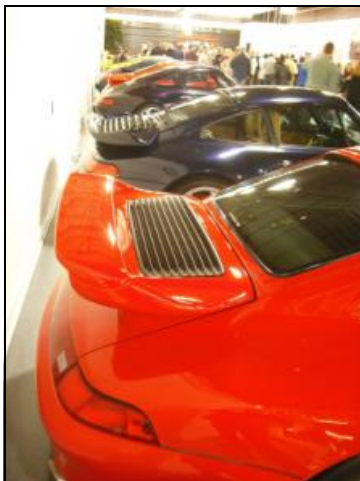
Eric Hamon, Publisher and President, Cincy Company LLC, publisher of *Cincy magazine*; Bruce Harnish, Sales Associate, Porsche of the Village; and Kurt Niemeyer, Editor, *Cincy Motorsports Journal*.







# Porsche of the Village welcomes the 991 with Family Tree III Indoor Concours





# Family Tree III, the 991, renewable prescription, peace

By Paul Elwyn



attention than the previous-generation 911s. Even the fairly common 997-based GT3 RS and the GT2 seemed to draw no more attention than the delicate soft-window Targas.

Family Tree III gave us an illusionary showroom assembly spanning seven generations, but only one generation can be ordered to suit, only one remains poised to reveal itself in its many iterations, the latest GTS, GT3 and RS, GT2, and Speedster, along with something possibly entirely unexpected.

For some of us these revelations unfold as spectator events, but given enough time, the seventh generation 911 will be within reach of everyone.

On this sunny Monday, with a slight breeze ruffling the pine trees beside my garage, I am able to think clearly as I study the two 911s at rest before me. They are not showroom worthy, of course, but they are mine, and I am vertical, sufficiently alert, and able to balance my world with that of Family Tree III, and I am at peace.

At least for now, and with my prescription renewable for three more months, I remain more-or-less emotionally and fiscally stable.

—PE

**F**ollowing last year's Family Tree II event, I confessed in "I can't take it any more" (2011-03-Rumble) my inability to responsibly handle an over-exposure to nearly 100 stunning Porsches.

Thanks to modern medicine, I now happily can report that I have emerged from this year's Family Tree III event with no long-term ill effects.

This year I was able to stand near low-mileage 993 Turbos, a number of 930 Turbos, a long-hood RS, along with an entire showroom of long hood 911s, in fact, while in complete control of my faculties and motor functions.

I did not touch any of the cars. None of them. I now find that I can hold my hands within one inch of a car's surface and

slowly move along the paint, alloy and rubber trim, the glass, and internally process the full presence of a car without any physical contact what so ever.

Honest, Phil, no contact.

I snapped photos, okay, some out of focus from a slight tremor, and limited my alcohol intake to two small glasses of wine to wash down four or five plates of cheese, crackers, pork, and several cups of ice cream.

I did yell across the room at one point in my best attempt at editorial command to arrange a group photo, but that one incidence of raised voice was all that suggested how near the edge my brain was under new management. I apologize to those nearby who were startled by my outburst.

My feet ached upon return to the Mariemont Inn, but that's another matter altogether.

Again, I must make the point, that these are the best of times for enthusiasts, whether one is a prospect for a 991 or simply a spectator in the midst of those who are trying to decide which color and what options they prefer on their 991.

Although the 991 cars shimmered under the lights, they did not appear to be drawing more



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# Driver Education Basics

By David Patrick



**I**f you have been around PCA for a long time or you are a recent victim of the Porsche Virus, you may be astonished by the performance of your car.

I know that when we were considering buying our first sports car I was blown away by how well the Porsche 911 handled. Being a novice, I had never heard of understeer, oversteer or weight transfer. I just enjoyed the handling of the vehicle.

Once we purchased the car and got involved in PCA, I kept hearing people talk about going to DE's. I had to ask what a DE was. Turns out it is a Driver Education event. You get to take your car on a road course such as Mid-Ohio or Road America and drive it to your limit.

There is classroom time and an instructor with you in your car to explain everything to you and help you learn the "line" of the track.

