

Bluegrass Region Porsche Club of America

February 2015

RUMBLE



RUMBLE

February 2015 Vol. 13 No. 2

THE OFFICIAL NEWSLETTER OF THE BLUEGRASS REGION PORSCHE CLUB OF AMERICA



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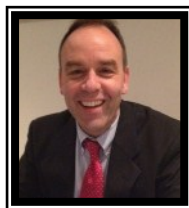
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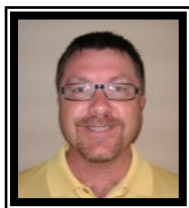
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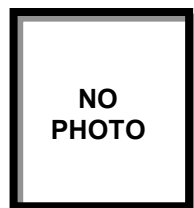
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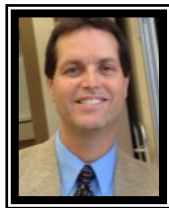
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**David
Hafley**
Secretary

BOARD MINUTES

**JANUARY 5TH, 2014
MARIKKA'S – LEXINGTON
KENTUCKY**

Board Members Present:

Ed Steverson, David Hafley, Jamie Donaldson, Mason Wilson, Bob Lovejoy, Patrick Meyer, Neil Fisher, Brant Nystrom, Tim McNeeley, Ken Hold

Members present:

Mike Wilson, Michelle Fisher

Meeting convened by President Ken Hold at 5:30 pm. Ken thanked Ed Steverson for preparing the agenda. Ed reported that approximately 120 ballots were sent for the just completed board election and that approximately 45 members cast a ballot. Tim offered heart-felt thanks on behalf of the board and entire club for Ed's excellent leadership during his term in office. All present voiced their agreement.

Minutes of the December 2015 meeting:

Following a short discussion, Patrick made the motion to approve the minutes as submitted. Jamie seconded the motion and it passed.

Secretary's Report:

David was unable to report. He was busy fitting President Hold for his new crown. Solicitations to fund new cape and scepter for the President were placed on hold pending further study.

Vice President's Report:

Mason present. No formal report, but he noted that past president Ed has a new car.

Treasurer's Report:

Bob reported an account balance of \$2916.98. Ed noted the club is waiting for \$450 from national, and he will check on the status.

Tech:

Jim hosted a successful Tech Session focused on maintenance of David Hafley's 1977 911S. The car is holding up well. The owner, not so much. Part II of the session will be scheduled late winter or early spring with details to follow.

Activities Report:

David Patrick was present and led a discussion that included the following:

- The most recent Cars and Coffee held at Tom Jones' shop was a tremendous success

- The next Porsche-only drive will be the upcoming Saturday
- A reminder to RSVP for the Holiday Party, which will be held January 6th at the Cherry Blossom Country Club.
- The tentative date for the next Cars and Coffee is February 7th, and will be held at Mike Scanlon's shop off Delaware Ave.
- The March Cars and Coffee is tentatively scheduled to return to the shop of Tom and Connie Jones.
- Weather permitting, Cars and Coffee will return outdoor at the Clarion in April.
- Ideas for the February social are needed. Submit ideas to David Patrick.
- Registration for the 2015 Parade is opening soon. Ken will follow up and provide additional information.

Safety Report:

JW not present. Mason surveyed the room and reported that everything looked safe to him. No safety issues identified.

Track Report:

Brant reported he is working on a 2015 track calendar. There was discussion about holding a club event at the Corvette Complex in Bowling Green. There was positive feedback on the prospect. Brant will follow up.

Newsletter Report:

Neil reported he has good content for the upcoming issue of Rumble. He is waiting for information from Ken and will post Rumble by the end of the current week. He reminded everybody to submit content to him by the first of every month. On a related topic, Ed informed the club he would have website materials for review at the February meeting.

Membership Report:

Tim provided a brief overview of the national membership system, and reported one new member and four transfers into the club.

New Business:

Discussion took place on the topics listed below:

- Ed solicited a candidate to serve as membership liaison.
- Preliminary work is underway for the 2015 membership appreciation event and fall charity drive
- Ed noted the need for an advertising coordinator for the Rumble.

dinator for the Rumble.

- Discussion of club tax preparation. Took place. It was noted that Mike Shepherd has generously contributed his time and efforts; notwithstanding the fact he is not a member. A motion was made by Ed and seconded by Ken to invite Mike and his wife to the Holiday Party as guests of the club. This motion was amended to include Teresa and Aiden as invited party guests. Motion passed.

Presidents Report:

Ken thanks Ed for his service as club president. All agreed and expressed their appreciation to Ed.

Ken distributed three documents for review and discussion. Each was a 'cloud diagram'. The first handout diagrammed the membership core of the club and areas where we could improve engagement with the broader community. The second diagram, The Hook, depicted various events that keep members interested and involved, but also requires work by the club to succeed. Next, Ken discussed the third diagram that depicted ways in which the Board 'Makes it Happen' Ken is requesting review and discussion of these topics as the club moves forward into 2015 and beyond. There was favorable feedback and agreement to continue working on these topics.

