

*Bluegrass Region Porsche Club of America*

# RUMBLE

June 2013



June 2013 Vol. 11 No. 6

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**On the cover:** Drei Statten Picnic





## Bluegrass Region PCA Club Officers



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**David Hafley**  
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**Bob Lovejoy**  
*Treasurer*  
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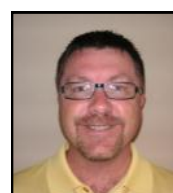
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**Mary Doerr**  
*Photographer*



**Julie Woods**  
*Historian*

## National PCA Board Officer from Bluegrass Region



**Phillip Doty**  
*PCA RPM Chair*  
[PHDoty@aol.com](mailto:PHDoty@aol.com)

**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**



**The driving season has arrived! If you are into a leisurely drive, a fast paced track event, or enjoy walking around beautiful cars in beautiful settings. We have them all.**

This coming weekend is the Kentucky Region's Summer Heat at Putnam Park. If you have never been to the track and desire to do so, this is the event for you. Bluegrass Motorsport (our Porsche Dealer in Louisville) and the Kentucky Region PCA put on the best organized driver's education event I have ever attended. Track time is why you attend, but this event is so much more. There is a party on Friday night and a dinner on Saturday. It is nice to have the opportunity to socialize with fellow track goers. This is a first class event! If you can't make it this weekend, they also have a Fall Festival in September. This year it is on September 13-15th.

Also this weekend on Sunday we will have a group caravan going up to Ault Park to enjoy their Concours. We will meet at the Georgetown Wal-Mart at 9am. Porsche: From road to racing is the feature marque. These are just a couple of opportunities that we have this weekend to get out and enjoy the weather and your Porsche.

Also every month on the first Saturday, we have a multi marque Cars & Coffee. We are at the Clarion Hotel on Newtown Pike. Cars start arriving at 9am. You never know what will show up. I have seen all kinds of Porsche cars, Ferrari's, BMW's, VW's, various muscle cars, and a 1932 boat tail speedster! Tell all your car friends. Coffee is free and a hot breakfast buffet is only \$4.99.

**Come on out and let's have some fun!**

**What we have been doing**

### BOARD MEETING

May 6th was our board meeting. Turn-out was strong and thanks to everyone that attended. Board meetings are open to all members and I invite you to attend. First Monday of each month at Marikka's on Southland Drive, meeting starts at 5:30.

### CARS & COFFEE

On May 4th over forty cars from all around central Kentucky joined us at the Clarion. Check out the photos in this Rumble.

### MONTHLY SOCIAL

May 19th our social was at The Pub near Fayette Mall.

**What we are gonna do**

### SUMMER HEAT

June 7th-9th is the Kentucky Region's High Performance Drivers Education at Putnam Park.

### AULT PARK CONCOURS

June 9th we will caravan up to this great concours in Cincinnati. We will meet at the Georgetown Wal-Mart parking lot at 9am.

### MONTHLY SOCIAL

June 16th is our monthly social. We will be at the Clarion Hotel (same location as Cars & Coffee) Meeting starts at 5:30.

### BOARD MEETING

July 1st is our board meeting. Everyone is invited to attend. It will be at Marikka's on Southland Drive, Meeting starts at 5:30.

### CARS & COFFEE

July 6th will be our next Cars & Coffee. We will be at the Clarion on Newtown Pike @ 9am. A full service breakfast buffet is available for under five dollars. April, May, and June all turned out over 45 cars.

Hope to see you at an event soon.

Drive it,  
Ed

Welcome to the June edition of your Rumble! The weather is starting to feel like Summer now and it is a great time to get your P-car out of the garage and enjoy some spirited driving. Lots of great events to attend this June and I hope to see many of you at one or more of them.

Be sure to check out the photos from the Drei Statten Gruppe Picnic starting on page 24.

Brant Nystrom has another great article this month in Track Time on heel and toe shifting.

We also had a unique vehicle show up at Cars & Coffee this past month. It is a rear engine vehicle and the name starts with a "p". It is much larger than the P-cars we drive and much slower too. You just never know what will show up at the C & C event.

