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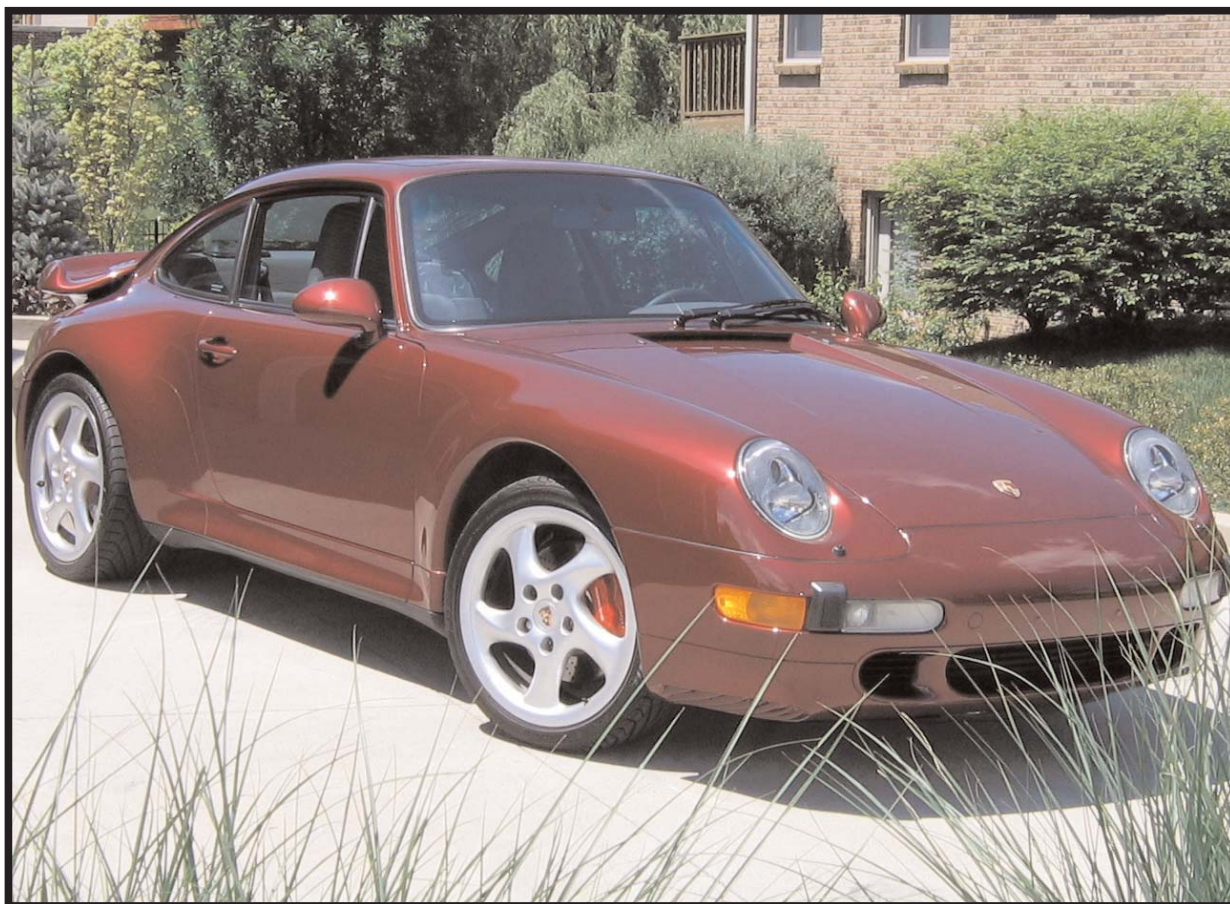
# RUMBLE

August 2005

[bgs.pca.org](http://bgs.pca.org)

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Number 8



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**Ken Hold** • email:kendellhold@insightbb.com

