

Bluegrass Region Porsche Club of America

November 2014

RUMBLE



RUMBLE

November 2014 Vol. 12 No. 11

THE OFFICIAL NEWSLETTER OF THE BLUEGRASS REGION PORSCHE CLUB OF AMERICA



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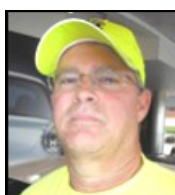
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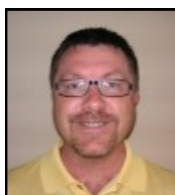
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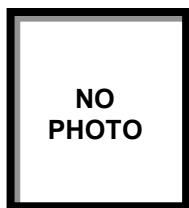
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The Bluegrass Region PCA Board of Directors meets on the first Monday of each month Dinner and business at 5:30 p.m. Members are welcome. See calendar for details.



Ken Hold
Charter
Secretary

BOARD MINUTES

OCTOBER 6 2014
MARIKKA'S – LEXINGTON
KENTUCKY

Board Members Present:

Ed Steverson, Bob Lovejoy, David Patrick, Patrick Meyer, Mason Wilson, Brant Nystrom, and Neil Fisher

Member Present:

Ken Hold

Meeting convened by President Ed Steverson at 5:35 pm.

There was a quorum present.

Approval of September meeting minutes: Minutes of September meeting to be distributed to board members by email and approved by majority of board.

REPORTS

Vice President Report:

Mason Wilson reported a chilly Cars & Coffee gathering on October 4. Given the weather there was a good turnout of about 35 cars. Mason also said our Facebook account is interacting well.

Secretary Report:

David Hafley unable to attend meeting. Ken took October meeting minutes.

Treasurer Report:

Bob Lovejoy presented a status of BGS checking account. Our account balance was \$2,590.45 as of October 6, 2014. Per Ed, the Region will be getting an additional \$700 from National subsidies for Membership and Charity activity. Ed also presented an analysis of our annual Profit/Expense to help us make future expenditure decisions.

Activity Report:

David Patrick gave a brief update of upcoming events. Detail information will be shared via club blast. -Next event will be the Winery Drive on Saturday October 11, chaired by Neil. Drive to start at 1:00 p.m. at the Clarion.

-Fall Charity Drive on October 18 & 19. Bruce Naude's spouse (Theresa) and son (Aiden) will be present for at least the start of the drive. Donations from the drive will be used to create a 529 account for Aiden. RSVP by October 14th noon.

-Porsche only Cars & Coffee on November 8.
-Pot Luck at the Patrick's on November 16.

Track Report:

Brant to spectate at an event at the new Corvette track in Bowling Green. We will get his impressions of the new track. He will be participating at Road Atlanta on October 25 & 26. Anyone interested in learning more about the event should contact Brant. -Brant is getting lots of emails from members and others who want to learn about track events. He says to keep the emails coming!

Tech Report:

David Hafley is working with Jim Brandon to develop a Tech Session in the near future. More to come.

Newsletter Report:

Neil gave a preview of the October issue. Some comments made about possible plagiarism by Ken Hold. Neil to correct any possible concerns. But,.....it was a cold and rainy morning October 4!

Website Report:

Ed has been working with National to link our BGS website with National. We are on a "stand alone" server with all links functional. Great job by Ed!

Membership Report:

Tim McNeely unable to attend meeting. Ed presented our current status of 117 active members and 71 affiliates for a total of 188 members.

Historian Report:

Julie Woods unable to attend meeting.

OLD BUSINESS

Elections:

Please get all nominations for officers to the nomination committee (David Patrick, Neil Fisher, or Ed Steverson).

Adjourn:

Motion by Bob and seconded by David at 6:40 pm.

