

Bluegrass Region Porsche Club of America

RUMBLE

April 2013



Leonard Ledford's 1986 944



13

RUMBLE

April 2013 Vol. 11 No. 4

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On the cover: Leonard Ledford's 1986 944

Photo by: Leonard Ledford



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

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PORSCHE

President's Message

By Ed Stevenson



Top down days are just around the corner!

As it gets warmer we all will be wanting to get our Porsche out. We have several opportunities to get out and have some fun this spring and summer.

Our monthly Cars & Coffee will be moving back outdoors and the attendance will be growing. Come out this Saturday April 6th and check us out. All makes and models are invited to attend. You never know what you might see. Spread the word.

Porsche of the Village's Indoor Concours will be held on April 27. They always have over the top events in a great facility with lots of Por-

sche cars! Come see the NEW Cayman.

During the spring and summer there are many track events. If you have ever considered taking your car to the track, Brant Nystrom our track chair can answer any questions and make your first track experience a great one.

Last weekend I attended the President's meeting in Springfield Illinois. Isringhausen Porsche hosted our annual Presidents Meeting. I met our new Zone 13 Rep James Jacisin and many Presidents from around the region. Manny Alban, National President and Scott Reardon National Secretary were both in attendance. After listening to what activities and participation other regions have, it is obvious the Bluegrass Region is a great example of an active small region. We should all be proud of what this region has done in ten short years.

What we have been doing

CARS & COFFEE

March 2nd, was hopefully our last indoor Cars & Coffee. I just checked and it looks like this Saturday's Cars & Coffee will be dry and in the 60's.

BARBER MOTORSPORTS

March 2nd, Brant Nystrom, and Bob Lovejoy participated with Pit Row Sports. See Brant's article for more info.

SPRING TUNE UP

March 23rd, David Patrick led a caravan up to Porsche of the Village's Spring Tune up. While enjoying the great hospitality of POV, you could get your Porsche inspected for the driving months or a track inspection for those going to a soon track event. Their 55000sf place is always full of eye candy.

MONTHLY SOCIAL

March 24's social was held at the Grey Goose in Midway.

What we are gonna do

CARS & COFFEE

April 6th will be our next Cars & Coffee. We will be at

the Clarion on Newtown Pike @ 9am. Free Coffee and full service breakfast buffet is available for under five dollars.

INDOOR CONCOURS

April 27th will be Porsche of the Village's indoor concours. At this event they will be presenting the New Cayman! Always a good time at the Village!

APRIL SOCIAL

April 21st our social will be at the Sports Page Sports Bar inside the Clarion Hotel (same location as Cars & Coffee).

MAY SOCIAL/TECH SESSION

Our friends at Foreign Affairs will host a tech session on buffing. More details to come via email and Rumble.

Hope to see you at an event soon.

Drive it,
Ed

Editor's Note

This month's Club Member car is Leonard Ledford's 1986 944. I hope you enjoy the story and pictures presented in this month's member spotlight. Each month I am featuring a different Club Member's car. If you would like your car featured in an upcoming month please send me an e-mail.

Porsche is beginning the 50th anniversary celebration

of the iconic 911. An article about the 50 years of the 911 appears this month along with some photos provided by Porsche AG.

We had a fantastic Tech Session at Jim Brandon's garage in March. You will have an opportunity to read a recap and check out the photos on page 26. If you haven't been to one of Jim's tech sessions you are defi-

nately missing out.

We have several great activities this month, with DE's, Cars and Coffee, and an Indoor Concours. Be sure to mark your calendars and try to get out and enjoy a few of them.

— Neil

rfisher2501@insightbb.com



Neil Fisher
Newsletter
Editor



BOARD MINUTES



David Hafley
Secretary

MARCH 4, 2013

MARRIKA'S

LEXINGTON KENTUCKY

Board Members Present:

Ed Steverson, Neil Fisher, Bob Lovejoy, David Hafley, Brant Nystrom, Brett Jackson, Mason Wilson, Jim Brandon, Jamie Donaldson, David Patrick

Members present: Ken Hold, Jamie Donaldson, Michelle Fisher, Larry Woods, Julie Woods

Meeting convened by President Ed Steverson at 5:41 pm

February Meeting:

Motion made by Neil Fisher and seconded by Ed Steverson to approve the minutes of the February 2013 meeting. Passed.

Secretary's Report:

David Hafley thanked Ken Hold for taking and publishing minutes for the February, 2013 meeting.

Presidents Report:

Ed will meet/talk to Dot.net.nuke regarding website. Update to club estimated at \$200. Ed will ensure that local website will be complementary to national website improvement.

Vice President's Report:

Mason Wilson, Vice President. Nothing to report.

Treasurer's Report:

Brett Jackson reported the club spent \$1,520 for holiday event. This was verified by Ken Hold. Ed noted the club was anticipating approximately \$400 from regional

Activities Report:

David Patrick. The March social event will be held at the Grey Goose in Midway; Porsche of the Village (Cincinnati) will hold a service clinic, primarily geared to DE, vendors will be on hand.