— Neil

[rfiser2501@insightbb.com](mailto:rfiser2501@insightbb.com)



**Neil Fisher**  
Newsletter  
Editor



# BOARD MINUTES



**Ken Hold**  
*Charter  
Secretary*

## **Bluegrass Region PCA Board of Directors Meeting May 6, 2013 Marrika's Restaurant – Lexington, Kentucky**

### **Board Members Present:**

Ed Steverson, Neil Fisher, Brett Jackson, Mason Wilson, Jamie Donaldson

### **Members Present:**

Ken Hold

Meeting convened by President Ed Steverson at 5:45 pm

Motion to approve April Meeting Minutes made by Ed and seconded by Jamie.

### **Secretary Report:**

David Hafley unable to attend meeting. Ken is taking May Meeting Minutes.

### **Vice President Report:**

Mason described attending recent key BGS events. He and several BGS members attended

Cayman Intros at both Louisville Bluegrass Motorsports and Cincinnati Porsche of the Village Dealerships. Also, he discussed attending the Cardinal Hill Telethon and check presentation.

### **Treasurer Report:**

Brett had no financial transactions to report. Brett also announced that due to personal issues he is resigning from the Treasurer Office. Bob Lovejoy has agreed to complete this year's term. Brett is working with Ed and Bob to ensure a smooth transition. Note that the current financial statement shows a current balance of \$4,387.00. Ed has a check for \$400.00 from Bluegrass Motorsports to deposit.

### **Activity Report:**

April was a very busy month. BGS accepted the Keeneland Concours Paddock Challenge Trophy at the KY Children's Hospital. The April Social was held on the patio at the Clarion Hotel. BGS members attended Cayman Introductions at both Bluegrass Motorsports and Porsche of the Village (Jamie drove Dad's mistress to both events!). Jim Brandon held a Tech Session on 944 Brakes. Jamie held a Tech Session on Photography.

Upcoming Activities: Patrick's

will host cookout at their home for Drei Statten/BGS mingle on May 16. More info to come via chat. Ken Hold will chair a drive to the Ault Park Concours on June 9. Scott Wooldridge will do a Detailing Tech Session immediately after the June Cars & Coffee.

Monthly Socials: May tentatively to be at the Pub (Neil to get the location and specifics). June will be at the Clarion (Ed will get specifics).

Monthly BOD Meetings: We will stay at Marrika's for June and July.

### **Newsletter Report:**

Neil currently has 33 pages with at least a couple of more event reports coming in. Ben Prewitt attended the Pine Hurst Concours and is submitting an article. Brant Nystrom has a super track article coming.

### **Membership:**

One new member, Rae Brown. He's from Lexington and drives a 2013 911S. Membership stands at 192 members.

### **Adjourn:**

Motion by Ed and seconded by Jamie at 6:34 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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**Porsche identity**



# TRACK TIME

BY BRANT D. NYSTROM

In May, I suggested that the time has come for PDK Transmissions on the track. Their ease-of-use, spectacular performance, and proven durability will trump a manual transmission in the hands of a skilled driver. But, if you are like me, you're stuck with the old style manual transmission for a few years to come.

**Fear Not!!!**

Track junkies have utilized the traditional manual transmission with great success and to countless victories. A driver with exceptional manual transmission skills can gain a huge advantage over his less-skilled rivals in many areas of car control, including: Accelerating, Decelerating, Vehicle Pitch & Weight Transfer, Slip Angle Control, just to name a few. Technique is the key, and not only will this give you an advantage on the track, but it will make everyday driving more exciting, spirited, and safe. Additionally, mastering the manual transmission will reduce wear and tear on your vehicle's entire driveline.

**Heel-Toe Shifting** is the primary control skill that a track enthusiast should master. Perhaps you have heard of this technique, maybe not. Either way, I'll describe it in detail. First, I need to cover some driving basics:

## SMOOTH DRIVING IS FAST DRIVING

When driving "at the limit" or the threshold of control and out-of-control, it is critically important to maintain tire grip. Imagine the forces at play on those four very small contact patches (the part of the tire that contacts the road surface) when a 3000-pound vehicle takes a series of turns at 100 miles-per-hour on an uneven rough surface, with extreme temperatures and foreign substances. It's amazing it works at all. So driving in a manner that creates minimal disruptions to this very sensitive mechanical-chemical dance is impera-

tive. Smooth driving will help you to maximize grip levels, and that translates directly into speed.