Submitted by Ken Hold, Charter Secretary

President's Message

By Ed Stevenson



What we have been doing

October was a great month for drives! On the 11th Neil Fisher led us on great back roads drive to Elk Creek Winery. The drive was great and we all enjoyed lunch at the winery. We even had a new Macan Turbo along for the drive. I make a discovery while on the drive and thought I would share my findings. The closer I would get to the Macan, the more my radar detector would go off. As it turns out many new vehicles have a collision avoidance system. This is the technology of slowing down your cruise control when you get near another vehicle. Well, this new technology uses radar and it utilizes the k band. Now all radar sectors will register a false alarm. I have noticed lately that there are already many of these new vehicles with CAS sharing the road. Luckily I purchased a Valentine one and all Valentine ones are upgradable. So mine is sent off to be upgraded to eliminate this problem.

Our annual Fall Charity Drive was also in October. On the weekend of the 18 and 19th I drove over 340 miles of Eastern Kentucky back roads. The fall colors were at their peak and Steve really knows some of the best roads in Kentucky. Once we arrived in Grayson we went to the Womack's private airstrip and stretched our legs and checked out what our Porsches would do in a straight line! What fun! Steve and Ann treated us to an over the top home grown, home

cooked, dinner at their home. This is always one of my favorite events of the year. I'm looking forward to next year!

With our proceeds of the drive, we chose to start a 529 savings plan for Aiden Naude. Aiden is the seven year son of Bruce and Theresa Naude. Bruce passed away in June. Bruce was a salesman at both Bluegrass Motorsport and Porsche of Lexington. Bruce was instrumental in getting members hooked on the track through his Pit Row Sports efforts. Bruce will be missed.

What we are gonna do

November 8th will be a Porsche Cars and Coffee at Cosi's in Hamburg. 9-11am

ON November 18th David and Patricia Patrick will host our monthly social. We will have a pot luck dinner at their home @ 5:30.

December 1st is our board meeting; we will be at Marikkas on Southland Drive 5:30.

January 18th is our annual holiday party. We will be at Cherry Blossom Golf Club. More details to come in future Rumbles and via the national emailer.

Nominations

With each fall we have a new election and a new opportunity for you to serve and enjoy the club to a higher level. This year we need to nominate and elect the positions of President, and two board of directors. Last month we formed a nomination committee with Neil Fisher, David Patrick, and me. All nominations should be sent to one of us on the committee. Self nominations are welcomed and encouraged. Serving on the board keeps you in the know and I guarantee that you will enjoy your Porsche car more!

Hope to see you at an event soon.

Drive it,
Ed

Fall Charity Drive 2014



Once again our annual Fall Charity Drive was led by Steve Womack and hosted by Steve and Ann Womack at their beautiful home in Grayson, Kentucky.

This year's beneficiary of our charity drive was Aiden Naude, son of the late Bruce Naude. A fund is being set up for young Aiden's education and our club has helped to get it started by donating over \$1000.00. Thanks to Patrick Meyer for putting together the logistics to get the fund established.

The drive was brisk and exciting traveling the back roads of Eastern Kentucky between Lexington and Grayson. We made a few pit stops along the way including a stop for lunch in Morehead at BW3's, then on to Steve's private airstrip for some drag racing fun! Several of us took turns squaring off against one another for a quick run down the strip and back.

Unfortunately our drive was not without a mishap as Patrick Meyer struck a rock in the road before we made it to Morehead and cut his rear passenger tire. You can read more about this unplanned pit stop later on in this newsletter. The main thing is that no one suffered any injury, and teamwork of the Bluegrass Region was able to get Patrick back on the road.



If you have not had the opportunity to make this trip you need to mark your calendars as soon as we know the date for next year's Fall Charity Drive.

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Elk Creek Winery Drive



On October 11th I had the pleasure of leading our annual winery drive to Elk Creek Winery in Owenton, Kentucky.



We had 14 participants this year and 9 cars on the trip. We left from The Clarion Hotel on Newtown Pike in Lexington and proceeded to take the back roads up through Georgetown and over to Hwy 227 to Owenton. If you haven't had the pleasure of driving 227, you need to put it on your list of Kentucky back roads to explore in your Porsche. Highway 227 has several miles of twists and turns. We took a brisk pace, not

too fast, not too slow either. Regardless of what speed you drive it is an enjoyable trip. We had nice weather in the low 60's so the convertible tops could come down and the sunroofs could open.