Newsletter Report:

Neil Fisher. Draft newsletter was circulated for review and comment. It was favorable received. Neil is encouraging members to submit articles on a wide range of topics (first Porsche, memorable trip, etc, are appropriate). Jamie and Paul submitted articles for the current issues. Neil hopes to bring draft of monthly newsletter to board meeting for comment. Communications should be to Neil Fisher: rfisher2501@insightbb.com.

Safety Report:

JW Wilson not present. No safety issues/incidents reported in last month.

Membership Report:

Tim traveling and unable to report. Ed noted club has one new member, Wayne Collier who drives a 2003 911. Membership totals are 111 regular, 75 family and affiliate for total of 186. Club members Mark and Mary Doerr are moving to Louisville. Five club members are celebrating national membership anniversaries, with

Jim Brandon being the earliest member (of the five) since 1998.

Librarian/Historian:

The club librarian/historian, Julie Woods, led a lengthy discussion of the topic which generated comment, questions and suggestions from several members. The discussion began with information about the inventory of current materials and the relative lack of activity in materials circulation. It was noted that a comprehensive inventory of materials does not exist, in the form of a spreadsheet, and this needs to be updated. Several questions were posed, including: What is the purpose/role of the librarian/historian? What is being done at the national level; How does the club raise awareness of the resource?

Ed provided a summary of the history and role of the librarian and resources. There was general agreement to scan and place certain materials in Rumble, have an article story in Rumble, as available, and ask national for recommendations on what to retain.

Track Chair:

Brant attended recent DE event at Barber Motor Sports Park. Good turnout, approximately 10, from region. Track Time will be regular Rumble column. Brant will be attending upcoming advanced instructor training. Brant is developing app for mobile devices regarding club. Considerable support and excitement from group.

Ed led discussion on upcoming 10th anniversary of the club, and the opportunity to celebrate this, including an event. It was suggested that previous awards, recognitions, etc...should be highlighted to heighten awareness of the clubs charitable activities. Ed requested this information be provided to him by August.

Old Business:

Ed will be attending the national chapter presidents meeting.

Clarion led tour of facility during most recent Cars and Coffee – which was held during on a cold and snowy day. Discussion of general satisfaction with Clarion for events, updates taking place, possible hosting of annual holiday party. It was agreed to hold an upcoming social at the Clarion to 'test the waters'.

The Cardinal Hill check presentation (\$2000) was made on February 27th. Approximately 7 club members attended.

New Business:

Ed is soliciting suggestions for 2013 Charity Drive. This will be placed in the Rumble and discussed at the April 1st board meeting

March 17th social rescheduled to March 24th at Grey Goose.

April social location not finalized. Scheduled for April 21st, Dave Patrick will organize a drive.

Discussion how to build

BOARD MINUTES

membership. Ideas included leaving welcome cards on Porsche's, personal invitations, signs along New Town Pike (Clarion) and inviting other car clubs (such as Mustangs) to attend.

Announcements:

Porsche to Ohio pre-registration is open. Registration is \$40.00.

Parade registration begins

March 12; location is Traverse City, Michigan.

Tech session at Jim's garage on March 16th. Subject will be brake work on Mason's 2002 TT.

Adjourn:

Motion and second to adjourn at 7:00 pm.

Paul's Foreign Auto would like to announce the addition of Shawn Leonard to our staff. Shawn is widely recognized as one of the premier Porsche techs in the area and we would like to invite you to come by, check out our shop, and get to know us. Personal service and customer satisfaction are among the main criteria that we have focused on for the last 22 years and we have the latest in computer diagnostic capability.



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TRACK TIME

BY BRANT D. NYSTROM

Last month, I described the process for getting started in track-based events. Since that column, we have participated in our first track weekend of the season; a PCA Driver Education (DE) event sponsored by the Alabama Region. We ran at perhaps the nation's most beautiful race track

cess to take part in a DE event, this month, I'm going to focus on "the whys". YES – OF COURSE, driving on a race track is the thrill of a lifetime, but there are so many moments associated with a track weekend that stand out in my mind, I wanted to share a few of those with you.

ing at my cell phone, I had no fewer than 30 texts from my racing buddies proclaiming "race weekend ahead", "looking forward to passing you", "don't forget your car this time", etc., etc., etc. Then there's the excitement of loading equipment and cars, and the shared smiles as we roll out of the parking lot. Even now, years beyond our first event, our rally cry can be heard "guys, its track weekend".