Tim made a motion, seconded by Patrick that the club give Mike Scanlon 6 mugs in appreciation for use of his facility to host Cars and Coffee. Approved.

Adjourn:

Motion by Tim with second by Jamie to adjourn at 7:08 pm. Approved.

Submitted by David Hafley, Secretary.

RUMBLE

President's Message

By Ken Hold



OK

where did January go? My first month as President and January is already over! Well it went fast but it certainly was fun. The club had three events over the five weekends in January. We started off January 3rd with our indoor Cars & Coffee at Tom and Connie Jones' Toy Box. Despite cool, damp weather we had a normal attendance of about 40 folks representing over 10 clubs. Several of the attendees brought very nice rides, including a really neat Model A Ford.

The very next Saturday, January 10th, we had our Porsche Only Cars & Coffee at the Cusi restaurant in Hamburg. Approximately a dozen members attended for breakfast and Porsche talk. It was great to have two new members attend for their first BGS event. The informal atmosphere with a smaller group made the C&C a great opportunity to meet new folks and talk.

And the very next Saturday, January 17th, was our Annual Holiday Party. For the second year we held our party at the Cherry Blossom Country Club in Georgetown. The venue was excellent and the caterer did a very good job with the food. We need to keep both in mind for future events. We had a good turnout with 45 attendees. In addition to generous door prizes supplied by, Blue Grass Motorsport, Foreign Affairs, Porsche of the Village, David Patrick, Jamie Donaldson and Patrick Meyer; several prizes were supplied by our club. Blue Grass Motorsport was especially generous in giving a Driver's Education certificate for a session at Putnam Park. The Wilson family will put that certificate to good use! Note that each member attendee is eligible for a free PCA Bluegrass mug (glass or insulated) available to be picked up at Foreign Affairs. Thanks to the good folks at 4N Affairs for helping with the distribution. Stop in and get your mug. Thanks also to Ed Steverson for putting this event together!

BADGES

Our BGS Board used the Holiday Party as an opportunity to announce that they had decided to provide club badges for our members. The first badge for a member (primary or associate) will be provided at no charge. Replacement badges will need to be purchased. To order your badges contact Ed Steverson. See more information later in this Rumble issue.

PARADE

The Ohio Valley Region conducted a training/promotion session called Parade 101 on Saturday, January 31. David Patrick attended the session and has included key aspects in this month's Rumble. Thanks to David for taking the time and passing on the information. Note that I've notified the National Parade Chair, Susan Brown and our Zone 13 Representative, James Jacisin that several of our club members have expressed interest in volunteering to help with this year's French Lick Parade. Since this is a Zone 13 event, I'm sure there will be need for local "boots on the ground". This will be the 60th PCA Parade and several additional attractions will be held to recognize that fact at the parade. Let me know if you are interested in volunteering to help.

KEENELAND CONCOURS

The folks at Keeneland paved the gravel roads surrounding the Entertainment Center! This provides many more logistical options for concours traffic flow and event management. Many thanks to the Keeneland Association for making this very neat improvement.

Also, the Keeneland Concours Executive Board has added two new members this year. Kara Heissenbuttel, the Marketing and Special Events Coordinator for Keeneland and Dr. Jay Zwischenberger, from UK Hospital are great additions to the board. Their unique viewpoints of the concours and their understandings of its overall impact to the Lexington community will improve our focus for future concours direction.

I'm beginning to get requests for dedicated parking in the Paddock. So far, seven of our regular clubs have contacted me. The Maserati Club has requested a dedicated area and since Maserati is the marque for 2015, they expect a good display of club member cars. In addition, we now have an area designated to members of the Keeneland Concours Society. These folks are all car folks with nice rides.

I'm also getting requests from last year's Paddock volunteers to work again this year! I can always use more volunteers so let me know if you are interested in volunteering for 2015. Fellow BGS Board member Patrick Meyer, assisted me in chairing the Paddock area at last year's concours. He has again offered to assist this year. Feel free to contact Patrick regarding what volunteers do in the Paddock.

Well lots going on now, and more to come when we can have fun in the sun! If I haven't mentioned an event or activity that interests you, contact me and we'll see about the possibility of adding it to our activity list for 2015.

Ken Hold

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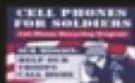


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MEMBERSHIP NEWS



**Tim
McNeely**
Membership Chair

185 Total members!

One new member this past month.

Please join me in welcoming:

Jack Morris of Lawrenceburg

1960 356 (Sweet)

Our membership is at 116 Regular Members and 69 Family & Affiliate Members, making our total membership 185.

One more month of really cold weather....can't wait for it to be over. Put on your winter tires and come out to an event in the meantime!!!

Also, please recognize the following Member Anniversary dates:

Jim Brandon	1988
P.R. Gerrow	2001
Mike Shepard	2005
Tim Howard	2006
Paula Hollingsworth	2006
David Hafley	2008
Wayne Collier	2013
John Schmidt	2014
Christopher Watkins	2014

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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.