Another great drive to put on your list for next year if you couldn't make it this go round.

-Neil



MEMBERSHIP NEWS



**Tim
McNeely**
Membership Chair

186 Total members!

No new members this past month...the Fall slow down I guess. Did you see those snowflakes flying on Halloween??? I was hoping that was a trick...it sure wasn't a treat.

Our membership is at 116 Regular Members and 70 Family & Affiliate Members, making our total membership 186.

We'll still have some good weather from time to time...so stay on the lookout for events you can come to.

We also had a transfer in from the Kentucky Region... James & Teri Gadd have moved to Richmond, KY. They drive a 2007 Cayman S. A warm welcome to the Bluegrass for the Gadd's.

What is it with November??? Three Presidents have joined in that month!!! Thanksgiving for the BGRP-

CA. Hey Ed, Robert, David & Sam...any of you interested in serving?

Please recognize the following Member Anniversary dates:

Ed Erway	2000
Ed Steverson Pres	2002
Gary Hackney Past Pres	2003
Robert McClelland	2005
Paul Erwyn Past Pres	2007
David Haase	2010
Samuel Kraus	2013

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National Corvette Motorsports Park

Article and photos by: Mike Wilson

Thought I would share a bit from my trip to Bowling Green this weekend to track my car at the new National Corvette Motorsports Park (NCM). I attended as part of the 10 10ths Motorsports Club 3 day event. We were actually the 3rd private event since the track opened in September. There were approximately 45 drivers broken down into 3 classes, Novice, Advanced and Expert.

Porsche was well represented at the event. I have attached several photos of cars. The most interesting encounter was an eclectic group based out of northwest Ohio who called themselves the PCA BS'ers Club (check out the sign). As you can see they had some heavy hardware. The owner of the "Gator Bait" orange and blue GT3 said this was his last event with this car as his new GT3 was arriving in 2 weeks!

We ran the Grand Max configuration that is approximately 3.2 miles long. It is a VERY technical track that

includes features from several great tracks including the Porsche Curves from Le Mans. The most interesting turn is nicknamed "The Sinkhole" as homage to the recent event at the National Corvette Museum. It is a 30ft elevation drop off a tight right-hander that turns quickly uphill into a sharp, long left-hander. It is literally a roller coaster and a blast to drive.

The track is so new they are still building the infrastructure. The tower and grandstand construction is expected to begin this month. NCM is an excellent track and I highly recommend it to anyone who wants to test their skills and enjoy what our cars are designed to do. I will be going back in April 2015.

Regards,
Mike



National Corvette Motorsports Park

Article and photos by: Mike Wilson



National Corvette Motorsports Park

Article and photos by: Mike Wilson



National Corvette Motorsports Park

Article and photos by: Mike Wilson



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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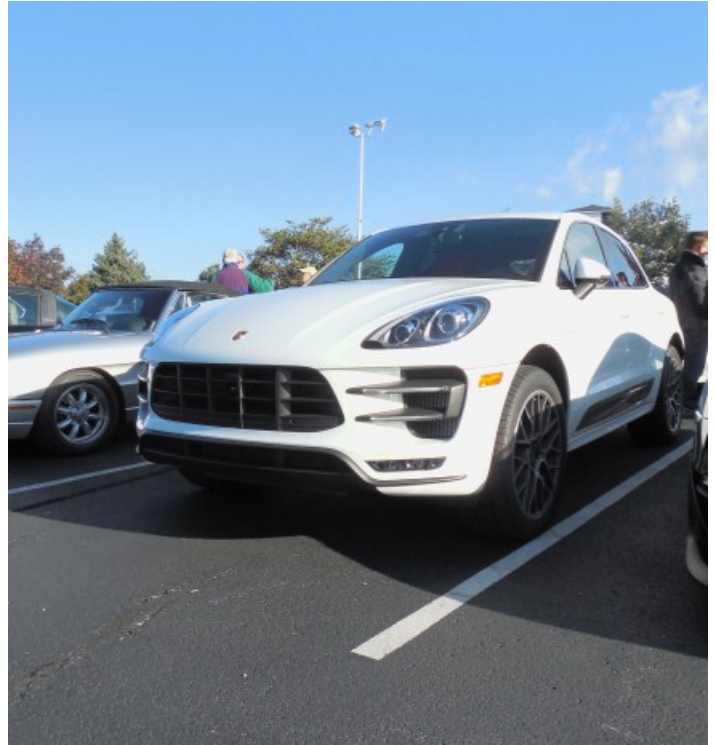
Cars & Coffee