At the track, we unload and set-up our home in the paddock. This too is a fun time. Excitement abounds, and after the quick on-site tech inspection, we all watch as new cars arrive. If you like car shows, this could ruin you forever. All types of vehicles are tracked. Not only do you see Porsches, Ferraris, BMWs, vintage race cars, and so on, but you get to hear them all run, see them inside and out, and know that these are not mere show cars; these guys run them and love to talk about them. You get to meet other drivers,

spouses, mechanics, photographers, buddies, and car lovers just there to experience the whole thing.

As a side note, we usually travel with at least 2 people per each car taking part. Events are very spouse friendly and will accommodate supervised children. Additionally, we would be lost without the mechanical support folks and photographers that join us at each outing. If you are interested in a future track event, please feel free to contact me to join our caravan and utilize our support personnel.

Back to the event. Following a healthy night's rest (this may be a bit complicated at your first event or two), we head to the track early to attend drivers and instructors meetings. We all love to complain about the early roll-call and endless question and answer sessions. Then, the run groups begin, and everyone becomes focused on the task at hand – becoming a better driver. The evenings are filled with long



and home of the Porsche Sport Driving School - Barber Motorsports Park. About a dozen track fanatics supporting six cars from Kentucky took part in a field of nearly 150 drivers. We braved the elements (snow on both Saturday and Sunday) which has become a common theme at our traditional first event of the season (last year, we were plagued with thunderstorms and a tornado). However, in spite of the conditions, we all had a great time, met many like-minded drivers and support staff, and cultivated friendships that will last far beyond the weekend.

Unlike last month's column where I focused on the pro-

First, for the "tinkerer" in all of us, preparation for an event involves a process. Gather up your helmet, driving gear, and event forms to name three items on my ever-growing checklist. Scheduling the obligatory inspection with your local shop of choice (the guys at Foreign Affairs Autowerks are very experienced in track inspections) offers an opportunity to reacquaint yourself with old friends and talk track. Even after years of participation, the anticipation of the first event of the season brings excitement, butterflies and an anxious nervousness to my stomach. Next, the road trip. Look-



TRACK TIME

BY BRANT D. NYSTROM



discussions about driving techniques, shift points, vehicle attributes, and occasional close-calls.

By the end of the weekend, everyone has a greater level of respect for their vehicles and fellow participants. We exchange business cards, phone numbers, and email addresses, as well as future event plans and rendezvous points.

Make no mistake about it, a track weekend is full of hard work. But we all work together in a spirit of partnership and competition. None of us can enjoy the track without the participation of others, and in the end, all of us that take part at each and every level, love this sport. It feels significant; it brings an enor-

mous sensation of accomplishment; it gives us hope, excitement, joy, and sometimes disappointment; but in the end, this individual sport has given us camaraderie and friendships that we never had before. It's the people that make this great, and I am forever grateful to racing and the PCA for bringing such substance and real living to my life.

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



MEMBERSHIP NEWS



Tim
McNeely
Membership
Chair

Four new members! 190 total membership

Four new members this month.

Please join me in
welcoming:

Bill Combs, Jr.
of Lexington
2010 911

Roger Fischer
of Lancaster
2007 Boxster

Mike Harned
of Lexington
1998 911 S

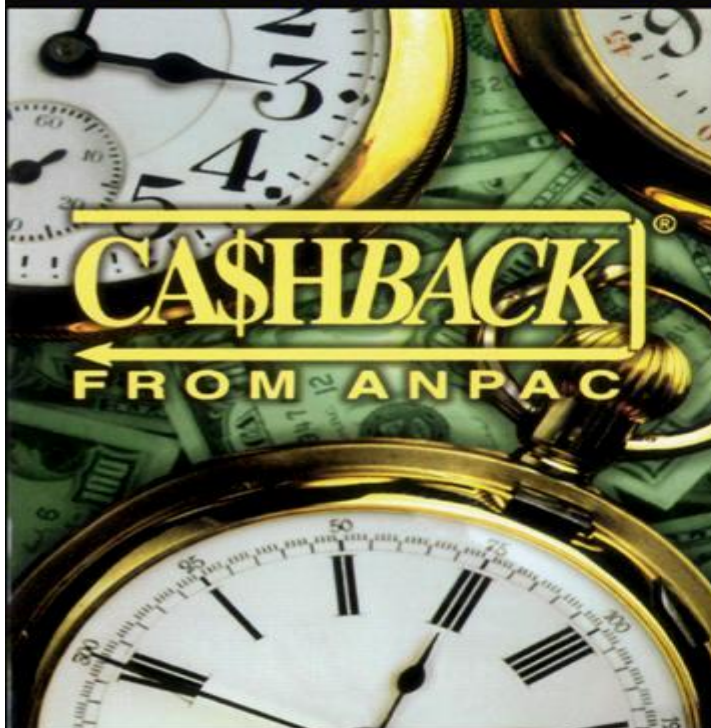
Gene Richardson
of Somerset
2005 Boxster S

Our membership is
at 114 Regular Mem-
bers and 76 Family
& Affiliate Members,
making our total
membership 190.