## BE LIGHT ON THE CONTROLS

The second point I'd like to make is that driving is all about feel. To get the most out of your vehicle, one must be sensitive to the subtle messages you feel in your feet, hands, and to a great degree your butt in the seat. You cannot effectively feel what the car is telling you by "man-handling" the controls. Be light on the steering wheel, light on the pedals, and to the point of this article, light on the gearshift lever. Plus, being light with your controls will inhibit the potential catastrophic failures associated with mis-shifts.

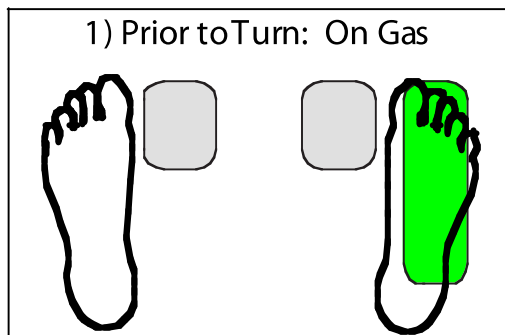
## HEEL-TOE SHIFTING

At last, the bookkeeping is done. Lets investigate heel-toe shifting. At its core, heel-toe shifting is a technique that allows the driver to eliminate the abrupt forward-backward lunging that occurs when downshifting a manual vehicle. This lunging occurs when the low engine RPM of a higher gear transitions to the higher engine RPM of a lower gear. The compression of the engine creates a braking sensation as it quickly increases in rpm to match the vehicles speed. This lunging can upset a vehicle under extreme conditions causing you to lose grip, and perhaps control of the car. To solve this mechanical phenomenon, additional throttle is applied to the engine while the clutch is depressed during a downshift. When the clutch is released, ideally, the RPM of the engine exactly matches the required RPM of the drive system for the given speed of travel. The result is a downshift to a higher RPM that does not upset the attitude of the vehicle. In the car, you recognize the common change in sound of a downshift, but you feel only smooth deceleration with no lunging.

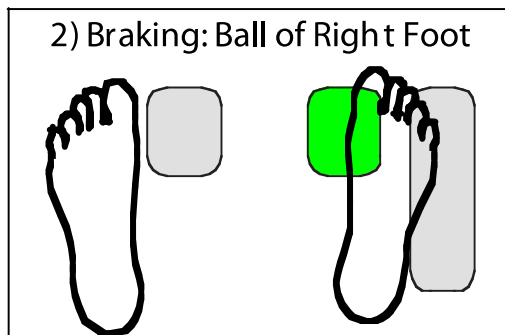
# TRACK TIME

BY BRANT D. NYSTROM

Here is how the technique works:  
First, approach a turn with the throttle applied as usual. For the sake of this example, let's assume you are in third gear.



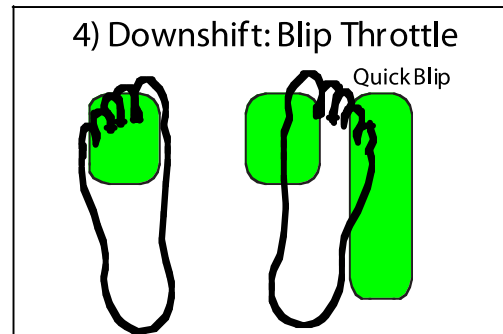
As the turn approaches brake as you normally would. The one exception, is to be sure you depress the brake pedal with just the ball of your right foot as shown in the following diagram.



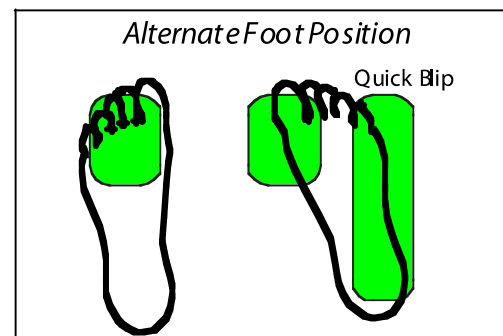
As you continue to brake, depress the clutch to prepare for the downshift into second gear.