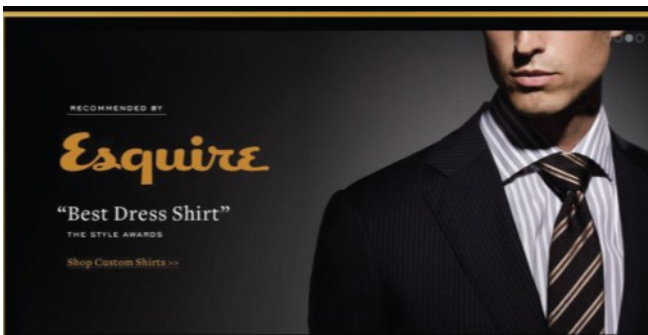


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Cars & Coffee

January 3rd,
Tom & Connie Jones' Toybox

Photos by: Ed Steverson
& Neil Fisher

Once again Tom and Connie Jones opened their Toybox and allowed us to peek inside and enjoy their wonderful collection of motorcars and motorbikes.

This collection of cars definitely reflects that of a true connoisseur of automobile collecting.

Some of the vehicles that folks arrived in were also of note. Enjoy the photos.



Cars & Coffee

January 3rd,
Tom & Connie Jones' Toybox

Photos by: Ed Steverson
& Neil Fisher



PORSCHE ONLY CARS AND COFFEE

January 10th,
Cosi Restaurant Hamburg Pavilion



Event Calendar



David
Patrick *Activities Chair*

February 7th Cars & Coffee at Fleetwood Collection, Delaware Ave 9am-11am. Check website calendar for directions.

February 14th Porsche Only Cars & Coffee at Ramsey's On Harrodsburg Rd.

February 15th Monthly social at Puccini's Smiling Teeth Pizza, 3090 Helmsdale Place Lexington, KY, 40509

March 2nd Board Meeting at Marikka's on Southland Dr. 5:30pm-7:00pm

March 7th Cars & Coffee at Tom & Connie Jones Toybox, 980 Contract Street suite 130

Contact David with Porsche related event news: ptrckdvd@yahoo.com
Also check the calendar on the website for DE's and other activities.

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Holiday Party 2015



This year's Holiday Party took place at the Clubhouse of Cherry Blossom Golf course on January 17th. Forty five club members were in attendance. Everyone enjoyed a delicious meal and there was a cash bar available. Our sponsors donated several great door prizes and I believe everyone took something home with them.



Holiday Party 2015



Holiday Party 2015



60th Annual **PORSCHE PARADE**

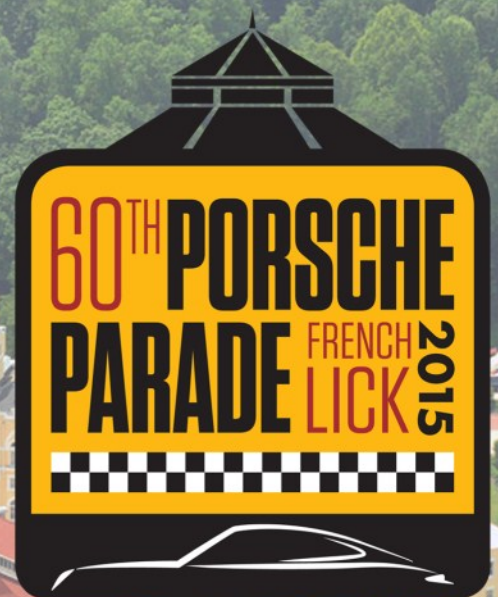
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Registration opens
March 17, 2015
at 12:00 Noon EST

Learn More and Register at parade2015.pca.org

Sunday, June 21, 2015 to Saturday, June 27, 2015
2015 Porsche Parade: French Lick, Indiana

Event Type:
Multi-Event

Save the date for the 2015 Porsche Parade: June 21-27. Not only will we be at a beautiful locale this year, the [French Lick Resort](#), we'll also be celebrating the PCA's 60th Anniversary together. You can be assured there will be some must-attend events and surprises for attendees. Porsche fun for the whole family!