Fred Dunlee from the Ohio Valley Region was my first instructor at a DE, and he did a great job explaining the three goals for the weekend. 1. Have fun, 2. Learn about your car and 3, NO BENT SHEET METAL.

SAFETY is the #1 rule at a DE. No one wants to damage their car or worse get injured on the weekend. This is where the classroom and track instruction comes in.

You will be taught the rules of the road such as passing rules, what the different flags mean etc. With this knowledge, common sense, and being courteous, you will have the most fun you've had in a car since you were sixteen and learning how to drive. (Or maybe in the back seat!)

A DE is much safer than driving on the highway in my opinion. First of all, everyone is travelling in the same direction, there are strict rules that must be followed or you will get

black flagged and get a "talking" to. Passing is controlled with only two or three passing areas on the track, and you must be signaled by the driver you are overtaking before you can pass. Some of the safety rules include the use of a SNELL rated helmet. The helmet cannot be for motorcycles. It needs to have an SA rating. You have to have either the factory three-point belts or a harness and driver and passen-

ger restraints must match. You will be asked to wear a long sleeve shirt and shoes with flat bottoms so they don't get stuck on two pedals at once.

Most DE's are on a Saturday and Sunday. You will need to have a safety inspection done on your car before getting to the DE. The sponsor region will have the forms you need on their website for you to print. Several of our RUMBLE advertisers will perform the



# Driver Education Basics By David Patrick



check for you. All of the DE's I have attended had a "party" on Friday night at their "home" hotel. Here you will have your car inspected one more time (or early on Saturday morning) and you will probably meet your

instructor and have some food while you meet a bunch of other Porsche Psychos.

Your first activity on Saturday will be a Driver's Meeting. Everyone will be pulled together and the schedule for the

weekend will be gone over and safety topics will be covered.

Next it is off to the "classroom." Your first class will probably include some basic driving techniques, explanation of the flags, and maybe talk about the line of the track. There are usually two to three classes each day and last about 30 minutes or so. So you are not in a classroom all weekend.

Next, it is time to drive the track. In the novice class your first time on the track will be nice and slow. Sometimes the Instructor will drive your car to show you the line and explain how he / she drives this track. Your first drive time will be at controlled speeds and you may even stop and do some braking

maneuvers. It is a great way to be introduced to the track and gives you time to get over the first time anxiety. After this you will drive at speed and really start having some fun.

After a couple of sessions on the track you will be having tons of fun and meeting some great people in the process. Your instructor will be giving you help the whole time and looking out for other cars, corner workers and flags to help you out. Sometimes on Sunday you will get to run a session or two on your own if your instructor feels that you are ready, so if you want to run on your own, just let your instructor know that this is one of your goals for the weekend.





# Driver Education Basics

By David Patrick



DE's are very well organized and safe events. They are a testament to the strength of PCA, as national has set rules and procedures to be followed. This makes each DE familiar as far as the basics, so you don't have to re-learn some new rules etc.

Most of all they are FUN, FUN, FUN and can be addictive! You will meet some really great people from all over that share your passion for cars and fun.

So,.....now that I have you wanting to participate, how do you sign up? There is a website called clubregistration.net that probably 90% of the PCA regions use for registering for an

event. KY Region is now using [kypca.motorsportreg.com](http://kypca.motorsportreg.com).

To use the clubregistration.net site you have to create an account. (It is free.) Here is how to navigate:

1. Search for Events Tab
2. Find Event
3. By Category
4. Organization; choose PCA
5. Club; choose All or a specific Region
6. Event type; choose DE

At this point you can search for DE's that fit in to your schedule at a track that you are interested in. While here you can register, look at a roster, and see the details on cost etc. Look around on the site. There

are a lot of opportunities to get on the track. Cost for the DE's are usually between \$300 and \$400. Not bad to get on a real race track with some instruction to boot!

The Bluegrass Region has a core of around 20 or so members who do some serious track time every year, so if you are interested in a DE, they would be glad to help.

As I said before DE's are a fun, safe way to get to enjoy your car. It will make you a better driver and best of all, you will meet some great people. So don't put it off any longer!

Let's go to the TRACK!

—DP





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