Now, the key to the maneuver; while the clutch is depressed, use the outside edge of your right foot to quickly depress the throttle (increasing RPM's by about 1500). This is called "blipping" the throttle.



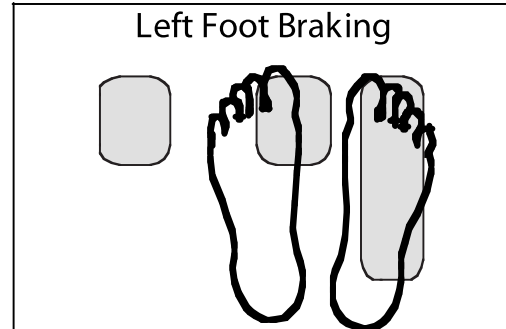
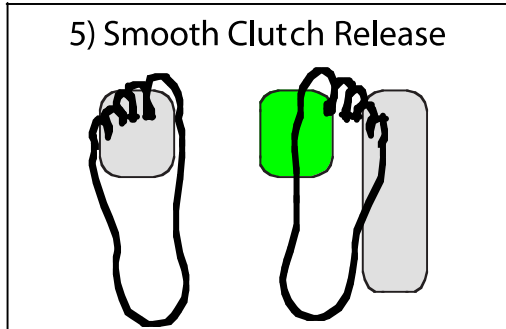
An alternate technique, and more complicated for most folks, is to blip the throttle with the heel of your right foot (as shown below). Interestingly, I have utilized both techniques in tight situations, and suggest familiarity and competency with both. When managing quick footwork on track a misplaced braking foot can be overcome with heel blipping; though I use the side-blip technique most of the time.



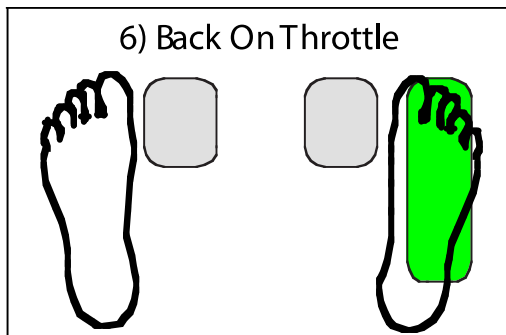
After the blip, smoothly release the clutch while vehicle revs are still artificially increased by your blip.

# TRACK TIME

BY BRANT D. NYSTROM



Get on the gas and take off out of the turn.



While simple in explanation, this technique is all about timing and cadence. Heel-Toe shifting will feel very awkward at first, but with practice, it will become second nature.

## LEFT-FOOT BRAKING

For those blessed with an automatic or PDK transmission, or exceedingly talented with heel-toe shifting, you can practice left foot braking. While difficult to master, left foot brakers have a small advantage over right foot brakers in speed of execution as well as the ability to apply both pedals to maintain momentum while changing car attitude.

Both heel-toe shifting and left-foot braking can be practiced on the street. Just be careful when starting out that you are on a clear stretch of road as you will likely have a few flubs in execution. A good way to learn heel-toe is to practice down shifting and upshifting back and forth on a straight stretch of road. You've got it when you can exactly maintain your speed with no noticeable change or lurch in the car. More to come next month.

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

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

Brant

# MEMBERSHIP NEWS



Tim  
McNeely  
Membership  
Chair

## 190 total membership

**Lot's of great  
Porsche events on  
schedule for this  
month!**

**Let's get our  
P-cars out and  
enjoy the Summer  
weather.**

**No new members to  
report this month.**

Our membership is at  
115 Regular Members  
and 75 Family & Affili-  
ate Members, making  
our total membership  
190.