PRESIDENT'S COLUMN

Remember all the rain in June? Somebody wished too hard for dry weather and we got it in July! The good news is when the weather is dry the grass isn't growing, it doesn't need mowing and there's more Porsche time!! I realized that I didn't mention much about the 50th Anniversary Parade in Hershey last month's column. Well---- it was GREAT! It was like living and breathing Porsche. It was pretty much overwhelming. Pictures couldn't capture the size of the events. Imagine an 800+ Porsche car show. Imagine being in a huge filled parking lot where the only type car you could see in any direction was Porsche. Imagine having dinner with Peter, Danielle, and Wolfgang Porsche (and 300 other of your closest Porsche friends). The rallies, drives, and autocrosses were fantastic. We had lots of opportunity for quality Porsche driving time and technical sessions. The social events were a blast. We made several new friends and spent time with old friends from other regions. I won't mention how well Dale Keller and Glenn Combs fit into the "50's scene" at our 50's era dinner. They were naturals with "Duck-tails" and rolled-up T-shirt sleeves. Volunteering proved to be a super way to learn how events operated and to meet folks who really knew how to put on an event. Hats off to our own Phil Doty for the excellent job he did as the Concours Chair. Talk about a tough job and a labor of love!! A big plus for Adell and me was trailering our 930S behind our RV to and from Hershey. It was a blast to get all of the "thumbs-up" from folks we passed on the trip. I

couldn't believe it when we saw a camper a few spots down from us in the Hershey Campground unload a new speed yellow Carrera GT from his trailer. When not at events, he had the GT out parked next to the main campground road during the entire Parade. I would certainly recommend attending a parade if you get a chance. It's a great way to get exposure to most facets of PCA. And you get to meet some really great folks!

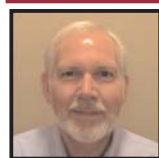
So, the month started great at Hershey, PA and ended with a fun day at Oxford, OH. Many thanks to Tim and Trish McNeely for chairing the drive and arranging for us to show our cars at the "Porsches 2 Oxford" event.

So, what happens in August? Well, for starters our first ever BGR TSD Rally! Gary Hackney continues to make sure we get plenty of Porsche quality driving time. Hope you make it to this first for the Region. And now Gary can add Rally Master to his Track and TTT titles. Way to go Gary!!

Next, we've got our first real meeting at the Porsche dealership on August 21st. I sent out a letter of invitation for all BGR members to attend. Be sure and RSVP for the meeting and also sign-up on the dealership's mailing list as a BGR member. The dealership will be sending special offer mailings to BGR members who sign-up for their mailing list. BGR does not share member information outside the club so if you want to be on the mailing list you have to sign-up. You can RSVP for the meeting without signing-up for the mailing list and vice versa.

Continued on page 5

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## Editors Column, by Ed Steverson

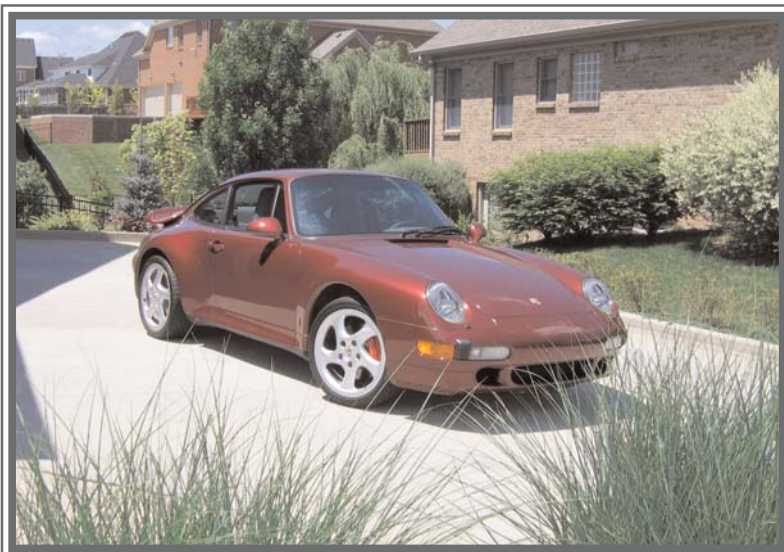
Summer is coming to a close but the club still has some quality events left. I'm trying to get a tech session together for September, Xalapa Farm in October, bonfire in November, Buffalo Trace, and our Christmas Party in December. PCA has notified us that they have changed our web address. The new address is **bgs.pca.org**. Please update your favorites with the new address.