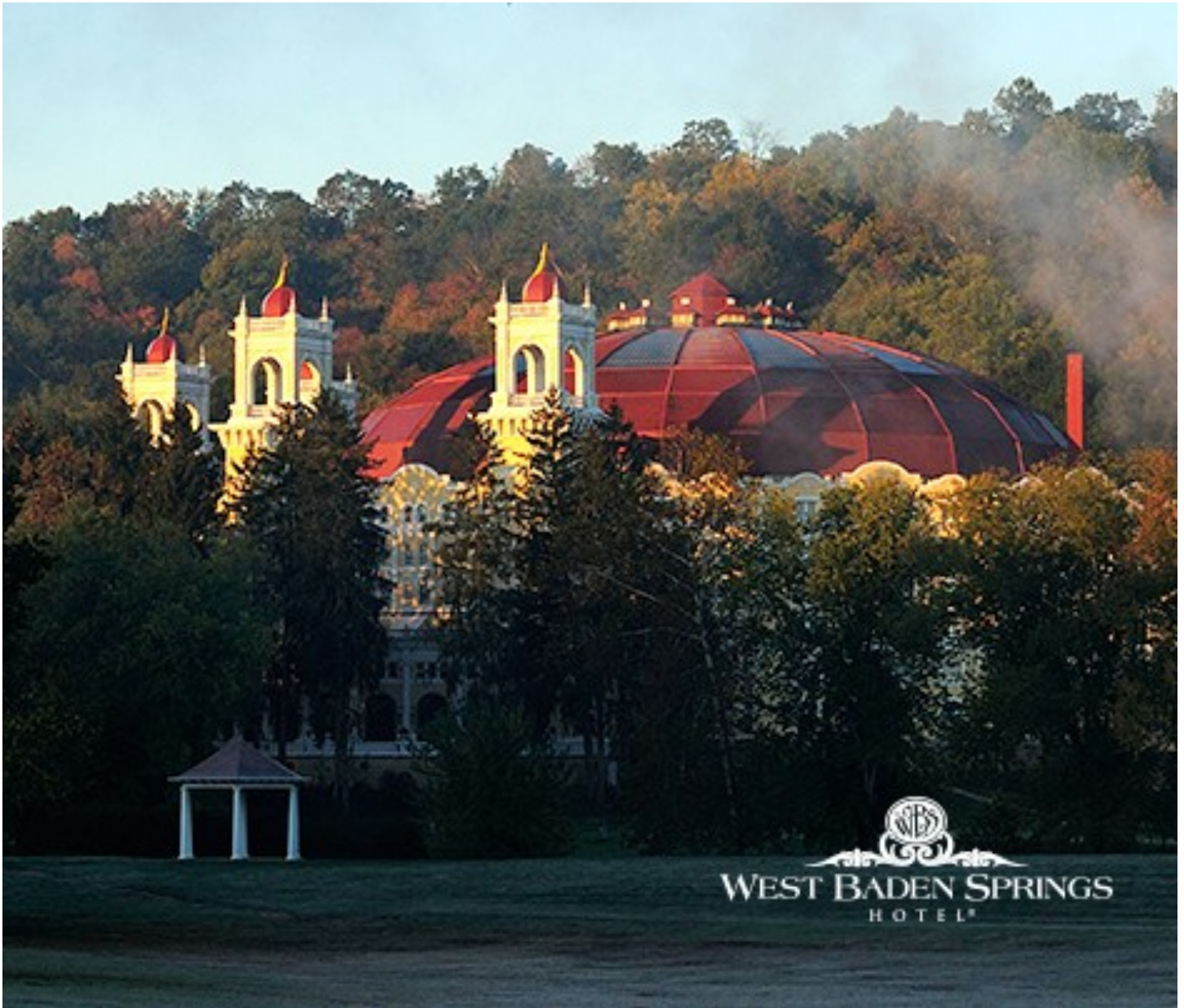
For more information on French Lick, click [here](#).

As more information becomes available, we'll update this event page.

Location:
8670 West State Road 56
French Lick, IN 47432

PARADE 101

By: David Patrick



PARADE 101

Porsche Parade: A week long PCA party that includes many of the activities that make the club what it is. It is an opportunity to make new friends from all across the world who share your passion for Porsche.

This year; the 60th anniversary of our club, Parade will be in the Bluegrass Regions' back yard. From June 21 to June 27 in French Lick, Indiana. This is a short easy drive from the Bluegrass.

PARADE 101

By: David Patrick

Parade has competitions and Events for just about everyone.

Competitions include: Concours, TSD Rally (Time, Speed, Distance), Gimmick Rally, Autocross and a Tech / History quiz. Also this year is a special Concours Class, 60/ 4/ 60. This is to celebrate each year of the club and is open to all members. We want a car from each year to represent what you feel makes your car special for the club.

Activities include Tours, Dinners and Banquets, Michelin Drive and Compare, Golf Tournament, Tech Academy, Cooking Demos, Beer Tasting, Bloody Mary Competition and many others. For the kids there are daily activities like RC competition and Ice Cream Socials.

This event is run 99% by volunteers. So get involved in some of the activities and volunteer to help with others, there are plenty of opportunities. Also you may find something you really enjoy that you would like to bring back to our region for an activity.

This years' event is being held at the French Lick Resort. The resort has two hotels, the French Lick Springs Hotel with 443 rooms and the West Baden Springs Hotel with 243 rooms. The resort completed a multi million dollar renovation in 2011. These historic hotels were originally built in 1901 and 1902. They are on 3000 acres that include two 18 hole and one 9 hole golf course, hiking trails, horseback riding trails, biking and even a foot golf course which is played with soccer balls!

There are 13 restaurants at the resort. They range from a Steakhouse to a Pizza Parlor, casual or formal to fit your mood for the day. Each hotel has a full service Spa and swimming pool. The hotels are less than a mile apart and are serviced with shuttle service every 15 minutes and a trolley throughout the day. So if the Porsche activities don't fill your schedule; check out the many activities the resort has to offer.