October 4th,
Clarion Hotel, Newtown Pike



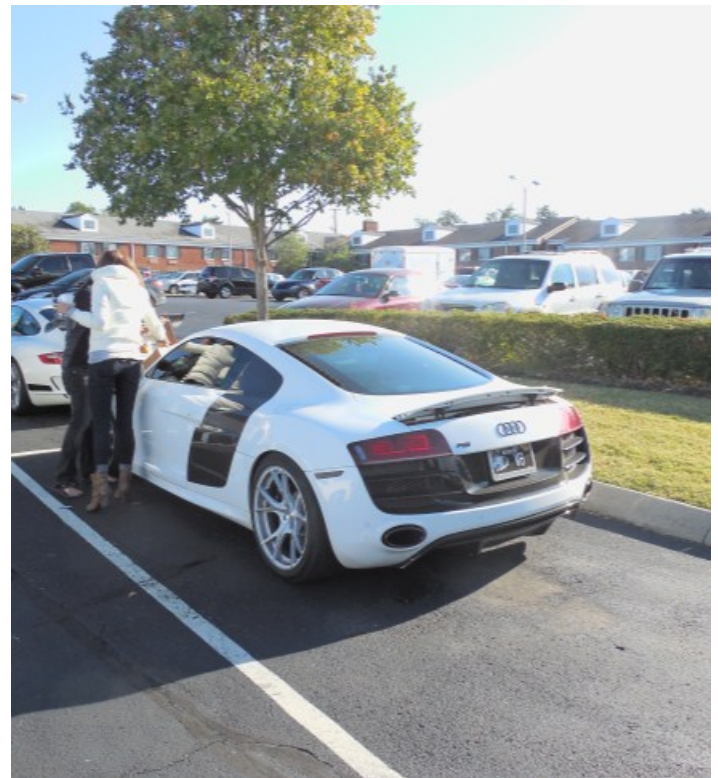
Cars & Coffee

October 4th,
Clarion Hotel, Newtown Pike



Cars & Coffee

October 4th,
Clarion Hotel, Newtown Pike



Event Calendar



David
Patrick *Activities Chair*

November 8th Porsche ONLY Cars & Coffee at Cosi in Hamburg 9 am - 11 am.

November 15th Tech Session at Jim Brandon's garage. Engine work on a vintage 911. Time TBD. Check emailer and calendar on website for updates.

November 16th Membership Social Pot luck @ David & Patricia Patrick's home 5:30 pm, please RSVP by 11/15.

December 1st Board Meeting at

Marikka's. 5:30 pm - 7 pm.

December 6th Cars & Coffee 9 am - 11 am. Place TBD. Check emailer and calendar on website for updates.

January 3rd Cars & Coffee 9 am - 11 am. Place TBD. Check emailer and calendar on website for updates.

January 5th Board Meeting at Marikka's. 5:30 pm - 7 pm.

January 17th Holiday party @ Cherry Blossom Golf Course Club House. More info to come. Check calendar for updates.

Contact David with Porsche related event news: ptrckdvd@yahoo.com

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TRACK TIME

BY BRANT D. NYSTROM

Here we are in November. Sadly, November marks the end of racing season for most professional series, as well as the end of track events for my track buddies and me. The good news is that October was a great month for racing events and the local track scene. For starters, I visited the 10/10ths Motorsports driver education event at the new *National Corvette Museum (NCM)* track the weekend of October 10-12, 2014. This event was special as it was one of the first to be run at the new corvette track. This is significant to our region as the NCM track is now the closest racecourse to our home in Lexington, KY.