Comments about any event or suggestions for future events should be emailed to: [rumble@abracadabra-graphics.com](mailto:rumble@abracadabra-graphics.com) and my phone is 502.320.2655.

Drive it,  
Ed

## On the cover

1996 911 Turbo (type 993). She was Purchased April 18, 2005. It is Arena Red with Classic Grey leather interior. The 993 has been the car of my dreams, especially in Arena red. She has 57,000 miles on the odometer. As the last of the air-cooled 911's the car is an instant classic and the fitting end to original 901 body and engine.



There are few factory options on the car, but I have added a the Traffic Pro navigation radio, a 3-spoke 996 Steering wheel and 996GT3 Seats. The suspension was upgraded with the Bilstein PSS9 system and 993RS Anti-sway bars. although bought as a "classic" the car will be driven and enjoyed to the fullest. Driver's Ed events are planned.

John Felker



If you have any questions, send me an email or call me. And the really big event for Lexington on August 27 is the Concours d'Elegance. All I can say is WOW! What a field of dreams! This year's marque is Mercedes, but there are so many fantastic cars already registered for entrance consideration. There are cars for every taste. Like Dusenburg? Got at least 3. And other types of car? How about: Lamborghini, Ferrari, MG, Austin Martin, Morgan, Bentley, Maserati, Alfa Romeo, Austin-Healey, Lotus, Noble, Lancia, etc., etc. Oh, did I mention a few of our P cars? How about one of only 20 Abarth Coupes ever produced? Or, how about a real race AR 60? We have several \$1M+ cars to look at. Come on out to the concours. Sign-up for the Paddock and let Becke know you're coming so she can save a space for you.

One piece of club business: It's that time of year for starting the election process. Our bylaws call for the appointment of a Nominating Committee no later than September 1 and a Nominating Committee Report be made at our November monthly meeting. We'll discuss this process in more depth at our August 21 meeting.

I was speaking earlier of RV camping at Hershey. Well for the Petit Le Mans at Road Atlanta on October 1, some of us are going to do it the old fashioned way; we're tent camping in the infield. This should be an outstanding event especially with the debut of the new Porsche prototype racer. I've been talking with Jack Bair of Porsche Cars North America about some of the plans and activities he's been working on for the Porscheplatz. This should be a great time for PCA folks. Let me know if you are planning to attend. It would be a blast for us to spend some time together enjoying the track.

So, plan for October but get out and enjoy August! Every day needs to be a Porsche day.

Just for the fun of it!  
Ken  
859.396.3502



**Membership** by Tim McNeely, Membership Chair

We continue to grow...we have five new members and three transfers from other regions. Please join me in welcoming:

Michael Fielden of Lexington	1984 911
Jack & Rhya Strifling of Lexington	1987 911
James & Donny Triskett of Lexington	2003 996
Chris Bowling of Lexington	1978 911SC
John Osborne of Nicholasville	1988 924S
James Millikan of Monticello	2002 Boxster
Greg & Phoebe Fishman of Lexington	1997 993
Chris Woycke of Lexington	1991 911

That brings our membership up to 100 members, 68 Family members, and 5 Affiliate members. It's great to finally be into triple digits!!!

## Upcoming Club Events

### Membership Meeting, September 18th

September's Membership meeting will be at Portabella's Restaurant on Richmond Road in Lexington. Plenty of parking, come join us for a nice meal and alot of Porsche talk!