For Parade the bulk of activities will be at the French Lick Springs Hotel so this needs to be your pick if you want to be in the middle of the action. If you prefer a more quiet room you'll want to pick the West Baden Springs Hotel. There will be car washes at each hotel.

The Current Schedule (guaranteed to change!) looks like this:

Saturday: Welcome Tent at each hotel
Concourse 101 / Parade 101

Sunday: Parade 101
Welcome Tent
Parade Check-In
Concours Workers and Judge meetings
Welcome Party & Social

Monday: Concours D'Elegance – Historic Display
Wine Tasting
Cooking Demo
TSD Rally School and Worker meeting
Autocross Chalk Talk

Tuesday: TSD Rally
Autocross
Street Survival Driving Experience (Tentative)
Tours

PARADE 101

By: David Patrick

RC Car Competition
Ice Cream Social
Seminars
Concours Social and Banquet

Wednesday: Autocross
Michelin Drive and Compare
Golf Tournament
Tours
Beer Tasting
TSD Rally Banquet

Thursday: Autocross
Michelin Drive and Compare
Gimmick Rally
Tours
Seminar – Manny and Deiter

Friday: Tech Quizz
Tours
Tech Academy
Cooking Demo
Autocross Social & Banquet

Saturday: Tours
5K Walk, Run
Volunteer Lunch
Parade of Porsches
Victory Social & Banquet

This schedule and much more detail about Parade is on www.pca.org Just click on the 2015 parade link. For more info on the hotels try www.frenchlick.com

**REGISTRATION will open at 12:00 noon EST
March 17th on pca.org**

Registration can sell out quickly. (last year in 3 hours). You have to register and get your participant # and a code to be able to book your hotel rooms! Again see the website for more info and I am sure we will get info from the club as we get near this date.

A tip is to have your itinerary and activities planned before you get to the website. You can cancel activities up to 2 weeks before Parade if you change your plans. Also remember to volunteer to help with a couple of events between your planned activities.

A Car, Fish Story

By: Paul & Maureen Elwyn

A Car Story By Paul Elwyn

Here we have two stories, a car story and a fish story, the fish story providing the excuse for a drive to Bowling Green in our new to us 2013 Boxster S. First, some prelude.

Seven years ago the Lexington dealership planted seeds that finally paid off, if not for the Lexington dealership, at least for Blue Grass Motorsport in Louisville. Seven years ago we bought Becky Cleaver's 1996 Carrera 4S and twice were provided with Boxster loaners by Porsche of Lexington while Brian Wooldridge brought services up to date on the 4S. Both cars, a new 2008 Boxster special edition with the orange paint and alcantara interior featuring a SPORT EXHAUST button, and a 2008 Boxster S Spyder, struck Maureen and me as fun drives that rekindled our affection for roadsters, having spent the first 16 years of our marriage driving roadsters, British cars for the most part with a couple of Corvette convertibles thrown in along the way.



We were serious roadster people, driving top down throughout the winter whenever possible, winning sneering comments from sidewalkers such as, "Tacky, Tacky." (Fools laugh at what they don't understand.) We stopped driving roadsters when we bought a 1971 911 T in 1986, and continued with four more 911 air-cooled coupes through the years leading up to the '96 4S in 2007, then the '79 SC project car in 2011 still in our garage, now dwarfed by the larger Boxster S. My Porsche 911 preoccupation shifted on a brisk November Saturday.

At the November Porsche Cars & Coffee, Mike Wilson noted that he was trading his 2011 Spyder for a GT3. I asked



if he were in a position to sell the Spyder, a car I have lusted after since riding with Cass Whitehead, chief instructor at the Porsche Driving School in Birmingham. Cass and I did three laps at Putnam in a new Spyder, overtaking the DE instructors on course while Cass casually talked through the line, leaving the PDK in Auto mode. I was impressed by the PDK that always kept us in the best gear and with the Spyder's agility.

Later that day, I called Mike to let him know I preferred to sell before buying, so he followed through with his trade for the GT3. Upon further reflection, Maureen and I decided we wanted a power top in our touring car and a 981 chassis, with an eye to a certified Boxster S. The PDK would suit me okay and also provide an easier drive for Maureen if I were unable to drive while 3,000 miles away from home, but we first needed to cough up some cash.

The '96 4S was as reliable as any new car we have ever owned, as have been all of our air-cooled Porsches, covering 33,000 miles in the 993 in seven years nearly exclusively as a touring car that carried us over back roads to car events. But we anticipate having more time for longer trips in the future and thought the 4S with 126,000 miles on the clock, although reliable, might be challenged in August desert travel to keep us comfy. So we decided to let Foreign Affairs follow through with their offer to help us sell the 993.