Many of us (myself included) were excited about the new track in Bowling Green but were concerned that as Corvette racing's home, the track would be long, boring, and cater to the likes of high horsepower cars with few technical challenges. Folks, we were wrong! The track has multiple configurations, and judging by the one we experienced, the track is tight, complex, and technical, with elevation changes, multi-line turns, and challenging switchbacks. Currently, the facilities are still under construction, but the track is open. Once the infrastructure issues of restrooms, spectator stands, and final track and tire barrier placement subtleties are ironed-out, I can safely say this is going to be one of the great race tracks in the country. We will definitely keep this venue on our schedule for future years, and I'll keep you posted on its progress.



Cold October Mornings in Atlanta

Two weeks after our Bowling Green adventure, a number of track aficionados from our area attended the Peachstate Region PCA DE at Road Atlanta. This event has been a mainstay on our calendar for over five years now. We had over a dozen attendees in our group from Kentucky supporting 8 vehicles. Road Atlanta is my favorite racing venue for its combination of spectator friendliness, quality facilities, and an old-school high pucker-factor racetrack. We return every year to this event, and appreciate our Peachstate region peers and the great events they coordinate.



Great On-Track Driving & Great Cars

In particular, the October event is always fantastic. As usual we had to bear the cold mornings in order to enjoy the clear blue and sunny afternoons. In addition to the great weather and venue, this event brings out over 150 track junkies and some of the best Porsches around. A new 991 GT3 here just makes you 'one of the crowd'. The two-day event on October 25-26, saw great weather and track conditions. Numerous individuals ran personal best lap times, and in spite of the fast conditions, carnage was kept to a minimum.



TRACK TIME

BY BRANT D. NYSTROM



Looking Back at the Paddock

For more pictures and in-car track video from our Road Atlanta weekend, please visit our local track team's Facebook page at 'Nytro Motorsports'.



Our True Favorite Pastime, Paddock Chat

For the track-minded drivers who have not yet been to Road Atlanta, I highly recommend it. The track is easy to get to from Lexington (try your best to avoid the Atlanta rush-hour traffic), local hotels and restaurants are abundant, and the learning opportunity provided by the fast challenging track is second to none.



Tight & Competitive Driving (Go Bobby)

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

Paper Covers Rock Rock Breaks Tire

Article By: Patrick Meyer

Is that a rock or a leaf?

Is that a rock or a leaf?

This was the last thought that went thru my head as I came upon the object in the road. There were about a dozen of us barreling down KY 1274 at a brisk pace. I'm mid pack, naturally since I'm from Missouri, tailing Ed in his black Cayenne. The Honda CRV graciously slowed to let the rest of our club pass by and nothing stood in our way of winding thru the last set of twisties and straight-aways before lunch in Morehead.

Nothing but that object in the road. Is it a leaf or a rock?

CRUNCH CRUNCH GRRRR

That wasn't a leaf, I thought, cringing. Oh well, I'm still rolling, can't be too bad. Gotta keep up with Ed. And so I believed I dodged a little disaster. A half mile later, however, fate showed her hand. I heard something funny and it wasn't the nasally whine of Bob Dylan blasting from my speakers. I lowered the volume so I could hear the road. The pavement's smooth but now it sounds like I'm driving over Detroit potholes. I pull the 911 off to the shoulder, get out and quickly realize my drive is over. Right rear flat. I had the answer to my question. No, that wasn't a leaf.

I'll be the first to admit a few of my shortcomings. When the unexpected happens I get that same bewildered glaze in my eyes one normally associates with deer spooked by halogens. My mind goes into a kind of hyper-drive as I pose all sorts of crazy questions and play out extreme scenarios. *What do I do? How do I fix this? Why did this happen? How much do you tip a tow truck driver?* Add to my puzzled look the realization I am wholly unprepared for any road emergency in my fine German motorcar other than calling AAA, which I do have, thank you very much. And while I'm not the most mechanically savvy guy on the planet I do know how to operate a cell phone. So that's a plus.