### Xalapa Farm, October 15th

John Downs, a Bluegrass Region member is the manager of the historic and beautiful Xalapa Farm in Paris. John has offered the farm for a club event. The farm will open it's gates to BGR on October 15th for a membership meeting and a catered dinner. The date will start out with a TT tour. The destination of the tour will be at the farm. After arrival we will have our monthly membership meeting and a catered meal. I need to get a head count for the meal. You can attend the cruise or just the meeting and the meal. More details on meeting location for the TT Tour and cost of meal in upcoming Rumbles and on the web at [bgs.pca.org](http://bgs.pca.org). Please call or email Ed Steverson to RSVP by September 30th, phone 502.320.2655 email: [rumble@abracadabra-graphics.com](mailto:rumble@abracadabra-graphics.com)

## Recent Club Events

### Porsches 2 Oxford - July 30, 2005 by Tim McNeely

The Mid-Ohio PCA Region sponsored an event on July 30, called "Porsches 2 Oxford". The Bluegrass Region had six Porsches meet in Georgetown that morning to begin our 100 mile caravan up to the quaint town of Oxford, OH (home of Miami University)...and while we were there, three more BGRPCA Porsches showed up...bringing our total participants to nine cars and thirteen warm bodies.

The event was absolutely awesome. They had participants from 15 Regions, the farthest being from the State of Maine, and they had approximately 200 Porsches show up...how cool is that?? The main events took place in downtown Oxford where the streets of the town square were blocked off for the show. The weather was great and the viewing of Porsches and camaraderie was even better.

They intend to repeat this event next year as well. If you missed it this year, make sure to try and work it into your calendar for 2006.



## Other Clubs Events



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Many of you heard about the Carrera GT that recently crashed with two fatalities at a track event in California. There was also a fatality in a Boxster at Watkin's Glen last week at a PCA DE. And while in both cases there may have been extenuating circumstances (the Carrera GT supposedly swerved at high speed to avoid a car that left the pits at the wrong time, and the Boxster driver supposedly was not in good health and may have had a stroke or seizure), there are still three men dead from participating in a hobby.

I've spent 30 days doing DEs on track and have never seen an injury (other than minor ones from working on the car in the paddock). I've also worked corners for many SCCA races (this hobby isn't safe either, as a cornerworker was recently killed at an SCCA race) and on about half the weekends the ambulance is needed, although the driver is usually quickly released from medical. So based on my experience DEs are safer than racing, which shouldn't be a surprise as the goal in a DE is to be safe and avoid driving near other cars.

I've heard that some regions restrict cars without roll cages and harnesses to the slower groups. But as this creates more of a speed difference between cars in the group, I can't imagine that it makes anyone happy-neither the slower driver who's always being caught, nor the fast driver who's always catching someone and waiting for a straight to get by. It's questionable to me whether this makes the overall event safer, as the faster driver frequently has to tailgate to some degree to convince the slower driver that he's really faster. The whole idea is to get open track time by being on track with other cars of equal speed so no one catches anyone. And harnesses are not a guarantee against injury anyway.

Any high-speed motorsports activity will never be as safe per vehicle mile as highway driving. Even though there's no oncoming traffic, even though the track is smooth and wide, even though Porsches are made for this sort of activity, even though novices have instructors.

So why take the chance? Why do DEs at all?

That's hard to answer. Maybe part of it is the "it'll happen to the other guy" mentality. Or "I'm a good driver so I'll be OK." Or "this track has lots of runoff so I won't hit anything." I guess we've decided the fun is worth the risk. And why buy a car capable of 150+ if you're only going to loaf along the interstate at 70? If we didn't enjoy performance and speed we'd all be driving Buicks.

I don't have an answer here. But I suspect these accidents won't make DEs any less popular.

Last week I did my duty as track chair and checked out Autobahn Country Club, a new track outside Joliet, IL. While there were other things I'd rather have been doing, I felt an obligation to my PCA friends to sacrifice and spend the day on the track collecting information for this review (yeah, like you believe that!)

I was with the Saturn Performance Club (which is not an oxymoron; these guys are serious) on the North Course, all 1.46 miles of it. It took two half-hour track sessions before I decided it was even fun; the course was very tight and busy, and it took me that long to figure out where to shift and where to turn-in and apex the 9 corners. Only on the front straight could I get into 4th gear for more than a few seconds. Top speed was right at 100, and the very tight turn 2 required a 4-2 downshift.



## **Track Action continued, By: Gary Hackney**

The South Course, which I couldn't even see, is longer, at 2.06 miles, and the Full course is 3.53.