Within three days Foreign Affairs' Scott Wooldridge had a buyer from California willing to pay within \$3,000 of our asking price, nearly twice what we paid for the car in 2007. After giving Foreign Affairs a 5% commission for handling the sale, which was a very reasonable fee given the quick

A Car, Fish Story

By: Paul & Maureen Elwyn

and professional manner in which they handled matters, we were able to consider a later model Porsche for our future travels. I should add here that my history of selling cars documents my tendency to disclose every real and imagined flaw in my cars. On my own I likely would have sold the 4S for much less. At any rate, with "cash burning a hole in my pocket," as Jim Brandon noted, the search began for a replacement for the 993 4S.



Having always owned 911 coupes, at first I considered 997.2 coupes, 996 and 997 Turbo coupes and then convertibles, but the more I considered these models, the more I realized that what we really wanted was not a modern wide body but a smaller roadster. On public roads, 315 hp in a 2900 pound car provides more than enough power, and even a Boxster barely fits on some of the narrow back roads we enjoy. Hey, after 10,000 miles in my narrower '79 SC with its lightly modified 3.0, I still find the old car entertaining, so it's a keeper, for now.

We were about to drive down to Hickory, North Carolina to check out a white 2013 Boxster S when I decided to stop by Blue Grass Motorsport to let Randy know we were shopping. He asked sales representative John Dayton to show us the 2013 Boxster S traded in the night before. This Boxster isn't equipped exactly as I would have preferred, but it appeared as new with only 5,700 miles, was a one owner with four more years or 94,000 miles of warranty remaining, freshly serviced for the certification. The way we hope to use this car, the warranty seemed like a good idea. So, what's it like?

The original Boxster S 19" summer wheel/tire package was skittish in the mid-30's temperatures on hand when we took delivery, so the car remained in the garage for the most

part until I mounted an 18" BBS wheel and Pirelli winter wheel and tire setup from Tire Rack. That made a huge difference in performance! Now I could actually brake and stick my right foot into the bulkhead without traction control intervening. So with winter tires, we took off for Bowling Green, in spring-like weather, wouldn't you know, the mission to be explained in Maureen's fish story, below.

On this trip we found the 2013 Boxster S with PDK to be the great road car that we had read about in magazines. With the 14-way power sport seats, the premium and infotainment packages, we were comfortable and entertained. Acceleration, braking, and handling exceed that of the '96 4S, and with top down on the 60-degree Martin Luther King Monday, we could not have been happier, with one exception. At first I was disappointed that this car does not have PASM. So, while the car sat awaiting winter tires, I thought, we can add the X73 Sport Suspension, an update of the setup on the 2011 987 Spyder.

Now having driven 600 miles on stock analog S suspension, and with the spirited run over kinky roads between Bowling Green and Danville behind us, I think the base S analog suspension is perfect. Even on 45 aspect sidewalls, which conjure images of older high performance tires such as those on the '62 Ferrari 250 GT Spyder or the '60 Maserati Tipo 61, the S was a joy through the twisties!



Sitting 10mm lower with PASM or 20mm lower with the X73 option looks cool, but this car already is low enough that the arms of my Rotary lift do not clear the body, so I will need ramps or will have to hand jack the car up to provide lift arm clearance before I can lift the Boxster in my garage. I mounted my winter tire set using a hand jack.

A Car, Fish Story

By: Paul & Maureen Elwyn



For aggressive back road driving, the stock S suspension works very well. So that leaves only one missing option that remains on my list. I want more engine voice, which is one of the features of the old SC with its PMO induction that I enjoy so much. The old SC sounds faster than it is, and that's a good thing in any street car. The Boxster S, like the 993 4S, is much faster than the old SC, but refinement in the later cars diminishes the sensation of speed, at least on public roads where, as Panorama Editor Pete Stout says in his January Editor's Note, "...a 160-hp Fiat Abarth can keep a 355-hp 997 in its sights down a curvy road."

The Porsche Sport Exhaust (PSE) makes a late Porsche seem even faster than it is. It doesn't provide a power boost, but it makes a 3.4 flat six sound EXOTIC! A retrofit kit from Porsche costs about \$2,000, but the job entails adding the on/off switch to the console and flashing the ECU. What's important, here, is that we want exotic noise when we want it, but without the drone on cruise. We're planning on putting a lot of miles on the Boxster, and we don't want to listen to the exhaust every mile. I know PSE works. I can still hear that orange Boxster in 2008 shrieking through the knobs south of Danville and Mike's Spyder echoing beneath I-64.

So, our 981 Boxster S isn't the ideal track car, but it will be

an excellent touring roadster. That leaves the fish story, the excuse to drive to Bowling Green.

A Fish Story By Maureen Elwyn

Several months ago, I received a call from Bill Colvin who identified himself as a childhood friend I hadn't seen in years.

I immediately remembered Billy who would *borrow* my Sunday school money at Springfield Baptist Church leaving me in tears each week. Bill apologized for tracking me down, but said he had something he wanted to share with me.

Then he asked if I ever shopped at Cabela's Sporting Goods in Bowling Green. Of course, I hadn't and asked why I should. Billy proceeded to tell me that as he wandered through the store he came upon a poster-sized picture of me standing beside a big fish.