Fortunately, the four drivers behind me, Dave, Neil, Mike and Jamie, pulled over as well and collectively jumped in to save the day. Call me old school, but I remember when cars had spare tires and jacks. I've changed a few flats in my time but this was my first road hazard in a Porsche. Pretty soon the situation is crystal clear: this tire definitely won't run flat, there's no spare, no jack, and no lug wrench. Just German hubris and American humiliation.



Paper Covers Rock Rock Breaks Tire

Article By: Patrick Meyer

Jamie tried the fix-a-flat goo. No luck. We got the compressor out and tried putting new air in the tire. No luck. Then Neil says, "Hey, I've got a spare, we could try that." Brilliant! At this point, why not. Neil has the right tools, too. Jamie takes to the jack and Dave loosens the lug nuts. We pull the tire off, all dying to see the hole. I flip the Michelin around to see the backside and there's my buzz killer. A half dozen gashes along the inner sidewall. This, my friends, is an ex-tire.



Neil rolls the red doughnut up to the car and we have it torqued on in minutes. We topped off the air pressure for good measure and the crisis is averted. But wait - once you put a spare on what do you do with the flat? It won't fit in the trunk. We tried that first. The deck lid just laughed at me, resting about 5 inches higher than the latch. Ok, then, let's put it inside. Dave and I hoisted it into the passenger side, strapped it in with the seat belt, and I had a silent navigator for the trip back to Lexington.

Mike checks directions on the cellphone for the ride into Morehead. A few minutes later we're all back on

the road headed to the Buffalo Wild Wings for lunch with the rest of the tour. It's like it never happened.



I can't express how truly thankful I am for the help provided by my eminent compadres. This misadventure illustrates what makes the members of the Bluegrass Region so special - random folks enjoying a common passion willing and able to help one another in time of need. Selfless acts of kindness. There is good in this world.

Later, driving back to Lexington in mama's lane, well below the speed limit and ever respectful of Neil's red spare, I'm humbled as a rusted out 1980s Camry buzzes by me. "What have you learned from this Patrick?" I ask myself. I learned I need to be a bit more prepared for the next road hazard, and to bet it's a rock and not a leaf the next time that comes up. Importantly, I'm not taking the 997 out unless there's a 996 with a working spare in my entourage. "Hey Neil, I need to go to the Kroger. Are you following me?"

Patrick Meyer

The Shark Hunter Chronicles

Article by: Patrick Meyer

I woke up one day and decided to become a shark hunter.

Let's clarify terms. Shark, as in Porsche 928. Hunter, as in prospective buyer.

Porscheophiles affectionately call the 928 a shark due to its aggressive, shark-like profile and toothy grin. Many of you know more about the car than I ever will and many of you would counsel me against buying one. I'd like to think there are a few souls who understand my plight and are sympathetic. My hat tips to those who suffered the shark bite and lived to tell the tale.

As with most discretionary luxury goods, no one needs a Porsche 928. There are more cost-efficient and reliable ways to get from point A to point B. No one needs Porsche's first foray into supercar-dom, whatever that means. No one needs a vehicle that, when purchased used, often comes with several three-ring binders full of receipts and a dozen greasy dog-eared maintenance manuals. No one needs a car whose repair bills over time will easily exceed the value of Bolivia's GDP. No one needs a 928. But I want one.

I w-w-w-a-a-a-a-a-n-n-n-t-t one.

So ... let's just admit right here, right now, we've tossed rational thought out the car window like a sack of White Castles. I'm exercising free will to my detriment. No fine print disclaimer will absolve me of blame or the liability which follows. I'm crazy. And I know it.