Also, please recognize the following Member Anniversary dates:

- Tom Bailey 2010
- Jamie Donaldson 2005
- Terry House 1998
- Chris Martin 2005
- Ed Merkler 2001
- Brant Nystrom 2009
- Ken Partymiller 1988
- Charles Phillips 2000
- Howard Stanfill 2008
- Larry Woods 1984
- Kevin Wright 2012

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CALENDAR OF EVENTS

Apr 6th Cars & Coffee, 9-11 am, Clarion Hotel, Newtown Pike

Apr 12-14 Ohio Valley Region DE @ Mid Ohio Sports Car Course in Lexington, OH

Apr 15th Drei Statten Gruppe Picnic, Home of David Patrick 5:30 pm

Apr 21 Membership Meeting, Clarion Hotel, 5:30 pm - 6:30 pm

Apr 19-21 Mid Ohio Region DE @ Mid Ohio Sports Car Course in Lexington, OH

ington, OH

Apr 27th Porsche of The Village Family Tree Indoor Concours

May 4th Cars & Coffee, 9 - 11 am, Clarion Hotel, Newtown Pike

May 6th Board Meeting, 5:30 - 6:30 pm, Marikka's

May 19th Membership Meeting, 5:30 - 6:30 pm, Place TBD

Jun 1st Cars & Coffee, 9 - 11 am, Clarion Hotel, Newtown Pike

Jun 3rd Board Meeting, 5:30 - 6:30 pm, Marikka's

Jun 9th Ault Park Concours, Cincinnati, OH, This year Porsche is the featured marque

Jun 16th Membership Meeting, 5:30 - 6:30 pm, place TBD

Jun 23rd - 29th 58th Annual Porsche Parade, Traverse City, MI

Jul 1st Board Meeting, 5:30 - 6:30 pm, Marikka's



David Patrick
Activities
Chair

Contact David with Porsche-related event news: ptrck-dvd@yahoo.com

Jul 6th Cars & Coffee, 9 - 11 am, Clarion Hotel, Newtown Pike

Jul 20th Keeneland Concours, Paddock Challenge, Keeneland Race-course

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IV

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Cars & Coffee

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Cars & Coffee March 2nd



Cars & Coffee March 2nd



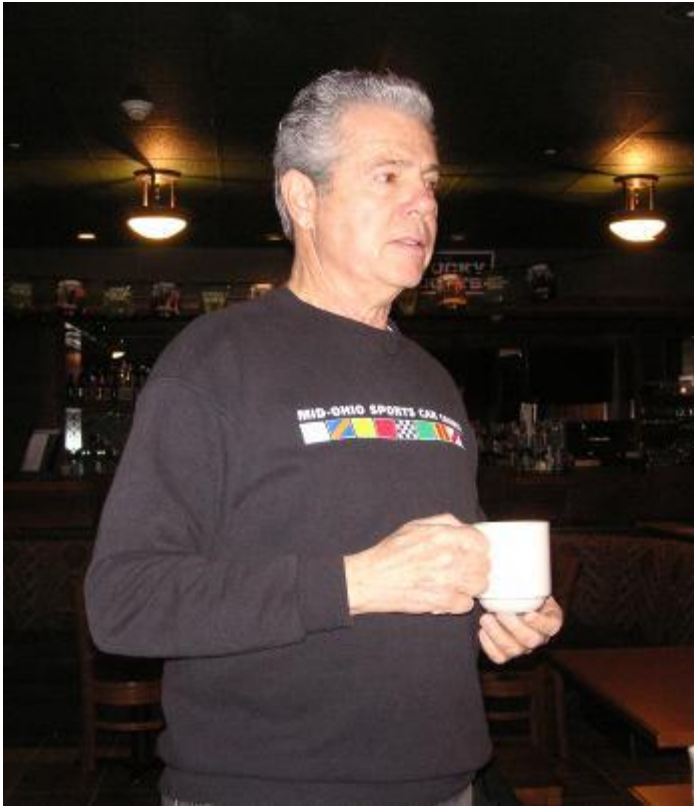
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Cars & Coffee March 2nd



Cars & Coffee March 2nd



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The 58th Annual Porsche Parade

June 23-29, 2013

Grand Traverse Resort and Spa
Traverse City, Michigan

JUST IN: MANY PARADE SPOTS STILL OPEN, but Grand Traverse Resort hotel rooms are now full. However their condos are still available and would work especially well for two couples willing to share! We are also working on getting another block of rooms very nearby.

Parade Registration is now open! Go to <http://www.pca.org/Activities/Parade/Register.aspx>



2013 Facilities Overview

Nestled on the shores of Lake Michigan and the Grand Traverse Bay, the **Grand Traverse Resort and Spa** will host our fun filled event this summer. With 900 acres of rolling greens, woodlands and waterfront, a multitude of vineyards, orchards and coastal roadways nearby, there is much to see, much to do, and much to enjoy!