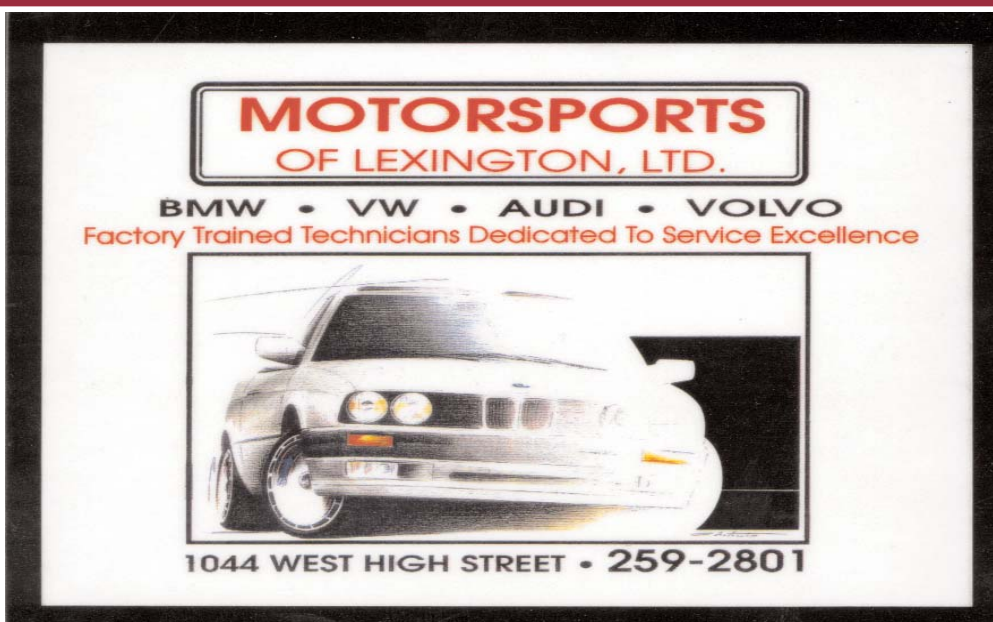
The facilities are good, and new, and the track is 40' wide and very smooth. When the North or South course is rented out, the other is reserved for members. Visibility of the either course from the paddock is poor as they left lots of trees in the infield. After my five sessions, I thought I'd learned the line. But during the SCCA race the next day I saw drivers taking a line through turns 3 and 4 that I hadn't considered; I don't know that it was better but I'd like to have tried it to see. Next time.

My next track events are Road Atlanta (Peachstate PCA) 8/20-21, VIR (Potomac PCA) 9/9-11, Putnam Park (Central Indiana PCA) 10/29-30, and Barber (TracQuest) 11/26-27. If anyone's doing any of these, let me know.

### **Upcoming Driving Events**

8/13-14 GingerMan Raceway, Rallysport PCA  
8/20-21 Road Atlanta, Peachstate PCA  
8/27-28 Barber Motorsports Park, Alabama PCA  
9/2-4 Putnam Park, Ohio Valley PCA  
9/9-11 VIR, Potomac PCA  
9/17-18 Memphis, MidSouth PCA  
9/24-25 VIR South Course, First Settlers PCA  
9/30-10/2 Mid-Ohio, Northern Ohio PCA  
10/15-16 AutoBahn Joliet, Audi Club Chicagoland  
10/15-16 VIR, CarGuys  
10/29-30 Road Atlanta, Peachstate PCA  
10/29-30 Putnam Park, CIR PCA

**Visit the respective regions' websites for more information. Keep in mind that many events have a "start of registration" date two or three months in advance of the event, and they fill up quickly.**