But mankind must dream, and my dream is no crazier than Tony Romo thinking he can win a Super Bowl. It's just a car. Four wheels, a motor, a transmission, some glass, a bit of wiring, leather for your tuchus. This car, outrageous when introduced with its curvy rump and pop up headlights and now 20 years past its demise, still causes me to go stupid. Tell me you don't lust for a Guards red '79 wearing phone dials.

Anyway – I'm on the hunt, and hunter means just that – I'm stalking my quarry and taking my good old time. I haven't completely figured out how to make this work. I'm light on storage and beholden to my Carrera. Philosophically, this is tough to square: how do you juggle a wife and TWO mistresses?

Most everyone associates the Porsche 928 with the Tom Cruise film "Risky Business." That's fine, but did you know the 928 played a prominent role in another film, three years before Tom put on his Ray-Bans? If you remember "Middle Age Crazy" from 1980 then you recall Bruce Dern daydreaming behind the wheel of a white shark inside a Porsche dealership. He sees himself gunning the 928 down a Texas highway, blowing past a Corvette, and giving the bird to a Smokey. In the movie Bruce's character turned 40 and suffered a mid-life crisis (at 40???), leading him to divorce his wife, played by Ann-Margaret, and pursue hot chicks and fast cars. Just like every guy does at 40, right? Clearly the film wasn't going to win any Oscars with a plot like that. C'mon, divorcing Ann-Margaret? As if.



I saw "Middle Age Crazy" on the Country Club Plaza in Kansas City, MO my freshman year in college and the idea of owning a Porsche 928 has been roaming the darkest recesses of my mind ever since. Why now, after 34 years, has that idea found its way back

The Shark Hunter Chronicles

Article by: Patrick Meyer

into the light and hijacked my frontal lobe? Ah, the mysteries of science.

I'm preparing myself for the hunt. I'm studying the car's history, its technological innovations, the various models sold in the US and the rest of the world (ROW). I'm reading the websites about common problems and clever fixes. I've got alerts to ding me daily about 928s fresh on the market. I've put my bank on notice my account will be overdrawn monthly once the shark's got me in its mouth. Did I mention I was certifiable?

I'm happy to share my observations and this ill-fated journey with you in the electronic pages of the Rumble. Who knows, it might even be fun, and I might even buy one.



I know all you Rumble readers troll the internet looking for your next Porsche, so this will not be a shocking revelation: there's a lot of marginal product out there for sale. Not everyone has a garage queen looking for a new home. Most used Porsches have, sadly, been neglected and are in need of serious attention. Some guy in Tulsa posted a Craigslist entry that could serve as a template for 80% of what's on the market (or at least what's on Craigslist anyway). Misspelling aside, he nails it.

1981 Porche 928S

The good news - This is a TERRIFIC running project car. Actually runs really good. Recently replaced fuel pump, alternator, 1 wiring harness. In addition to this car I also have a 1985 parts car that goes with the deal. This car includes a transmission w/transaxle. Many interior parts that will be needed. Very nice seats that need to be reconditioned and color changed, but are in very good shape, Alternator, AC Pump, Partial Motor, Power St pump, Master Cylinder, Glass, and much, much more.

The bad - Needs paint & interior work, ac unit not currently working, odometer not currently running (Speedometer does work. Not sure how one can work without the other)

You can have your own "Risky Business" car & pretend to be Tom Cruise. Lol



Risky Business



Lol indeed. Until next time.

Patrick Meyer

Okteenerfest

Article & Photos By: Jamie Donaldson

Mistress and the Dragon



It's late September, all the plans were falling into place, and even the weather forecast was looking great! It was finally time for Okteenerfest 2014, and I was rolling south on I-75 in my '73 Porsche 914, as "Dad's Mistress" and I were headed for "the Dragon."



An assortment of like minded 914World.com web site members were going to gather in Townsend TN and celebrate our shared love of maintaining and driving these treasured relics of the early '70's, many rescued and restored from a death by rust. Year 2014 is the 40th anniversary of CanAm/Limited Edition 914's, and invitations went out to assemble these rather rare

models, adding special interest to this annual event. Approximately 1000 fully optioned 914's were produced in 1974, known today as Bumblebees for the striking black over yellow color scheme, and Creamsicles for cream over red combination. They celebrated Porsche's victory in CanAm racing, and today are among the most desirable models to true 914 addicts.