Award winning Cherry Capital Airport (TVC) will provide easy access if you aren't able to travel in your 4 wheeled ride, and for those driving in – easy access to the northwest coast of the Michigan mitten via I-75.

For a map of the grounds [click here](#).

[Download the Schedule here](#).

MEETING SPACE

Governors' Hall was aptly named after it was first booked to house the Governors convention in 1987. At just under 20,000 square feet this hall will host our major banquets. Goodie Store, Art Show, Hospitality and your other favorites will be conveniently located nearby on ground and lobby levels of the Resort.

LODGING

As our host hotel, the Resort will house most if not all of our entrants. Options await, from beachfront condos in a variety of configurations, to centrally located hotel & tower rooms.

The 17 story tower includes 186 rooms & suites, cascading down via glass elevator from the **Aerie Restaurant** with its incredible views on the 16th floor.

Attached off the lobby to the south, find a 6 story hotel containing 238 rooms- and 176 condos are dotted throughout the surrounding grounds. Each has its own flavor and most overlook golf venues or the Lake Michigan shore.

NEARBY find Sleeping Bear Dunes, hiking and biking trails aplenty, fishing & more. And perhaps unexpected: Bon Appetit magazine cited Traverse City among the top FIVE "Foodie Towns" in the US in 2010!

The Resort houses retail outlets that reflect this, from Chef Dave's homemade ice cream found at [Dylan's](#), and the best of Cherry & other fruit spreads at the [American Spoon Foods](#), both right down the hall from the lobby.

The **GRAND TRAVERSE RESORT and SPA** has won accolades from Golf Digest, Successful Meetings, and Family Circle among others.

New this year: we are introducing a Concours "Street" Class; a new Concours entry level class. In the new Street Class, only the exterior, including wheels and tires, and interior will be judged.

50 years of the Porsche 911

The sports car celebrates a special anniversary

Atlanta. For five decades, the 911 has been the heart of the Porsche brand. Few other automobiles in the world can look back on such a long tradition and with such genuine continuity as the Porsche 911. It has been inspiring car enthusiasts the world over since its debut as the Type 901 at the IAA International Automotive Show in September 1963. Today it is considered the quintessential sports car, the benchmark for all others. The 911 is also the central point of reference for all other Porsche series. From the Cayenne to the Panamera, every Porsche is the most sporting automobile in its category, and each one carries a piece of the 911 philosophy.

More than 820,000 Porsche 911s have been built, making it one of the most successful sports cars in the world. For each of its seven generations the engineers in Zuffenhausen and Weissach have reinvented it, time and time again demonstrating to the world the innovative



power of the Porsche brand. Like no other vehicle, the 911 reconciles apparent contradictions such as sportiness and everyday practicality, tradition and innovation, exclusivity and social acceptance, design and functionality. It is no wonder that each generation has written its own personal success story. Ferry Porsche best described its unique qualities: “The 911 is the only car you could drive on an African safari or at Le Mans, to the theater or through New York City traffic.”

In addition to its classic yet unique lines, the Porsche 911 has always been distinguished by its advanced technology. Many of the ideas

and technologies that made their debut in the Porsche 911 were conceived on the race track. The 911 was committed to the performance principle from the start, and motor racing is its most important test lab. From the very beginning it has been at home on circuits all over the world, earning a reputation as a versatile and dependable winner. Indeed, a good two thirds of Porsche's 30,000 race victories to date were notched up by the 911.

How Porsche celebrates the anniversary For Porsche, the 50th anniversary of this iconic sports car is the central theme of 2013.

There will be a wide variety of anniversary events, starting with the

“Retro Classics” automobile show in Stuttgart. From March 7-10 the Porsche Museum will ring in the anniversary year with four special exhibits: an early-model 911 Turbo Coupe, a 911 Cabriolet study from 1981, a 1997 street version 911 GT1 and the pre-series Type 754 T7. This chassis by Professor Ferdinand Alexander Porsche was a milestone on the way to the 911 design.

The company is also sending an authentic 1967 model 911 on a world tour. Over the course of the year, this vintage 911 will travel to five continents where it will be shown in places like Pebble Beach, Calif., Shanghai, Goodwood, U.K., Paris and Australia. As an ambassador for the Porsche brand, this vintage 911 will be in attendance at many international fairs, historical rallies and motor sport events. Fans and interested individuals can follow the car's progress at <http://porsche.com/follow-911>.

The Porsche Museum is celebrating “50 years of the Porsche 911” from

50 years of the Porsche 911

June 4 - Sept. 29, 2013, with a special exhibition featuring the history and development of the 911. In the spring the museum's own publishing house, Edition Porsche-Museum, will publish an anniversary edition entitled "911x911."