He said he knew that there could only be one Maureen Moynahan in the world. He wanted to let me know about it so I could go see for myself. I instantly knew which picture it had to be.

A Car, Fish Story

By: Paul & Maureen Elwyn



So, today, with my faded picture in hand, Paul and I drove to Bowling Green. Upon entering the mammoth store, I turned right and headed for the fishing section. In less than 30 seconds I stopped dead in my tracks.

Billy, the class clown, was not pulling my leg. Mounted next to the door of the ladies restroom was the picture of me - the exact duplicate of the one I held in my hand only much, much larger. A plaque underneath gave my name (spelled

correctly!), the place, and the date.

For the next five minutes, Paul and I blocked traffic to the restrooms as we took picture after picture trying to get just the right shot.

One man blocked from the men's room even shook my hand after I told him why I was posing beside a picture next to the ladies room door with a possum grin on my face. He said he'd always wanted to meet someone famous.

After our photo shoot, Paul and I toured the store and selected a couple of items. As we were checking out, we asked to speak to the manager. You can imagine his surprise when I showed him my picture!

He asked how I had made it onto his wall, and I said, "That's what we were going to ask you!"

The only thing I could come up with was that Daddy had worked for Fish and Wildlife and that someone possibly from the department must have shared my picture.

The manager asked if he could take my picture to share with his boss, so back we went for yet another photo session.

And now, as Paul Harvey would say, the rest of the story.

Several months ago while dining at Cracker Barrel one evening, I mentioned to Paul (my husband, not the famous Paul) that looking at the portraits on the walls gave me the creeps. I told him I hoped my picture would never end up hanging on a public wall.

That statement now strikes me as eerie. The good news is, I'm not creeped out.

Who would have dreamed that 59.5 years later, that's exactly what happened.

How's that for a fish story?

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TRACK TIME

BY BRANT D. NYSTROM

We are finally emerging from track hibernation. The first road-racing event of the year, and one of the most prestigious as well, took place January 24-25. The Rolex 24 at Daytona is a 24-hour road-race and first stop of the Tudor United SportsCar Championship (TUSC). Each year, cars and teams from around the world converge on Daytona with hopes and dreams of a strong start to the coming racing season, as well as winning the one-of-a-kind Rolex Daytona watch that adorns class winners at this event.



Start of The 2015 Season: The TUSC Rolex 24 at Daytona

The 24 Hours of Daytona is a unique event. Because of its timing early in the season, the race attracts drivers from various disciplines (IndyCar, Nascar, Sports Cars, Prototypes, and many more) around the world. In fact, the Daytona 24 is usually one of the top three event wins desired by the racing community worldwide (only the 24-hours of Le Mans is more coveted). Because of its timing and prestige, the racing at Daytona is fast, aggressive, and amazingly close for a 24-hour event. In fact, it feels more like a sprint race than an endurance event, with teams running full-tilt for the entire 24 hours.



The Rolex 24 Starting Field of 53 Prototypes & Sports Cars



TRACK TIME

BY BRANT D. NYSTROM

As with all Tudor series events, there are 4 classes of cars at Daytona. The fastest class is the Prototype (P) class. Prototype cars vary from Daytona prototypes, to P1 cars from across the globe. Next are the Prototype Challenge (PC) cars. Prototype challenge is a 'one-design' class where all competitors run exactly the same vehicles ORECA FLM09 prototype chassis with Chevy V-8 power plants. The next class GT Le Mans (GTLM) sports cars is arguably the most interesting class in the field. Here privateer teams battle major auto manufacturers (including Porsche, Ferrari, BMW, Chevrolet, and others) for bragging rights as the fastest street-based vehicles in North America. The last class, but no less exciting, is the GT Daytona class. Here, private racing teams in street-based sports cars, battle for victory in the largest class in the Tudor championship series. The Porsche 911 GT America (a variant of the 911 Cup car) is the most commonly raced vehicle.

As far as Porsche was concerned, they ran three vehicles in the GTLM class. Two of those vehicles were run by Porsche Motorsports North America (car number 911 & 912), and sported a slew of Porsche factory racers. The #911 car was driven by the team of Nick Tandy, Patrick Pilet, and Marc Lieb. The #912 car was piloted by Joerg Bergmeister, Earl Bamber, and Frederic Makowiecki.



The #911 Porsche RSR GTLM Entrant

The third Porsche RSR was sponsored by Team Falken Tire, and sported drivers Patrick Long, Wolf Henzler, and Bryan Sellers.



The #17 Falken Tire Porsche RSR GTLM Racer



TRACK TIME

BY BRANT D. NYSTROM

In GTD class, no fewer than 9 Porsche GT America's blessed the grid. The two most notable cars were the number 22 Alex Job Racing 911, and the number 58 entry from Wright Motorsports. The #22 car has been seen widely in commercials as the car sponsored by WeatherTech car accessories. They had four drivers led by the notable Leh Keen. The #58 entrant was of particular interest to us in the Bluegrass Region as its home at Wright Motorsports is located in Cincinnati. Additionally, the car was piloted by GT3 Cup superstar Madison snow and actor Patrick Dempsey.