**Also, please recognize the following  
Member Anniversary dates:**

- |                    |      |
|--------------------|------|
| • Phil Doty        | 1978 |
| • Stanley Cox      | 1999 |
| • Grant Montgomery | 2004 |
| • Rob Howard       | 2005 |
| • Ken Slone        | 2007 |
| • Stephen Hopkins  | 2007 |
| • David Patrick    | 2008 |
| • Robert Rowe      | 2008 |
| • Jason Gerwe      | 2012 |

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# CALENDAR OF EVENTS



**David Patrick**  
Activities  
Chair

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

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

**Jun 1st** Tech Detailing Session at  
Foreign Affairs Autowerks, 624  
West 4th St Lexington 11:30 am

**Jun 1st-2nd** DE Peachstate Re-  
gion, Road Atlanta. Info at clubreg-  
istration.net.

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

**Jun 7th-9th** DE Kentucky Re-  
gion, Putnam Park Road Course.  
Info at motorsportreg.com.

**Jun 9th** Ault Park Concours, Cin-  
cinnati, OH, This year Porsche is  
the featured marque

**Jun 15th-16th** DE Alabama Re-  
gion, Barber Motorsports Park.  
Info at clubregistration.net.

**Jun 16th** Membership Meeting,  
5:30 - 6:30 pm The Clarion Hotel  
Sports Page Bar, Newtown Pike

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

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

**Jul 5th-7th** DE Mid Ohio Region,  
Mid Ohio Sports Car Course. Info  
at clubregistration.net.

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

**Jul 20th** Keeneland Concours,  
Paddock Challenge, Keeneland  
Racecourse

**Jul 21st** Membership meeting,  
5:30 - 6:30 pm, place TBD

**Aug 3rd** Cars & Coffee, 9 -11 am,  
Clarion Hotel, Newtown Pike

**Aug 5th** Board meeting, 5:30 -  
6:30 pm, Marikka's

**Aug 18th** Membership Meeting,  
5:30 - 6:30 pm , place TBD

**2013** TRAVERSE CITY, MICHIGAN  
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# Cars & Coffee

May 4th, Clarion Hotel,  
Newtown Pike, 9 - 11 am  
Join us, 1st Sat of each month



YOU NEVER KNOW WHAT WILL SHOW UP AT CARS AND COFFEE. THE ENGINE IS IN THE REAR, AND THE NAME DOES START WITH A "P"