The generations

The First 911 (1963) - Birth of a Legend

As the successor to the Porsche 356, the 911 won the hearts of sports car enthusiasts from the outset. The prototype was first unveiled at the Frankfurt IAA Motor Show in 1963 as the 901, and renamed the 911 for its market launch in 1964. Its air-cooled six-cylinder boxer engine delivered 130 hp, giving it an impressive top speed of 131 mph. If you wanted to take things a little slower, starting in 1965 you could also opt for the four-cylinder Porsche 912. In 1966 Porsche presented the 160 hp 911 S, which was the first to feature forged alloy wheels from Fuchs. The 911 Targa, with its distinctive stainless steel roll bar, made its debut in late 1966 as the world's first ever safety

cabriolet. The semiautomatic Sportomatic four-speed transmission joined the lineup in 1967. With the 911T of the same year, and the later E and S variants, Porsche became the first German manufacturer to comply with strict US exhaust emission control regulations. The Porsche 911 became more and more powerful as displacement increased, initially to 2.2 liters (1969) and later to

iere, the engineers at Porsche gave the 911 its first thorough makeover. The G model was produced from 1973 to 1989, longer than any other 911 generation. It featured prominent bellows bumpers, an innovation designed to meet the latest crash test standards in the United States. Occupant protection was further improved by three-point safety belts as standard equipment, as well as

mystique. The next performance jump came in 1977 with the intercooler-equipped 911 Turbo 3.3. At 300 hp it was the best in its class. In 1983 the naturally aspirated 911 Carrera superseded the SC; with a 3.2 liter 231 hp engine, it became a favorite collectors' item. Starting in 1982, fresh air enthusiasts could also order the 911 as a Cabriolet. The 911 Carrera Speedster, launched in 1989, was evocative of the legendary 356 of the fifties.

The 964 (1988) - Classic Modern

Just when automotive experts were predicting the imminent end of an era, in 1988 Porsche came out with the 911 Carrera 4 (964). After 15 years of production, the 911 platform was radically renewed with 85 percent new components, giving Porsche a modern and sustainable vehicle. Its air-cooled 3.6 liter boxer engine delivered 250 hp. Externally, the 964 differed from its predecessors only slightly, in its aerodynamic polyurethane bumpers and automatically extending rear spoiler, but internal-



2.4 (1971). The 911 Carrera RS 2.7 of 1972 with 210 hp engine and weighing less than 1000 kg remains the epitome of a dream car to this day. Its characteristic "ducktail" was the world's first rear spoiler on a production vehicle. The G-Series (1973) - The Second Generation Ten years after its prem-

integrated headrests. One of the most important milestones in the 911 saga was the 1974 unveiling of the first Porsche 911 Turbo with a three-liter 260 hp engine and enormous rear spoiler. With its unique blend of luxury and performance, the Turbo became synonymous with the Porsche

50 years of the Porsche 911

ly it was almost completely different. The new model was designed to captivate drivers not only with sporty performance but also with enhanced comfort. It came with ABS, Tiptronic, power steering, and airbags, and rode on a completely redesigned chassis with light alloy control arms and coil springs instead of the previous torsion-bar suspension. A revolutionary member of the new 911 line right from the start was the all-wheel drive Carrera 4 model. In addition to Carrera Coupé, Cabriolet and Targa versions, starting in 1990 customers could also order the 964 Turbo. Initially powered by the proven 3.3 liter boxer engine, in 1992 the Turbo was upgraded to a more powerful 360 hp 3.6 liter power plant. Today, the 964 Carrera RS, 911 Turbo S, and 911 Carrera 2 Speedster are in particularly high demand among collectors. The 993 (1993) - The Last Air-Cooled Models The 911 with the internal design number 993 remains the one true love of many a Porsche driver. The remarkably

pleasing design has much to do with this. The integrated bumpers underscore the smooth elegance of its styling. The front section is lower-slung than on the earlier models, made possible by a switch from round to polyellipsoid headlights. The 993 quickly gained a reputation for exceptional dependability and reliability. It was also agile, as the first 911 with a newly designed aluminum chassis. The Turbo version was the first to



have a bi-turbo engine, giving it the lowest-emission stock automotive powertrain in the world in 1995. The hollow-spoke aluminum wheels, never before used on any car, were yet another innovation of the all-wheel drive Turbo version. The Porsche 911 GT2 was

aimed at the sports car purist who cherished the thrill of high speeds. An electric glass roof that slid under the rear window was one of the innovations of the 911 Targa. But the real reason dyed-in-the-wool Porsche enthusiasts still revere the 993 is that this model, produced from 1993 to 1998, was the last 911 with an air-cooled engine.

The 996 (1997) - Water-Cooled

The 996, which rolled off the assembly line

from 1997 to 2005, represented a major turning point in the history of the 911. It retained all the character of its classic heritage, but was an entirely new automobile. This comprehensively redesigned generation was the first to be driven by a water-cooled boxer engine.