The #10 Wayne Taylor Racing Corvette Daytona Prototype

Race day was sunny and clear following intermittent rain during practice and qualifying. Racing was close and intense, as expected, but with little early carnage except for an issue with the #912 Porsche RSR, which kept it in the pits for six long laps. Ultimately, each of the three Porsche RSRs would show periods of brilliance and each led the GTLM class. Most notably the Falken Tire #17 car took the class lead about an hour into the event, and settled in as a front-runner throughout the night.



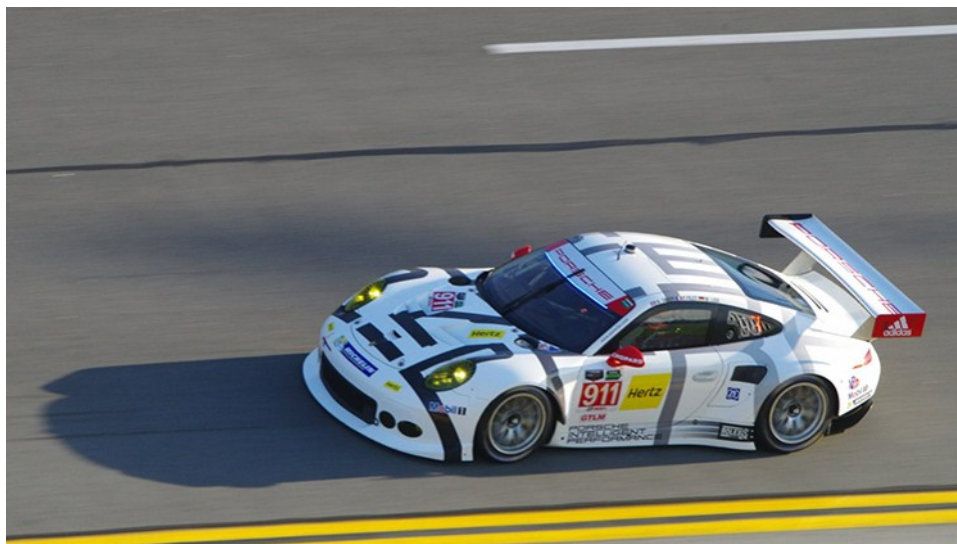
#912 Porsche RSR GTLM Entrant Recovering From a Slow Start



TRACK TIME

BY BRANT D. NYSTROM

Then it happened, the defining event of the race for Porsche. Just past midnight Earl Bamber touched the wet infield grass and slid out-of-control towards the coming turn. Upon crossing the track, he plowed into the side of his teammate Marc Lieb, causing significant damage to both vehicles. Neither car would again compete for the class lead. Additionally, the #17 Falken Tire RSR experienced an engine failure Sunday morning. Porsche was out.



Porsche Factory RSR Flying Around the High Banks at Daytona

Porsche fared much better in the GTD class. They contended for class leadership the entire race. Ultimately, the #93 Dodge Viper SRT would secure the class win, but the Alex Job Racing #22 911 secured second place. Additionally, the podium was rounded out with the #58 Wright Motorsports 911 GT America. The drivers of these two Porsches did an excellent job and deserved their podium finishes.



The Falken Tire RSR at Dusk



TRACK TIME

BY BRANT D. NYSTROM

As for the rest of the classes, Prototype Challenge was exciting to watch with many spins and lost tires. The #52 Mathiasen Motorsports entry emerged victorious, following crashes, spins, and a fire amongst their competitors.



The #58 Porsche 911 GT America Co-Piloted by Patrick Dempsey

The prototype class was closely contested down to the wire. A few laps out, the #02 Ganassi Racing DP car was neck-and-neck with the #10 Wayne Taylor Corvette DP, when the #10 was forced to pit for a driver change as Jordan Taylor had too much time in the car per TUSC rules. This allowed the 02 to finish uncontested, and the 05 car from Action Express Racing to grab second.



Overall Winner: The #02 Ford EcoBoost Daytona Prototype



TRACK TIME

BY BRANT D. NYSTROM

In the end, the Rolex 24 at Daytona didn't disappoint. While Porsche finished back in the GTLM pack, each car demonstrated its ability to run at the front, and they will likely be strong competitors throughout the season. More to come next month...

2015 Rolex 24 at Daytona Race Results:

Place & Class: Number: Description:

1st P Class: #02 Ford Ecoboost DP
2nd P Class: #5 Corvette DP
3rd P Class: #10 Corvette DP
1st PC Class: #52 ORECA FLM09
2nd PC Class: #16 ORECA FLM09
3rd PC Class: #54 ORECA FLM09
1st GTLM Class: #3 Corvette C7.R
2nd GTLM Class: #25 BMW Z4 GTE
3rd GTLM Class: #4 Corvette C7.R
1st GTD Class: #93 Dodge Viper SRT
2nd GTD Class: #22 Porsche 911 GT AM
3rd GTD Class: #58 Porsche 911 GT AM

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

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