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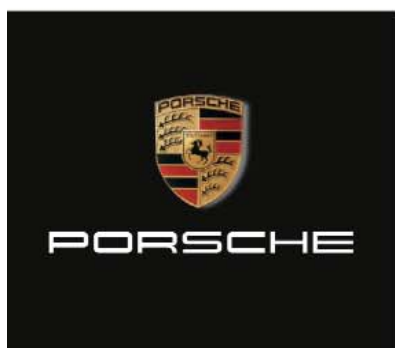
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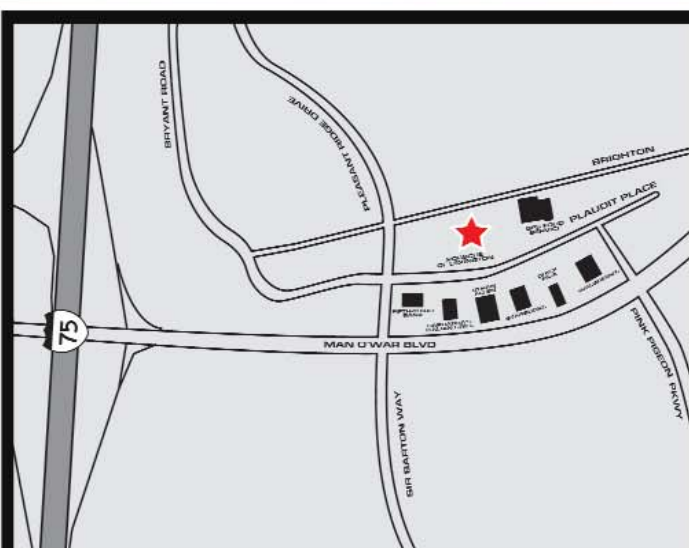
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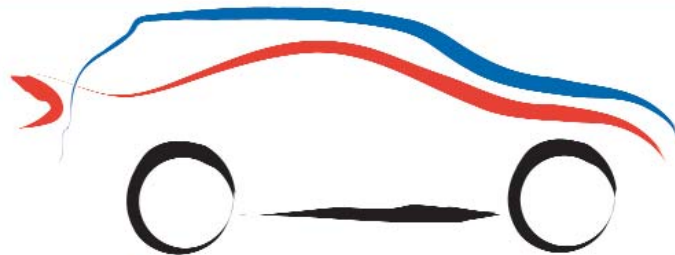
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**1. The garage of the Porsche family villa was never used to build cars in post-war Stuttgart.**

True or False

Excellence, Vol. 1, page 46-F

**2. The VW sports-car study that became the first Porsche, the Type 356 roadster, had which of the following features:**

- a. Frameless windshield
  - b. Full wheel covers
  - c. High ground clearance to suit poor road conditions
  - d. All of the above
- Excellence, Vol. 1, page 29-d

**3. The Porsche 935/78 is better known as:**

- a. Moby Dick
  - b. Henry
  - c. The flying turbo
  - d. None of the above
- Panorama 7/01, page 31-a

**4. The new Carrera GT is built in Stuttgart, Gemany.**

True or False

Panorama 8/02, page 31-F

**5. Porsche adopted the previous Carrera body shell for the standard 911SC in 1978.**

True or False

Excellence Was Expected , Vol. 2, page 818-T

**6. The oil capacity for the 1981 Porsche 928 is:**

- a. 7.9 quarts
  - b. 10.2 quarts
  - c. 6.0 quarts
  - d. None of the above
- Up-Fixin # 6, page 120 (or Panorama 6/81)-a

**7. The Cayenne is assembled at a new Porsche factory in:**

- a. Stuttgart
  - b. Leipzig
  - c. Frankfurt
  - d. Zuffenhausen
- Panorama, 4/02-b

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**Tech Quiz, Continued** by Skip Carter and Greg Phillips

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**8. When the Cayenne is not moving, a loading level of \_\_\_\_\_ inches is achievable; 2.3 inches below its normal ride height.**

- a. 14.5
- b. 12.2
- c. 6.2
- d. 3.0

Excellence, Vol. 3, page 1431-c

**9. At speeds above 130 mph, the Cayenne's air suspension automatically moves to its extra low ride level which is \_\_\_\_\_ lower than the normal trim.**