Thanks to its four-valve cylinder heads it achieved 300 hp and broke new ground in terms of reduced emissions, noise, and fuel consumption. The exterior design was a reinterpretation of the 911's classic line, but with a lower drag coefficient (cW) of 0.30. The lines of the 996 were also a result of component sharing with Porsche's successful Boxster model. Its most obvious exterior feature were the headlights with integrated turn signals, at first controversial but later copied by many other manufacturers. On the inside, drivers experienced an entirely new cockpit. Driving comfort now also played a greater role alongside the typical sporty characteristics. With the 996 Porsche launched an unprecedented product offensive with a whole series of new variations. The 911 GT3 became one of the highlights of the model range in 1999, keeping the tradition of the Carrera RS alive. The 911 GT2, the first car equipped with ceramic brakes as standard, was marketed as an

50 years of the Porsche 911

extreme sports vehicle starting in the fall of 2000.

The 997 (2004) - Classicism and Modernity

In July 2004 Porsche unveiled the new generation 911 Carrera and 911 Carrera S models, referred to internally as the 997. The clear oval headlights with separate blinkers in the front apron were a visual return to older 911 models, but the 997 offered more than just style. It was a high-performance vehicle, with a 3.6 liter boxer engine that turned out 325 hp while the new 3.8 liter engine of the Carrera S managed an incredible 355 hp. The chassis was also substantially reworked, and the Carrera S came with Porsche Active Suspension Management as standard equipment. In 2006 Porsche introduced the 911 Turbo, the first gasoline-powered production automobile to include a turbocharger with variable turbine geometry. A model update in the fall of 2008 made the 997 even more efficient thanks to direct fuel injection and a dual clutch transmission. Never be-

fore had the 911 series made such extensive allowances to suit drivers' individual prefer-



ences, and with Carrera, Targa, Cabriolet, rear or all-wheel drive, Turbo, GTS, special models, and road versions of GT racing cars, the 911 family ultimately comprised 24 model versions.



The 991 (2011) – Refined by Experience

This car, known internally as the 991, repre-

sents the greatest technical leap in the evolution of the 911. Already the class benchmark for decades, the new 911 generation raised performance and efficiency to new levels. A totally new suspension with a

longer wheelbase, wider track, larger tires and an ergonomically optimized interior – it all adds up to an even sportier yet more comfortable driving experience. Technically, the 911 is the epitome of Porsche Intelligent Performance - even lower fuel consumption, even higher performance. This is due in part to the smaller 3.4 liter displacement in the Carrera basic model (yet developing 5 hp more than the 997/II), and to its hybrid steel/aluminum construction, which significantly reduces curb weight. Other innovations include Porsche Dynamic Chassis Control (PDCC) and the world's first seven-gear manual transmission. The design of the 991 has likewise met with high critical acclaim. With its flat, stretched silhouette, exciting contours, and precisely designed details, the seventh generation of the Porsche 911 Carrera remains unmistakably a 911 that has once again succeeded in redefining the standard for automobile design. It is the best 911 of all time – until the next generation.

TECHNICAL

Taking a closer look

Pads and Rotors on a 2002 911 Turbo

Saturday March 16th

We had great weather and a very good turnout for this month's Tech Session at Jim Brandon's garage. The

was noticed that the replacement pads on hand for the rear were incorrect. Now the project would be changed to replacing the pads and rotors on the

your way around one wheel at a time. Being an observer I can tell you that it does look pretty simple. Jim Brandon pointed out that the rotors are designed to only go one direction. To make sure you have the correct rotor on the side that you are working on look at the direction the holes are pointing. The holes make a pattern that curves toward the rear of the car. This is the proper direction to make sure the air flow will properly cool the brakes. The rotors that we used were marked on the edge with an R or an L to also identify which side of the car they were designed for. Not all rotors will have this marking. A necessary tool for this project is a torque wrench to ensure the proper amount of torque when tightening the bolts and lug nuts. Another important part of the job is to properly clean the rotors after they have been completely installed to remove any dirt or oily residue before remounting the wheels. This a good DIY job for almost anyone as long as you have the proper tools and either a lift like Jim's or a proper jack and a level driveway or garage floor at home. Thanks to Jim for hosting this tech session and for

planned exercise for today was to replace all four rotors and pads on Mason Wilson's 2002 911 Turbo. The first step after raising the car on the lift was to remove all four wheels.

front wheels only. David started with the left front and began removing the front pads. This job can be done in an hour to an hour and a half for the front axle. It definitely makes

Paul Elwyn assisted in this part of the job. The group decided to start on the right rear first. David Patrick went to work removing the first pad. After removal it

the job easier if you have a proper lift like Jim Brandon does in his garage. David says that you can do it with a jack at home in your driveway if you work



everyone that participated. Special thanks to David for doing most of the installation.

Membership Social

The Grey Goose - Midway March 24th



Nasty weather made for a small turnout at this month's membership social at The Grey Goose in Midway.

However, the food was good and so was the company.