Mistress and I had participated in a prior event in 2011, so the drives, Peoples Choice car show, parts swaps, and some of the cars and their people were going to be familiar to us. We took over the Tally Ho Inn for our central location, nicely situated for access to "der Nebelberggring," the mountainous roads of East Tennessee and West North Carolina. Besides "The Tail of the Dragon," an 11 mile stretch of US Route 129 that offers 318 curvy curves, we would also run the Foothills Parkway, a portion of "Moonshiner 28," Little River Road, and a part of the Great Smokey Mountains National Park. A total of 49 914's assembled, representing a variety of model years, colors, modifications, and countless stories relating events since the outing last year.

While stopped for lunch at a Cracker Barrel north of Knoxville I recognized a blue Porsche 356 Coupe in the parking lot, and learned from fellow Bluegrass Region member Dave Jones that about 200 356's were expected to attend the Porsche 356 East Coast Registry event at Fontana Village Resort, not far from where our 914 event was located. The thought of seeing 249 P-cars on the Dragon at the same time was astounding!

This can be a beautiful time of year in the mountains, with trees arrayed in full fall colors, crisp clear air, morning fog slumbering in the valleys that often shelter a tumbling stream. A great opportunity to remove the targa top of a 914 and fully enjoy the sights and smells of autumn! Group drives are usually kept to a sensible pace, allowing enough space between cars to safely snake through the numerous tight curves and switchbacks. By scheduling our Dragon drive on a week day we avoid the crazy crowds of cars and crotch rocket bikers that often clog these roads on weekends this time of year. There are several pull-out areas large enough to allow group pit stops to reas-

Okteenerfest

Article & Photos By: Jamie Donaldson

semble the stragglers, and some areas offer “photo opportunities” that overlook scenic lakes and mountainscapes.



This first such stop also allowed the repair of a flat tire!



Driving was all fun and games with much shifting and braking, until we encountered “that d*mn black van! It was on a long down mountain stretch of several miles, and up front was a timid driver with both feet on the brake pedal, determined to not exceed 30 mph or die! Behind it were several bigger cars, then Mistress and me, and behind us about 15 914 drivers



chewing on their steering wheels! I could smell the burning brake pads from up ahead, all the while praying for the van to pull over, but no such luck until we finally reached the flat bottom roads. I later discovered that Mistress's brake light switch contacts had soldered themselves together, so I finished the drives and trip home with my brake lights permanently on. I'll add that fix to my winter “to do” list. Friday night was BBQ dinner time under the tent, us all having worked up a big appetite after a hard day of mountain climbing in our rides.



Saturday was car show and parts swap day, with several show categories for stock, modified, and race prepared cars.

Okteenerfest

Article & Photos By: Jamie Donaldson



Several more 914's appeared, bringing the total count of cars to 60, and a gathering of 13 LE cars in a single place was exceptional. It's really gratifying to see the love and care given to many of these elderly machines, and Mistress represented us well with 1st Prize in the stock section. She really is a rare original condition example of the breed, and I do work to keep her in top driving condition and feelin' good, although a few times I've been seriously tempted to make a few mods to "enhance" her driving performance. Highlight of the morning was aligning the cars into a 914 figure, and a photo made from a very tall bucket truck displays the layout in the logo that began this tale. Saturday night was a banquet, including awards and raffle drawings.



A good time was had by all, and many of us said our good-byes in preparation for the trips home on Sunday morning. One couple from Texas drove both their "his and hers" cars a 1000 miles each way, another couple drove round trip from Wisconsin, and several attended from North Eastern states. This devotion to an antique car and their owners represents much of my enjoyment from associating with Porsche people, and each such event adds to the fond memories that make up our lives. "Drive it" means something real to them, Mistress and me included!



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