# Cars & Coffee May 4th



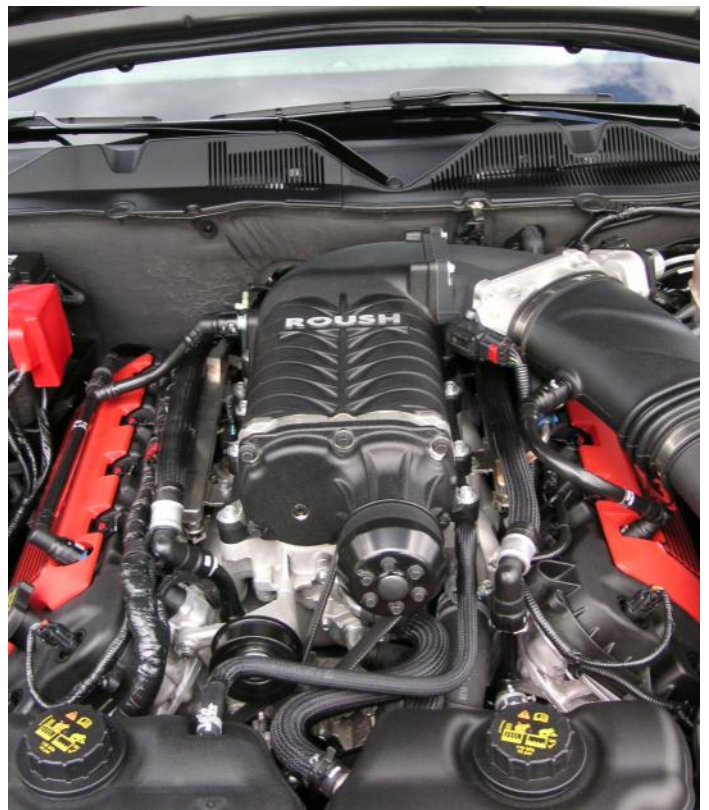
# Cars & Coffee May 4th



# Cars & Coffee May 4th



# Cars & Coffee May 4th



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# PORSCHE

## 911 turbo

### Stuttgart

The Porsche model offensive in the anniversary year of the 911 is reaching new heights. 50 years ago, the 911 made its debut at the Frankfurt International Auto Show. And just ten years later, the first 911 Turbo prototype was at the IAA. On this 40th anniversary Porsche is now presenting the new generation 911 Turbo and Turbo S – the technological and dynamic performance peak of the 911 series. New all-wheel drive, active rear axle steering, adaptive aerodynamics, full-LED headlights and the up to 560 hp flat six-cylinder engine with bi-turbo charging underscore the role of the new generation 911 Turbo as a circuit racing car, everyday car and technology platform. Playing an equally crucial role are the entirely new chassis in lightweight design with a 100 mm longer wheelbase and larger 20-inch wheels. The PDCC active anti-roll system, which is being offered for the first time in 911 Turbo models, increases dynamic performance even more. This system is standard equipment in the 911 Turbo S, as is the Sport Chrono Package Plus with dynamic engine mounts and PCCB ceramic brakes; all of these features are also available as options in the 911 Turbo. The results: The new 911 Turbo S shortens the lap time for the North Loop of the Nürburgring to well under 7:30 minutes – naturally with standard production tyres. The standard sound symposer intensifies the driving experience; it transmits induction sounds of the turbo engine to the passenger compartment via a speaker diaphragm.

#### **More power, fuel economy improved by 16 per cent**

The performance partners in the powertrain area are the further advanced engines and the new PTM all-wheel drive system. The turbocharged



3.8-litre six-cylinder engine with direct petrol injection produces 520 hp (383 kW) in the 911 Turbo and 560 hp (412 kW) in the S model. Porsche continues to be the only carmaker to offer two turbochargers with variable turbine geometry for a petrol engine. Power is transferred to the drivetrain via the seven-speed dual clutch transmission (PDK), which now enables an auto start/stop function with engine shutoff that now activates earlier during coasting to a stop as well as a coasting function. Together with the new thermal management system for the turbo engine and the PDK transmission, fuel efficiency technologies have reduced NEDC fuel consumption by up to 16 per cent to 9.7 l/100 km; these figures apply to both models.

#### **New all-wheel drive with electro-hydraulic control**

For an even faster and more precise power distribution to the two axles, Porsche developed a new all-wheel drive system (PTM) with electronically controlled and activated multi-plate coupling. The system is equipped with a new water cooling function, so that it can direct even more drive torque to the front wheels if necessary. Simultaneously, the optimised interplay of the engine, transmission and all-wheel drive systems takes the new top 911 to even better sprint capabilities. The 911

Turbo with the optional Sport Chrono Package Plus accelerates from zero to 100 km/h in 3.2 seconds, which is even one-tenth better than the value of the previous 911 Turbo S. The new 911 Turbo S handles the standard sprint to 100 km/h in just 3.1 seconds. The car's top speed is 318 km/h.

#### **Widest body of all 911 cars**

The two new top models display their performance visually more than ever. The characteristic, expansively wide rear body panels of the new generation 911 Turbo are 28 mm wider than on the 911 Carrera 4 models – they feature a nearly level surface, about the width of a hand, between the C-pillar and the outer edge of the car body. Other differentiating characteristics include two-tone forged 20-inch wheels – on the 911 Turbo S they have hub wheel locks. The Turbo S is also making its appearance with new full-LED headlights that feature four-point daytime running lights and dynamic, camera-based main beam control, which can be ordered as an option for the 911 Turbo.

#### **Rear axle steering sustainably improves handling**

The introduction of rear axle steering in all turbo models immensely improves both circuit racing and everyday perfor-

# PORSCHE

## 911 turbo

mance of the two new top sports cars. The system consists of two electro-mechanical actuators instead of the conventional control arms on the left and right of the rear axle. The steering angle of the rear wheels can be varied by up to 2.8 degrees, depending on vehicle speed. At speeds up to 50 km/h, when the front wheels are turned the system steers the rear wheels in the opposite direction. This actually corresponds to a virtual shortening of the wheelbase by 250 mm, which gives the 911 Turbo unrivalled performance in bends. The system lets the car turn faster into the bend and offers more dynamic steering response. This noticeably simplifies manoeuvring and parking.