PORSCHE 944



Leonard Ledford's 944 is a rare find. This is a 1986 944 that had barely covered 23,000 miles in 25 years. The car was found residing on a horse farm in Versailles KY a true thoroughbred among thoroughbreds. Leonard drives his car every day to and from work and most everywhere else. Porsche's were meant to be driven and this one is finally enjoying the life it was built for. With its 2.5 liter single overhead cam 4 cylinder engine rated at 147 hp at 5800 rpm and nearly perfect 50/50 front to



PORSCHE 944



rear weight distribution it is a blast to drive. This car is nearly original in every way. It is likely one of the finest unrestored examples you will find that is driven as a daily driver. Oh sure, you can find cars that have been stored for years and never driven or cars that have been meticulously restored to new condition and these are usually living

in a museum. But this is a true sports car, a classic that is enjoyed the way it was meant to be.



Jamie's Photography class

How polished are your photography skills? Do you and your camera(s) speak the same language, the language printed in the camera instruction manual you were supposed to memorize? Come spend some time with an old photo pro who can help you translate and relate to the digital domain, the visual language so important in our communication today. It

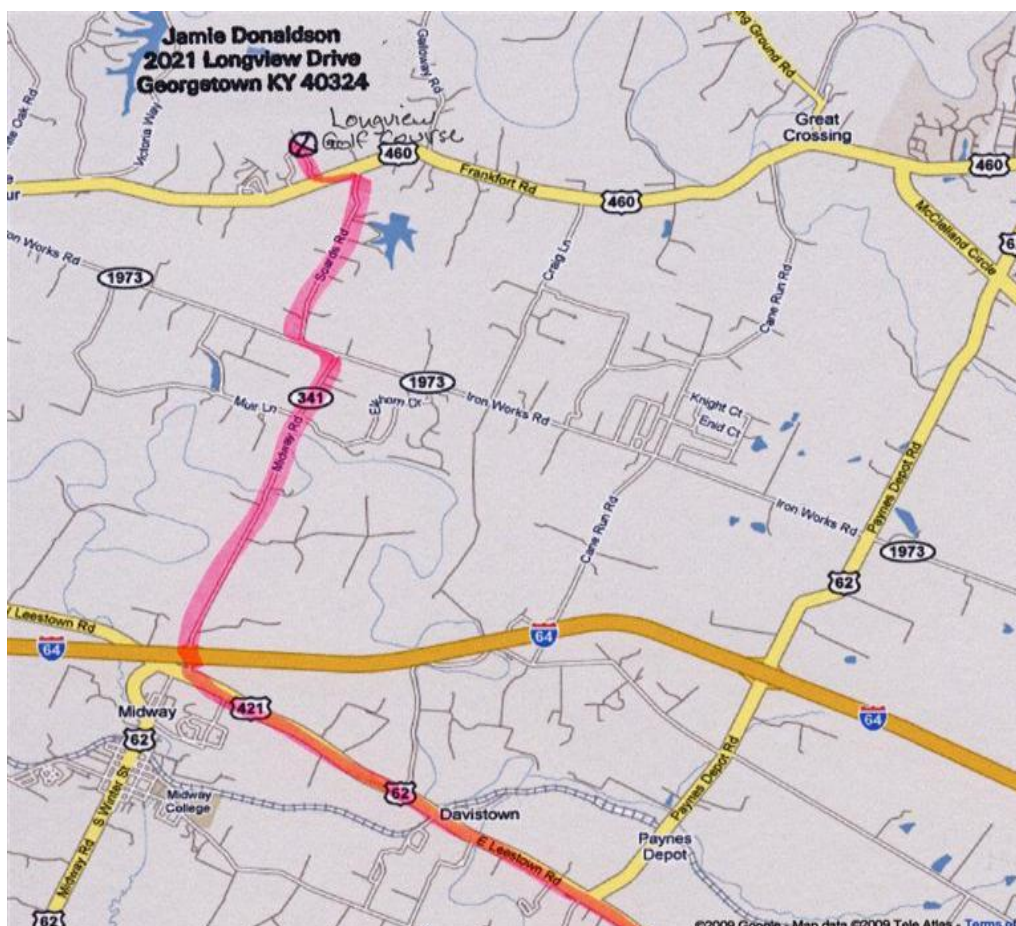
doesn't matter the count of your camera's megapixels, understanding a few of the universal principles of photography will significantly enhance your digital image capture abilities. We will decipher the terminology and learn to knowingly speak some of the language, and apply this new knowledge toward whatever special interest areas you desire.

Whether you have a pocket camera or a DSLR, even a cell-phone camera user can create more useable images with this knowledge. So charge up your camera batteries, pack that instruction book up with your camera, and spend some time on April 28th (Sunday evening at 7 PM) with "Camera Man." That's my old handle in CB radio days, and I do have

the hat and T shirt as proof.



— Jamie



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