At speeds above 80 km/h, the system steers the rear wheels parallel to the turned front wheels. This is equivalent to a virtual lengthening of the wheelbase by a significant 500 mm and gives the sports car tremendous stability, especially at high speeds. At the same time, the steering input by the driver leads to significantly faster build-up of lateral force at the rear axle, which initiates the change in direction more spontaneous and harmoniously.

### Active aerodynamics improve efficiency and performance

Porsche developed an active aerodynamic system on the new 911 Turbo models for the first time. It consists of a sturdy, retractable three-stage front spoiler, whose segments can be pneumatically extended, and a deployable rear wing with three adjustable wing positions. This makes it possible to tune the aerodynamics of the 911 Turbo to fulfil driver wishes for either optimal efficiency (speed position) or top dynamic performance. In the performance position, all segments of the front spoiler are fully extended, and they generate considerable downforce

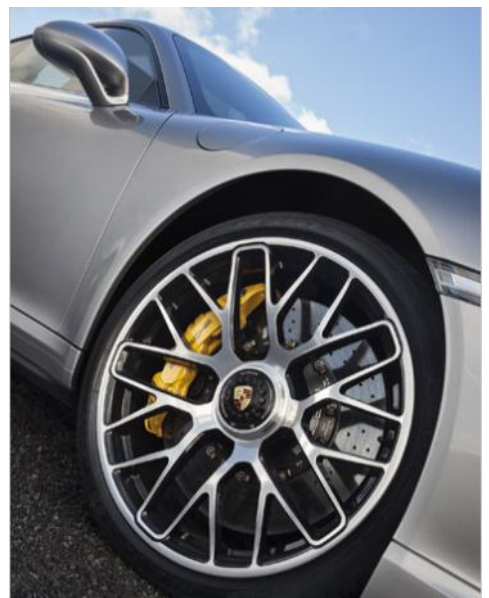


at the front axle. Similarly, the rear wing is extended to its maximum height with the greatest angle of attack. This also generates more downforce at the rear axle. Dynamic performance is improved to such an extent that lap times at the North Loop of the Nürburgring are improved by up to two seconds due to this system alone.

### New interior with high-end features

The interior was completely redesigned in both 911 Turbo models, and it builds on the 911 Carrera family. The S model is particularly well equipped, offering such features as an exclusive interior in a black/carrera red colour combination and sport seats plus with 18-way adjustment and memory. In addition, the seat backrest shells are leather upholstered with double cap seams and various elements in carbon look. Like on the previous models, the Bose sound system is installed as standard; for the first time, a Burmester system is also available as an optional feature. A radar-controlled cruise control system, camera-based road sign recognition and speed limit recognition

are other new options being offered. The new top models of the 911 model series arrive on the market at the end of September 2013. In Germany, the 911 Turbo costs 162,055 euros; the new 911 Turbo S costs 195,256 euros, including VAT and country-specific features.



# Membership Social

The Pub Lexington - May 19th

In attendance: Ken & Adell Hold, Gary Hackney, Jamie Donaldson, J.W. & Ledlie Wilson, Mason Wilson, Dale & Brenda White, David Patrick, Leonard Ledford & Brittany Cassity, Neil Fisher behind the camera.



# DREI STATTEN GRUPPE PICNIC

The Patrick's opened their home to host The Drei Statten Gruppe for a picnic. The weather was great and we had a nice turnout. Lee Wegner brought along the 2013 Boxster that will be raffled off at this year's Keeneland Concours. Only 1,000 tickets will be sold for \$100 each. You can't get those kind of odds to win such a nice prize anywhere else!



The Drei Statten Gruppe drove up in some very nice examples of the 356. We also had one of our own club members (Mike Spirito) show up in his pristine white 1960 356 cabriolet.

It was a great picnic and everyone enjoyed the company of the Drei Statten Gruppe as they stopped by for a visit during their tour through the Bluegrass.



# DREI STATTEN GRUPPE PICNIC



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# DREI STATTEN GRUPPE PICNIC





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