- a. 6 inches
- b. 10 inches
- c. 18 inches
- d. 1.5 inches

Excellence, Vol. 3, page 1431-d

**10. The 924 engine and transmission came from the \_\_\_\_\_.**

- a. AMC Gremlin
- b. Ford Fiesta
- c. NSU
- d. Audi 100

Excellence, Vol. 2, page 747-d

**11. Porsche gave the 944 engine a cylinder-bore of 100mm, which was a new record bore diameter for Porsche cars.**

True or False

Excellence, Vol. 2, page 946-T

**12. The 1973 914 was available with a larger four-cylinder engine of \_\_\_\_\_.**

- a. 2.0-liters
- b. 3.0-liters
- c. 2.4-liters
- d. None of the above

Excellence, Vol. 2, page 527-a

**13. How many 916's were produced?**

- a. 100
- b. 1,000
- c. 5,000
- d. 11

Excellence, Vol. 2, page 525-d

### **PORSCHE® RACING CHAMPION HURLEY HAYWOOD INDUCTED INTO MOTORSPORTS HALL OF FAME OF AMERICA**

#### **Endurance Racing's Most Successful Driver Joins Six Other 2005 Inductees**

DETROIT, August 19, 2005 - Hurley Haywood, international endurance sports car racing's most successful driver, was one of seven motor racing greats inducted into the Motorsports Hall of Fame of America. At the Hall's 17th Annual Induction Ceremony last evening, Haywood was recognized with other competitors from automobile, motorcycle, and boat racing as a racer who has demonstrated skill and excellence in motorsports.



Haywood's record number of 10 victories in the world's premier sports car races - the 24 Hours of Le Mans (3), Rolex 24 at Daytona (5), and 12 Hours of Sebring (2) - are the most for any driver. All of these wins were earned driving Porsches, as were Haywood's championships in the IMSA Camel GT and Supercar series, and the North American GT Endurance Championship. His other career highlights include an SCCA Trans Am Championship, a third-place finish in the SCCA Can Am Championship, and 18 Indy Car starts including the fastest rookie title at the 1981 Indianapolis 500.

Considered the leading Porsche motorsports ambassador in North America,



Haywood is executive vice president of Brumos Motor Cars, one of the premier Porsche dealers in the country, in Jacksonville, Fla., and still competes in the Rolex Sports Car Series for Brumos Racing in the company's Daytona Prototype Fabcar Porsche. In addition, Haywood is the chief driving instructor for the Porsche Driving Experience, a Porsche driving school located at Barber

Motorsports Park in Birmingham, Ala.

Joining Haywood on the Hall's 2005 list of inductees are: Tommy Ivo (Drag Racing), Tom Sneva (Open Wheel), Jay Springsteen (Motorcycles), Danny Foster (Powerboats), Holman Moody (At-Large), and Troy Ruttman (Historic).

Located in Novi, Mich., the Motorsports Hall of Fame of America is dedicated to both educating and entertaining the public while honoring and immortalizing the men and women and the exciting machines that made motorsports history. The facility showcases exhibits and photographs of the personalities, manufacturers and machines of racing and their rich legacy.



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# Classified

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**FOR SALE:** Porsche 2000 Boxster: 12.2k, Silver w/blk int blk top, sport pkg, VERY RARE M030 SUSP PKG, trac. ctrl, 17" wheels, CD player, wind blocker, second set of 18" turbo-look rims are available for an additional price, car is nearly new in & out for used price, Priv Sale, asking \$29,375. (847) 362-1271 or [folkess361@aol.com](mailto:folkess361@aol.com).

**WANTED:** 6" x 16" Fuchs alloy wheels. Road rash acceptable. No chromed rims. Willing to buy 1 or more rims. Contact Larry Woods after 6:00PM ET at (859)254-7761.

**FOR SALE:** 1987 944 Mint Condition Guards Red with Black Leather Interior Garaged, 5 Speed 52,000 Original Miles. I'm the 2nd owner and have had this car for 13 years. Offered at \$10,000 Phone 859-266-9163 Dale B. Thoma

**Parting Out:** 86 944 turbo (951) many body and interior parts such as turbo bumpers, fenders, hood, phone dial wheels (8's and 9's) etc...Used Koni adjustable struts and shocks, AC comp, PS rack, inst cluster, etc... Call Danny at 859 253-9900 for prices or to ask about other parts.

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## Attention:

The club's web address has changed:  
The new address is:

[www.bgs.pca.org](http://www.bgs.pca.org)

The old address will continue to work for  
a short time.

# August

**August 13, 2005:** "Dog Days Rally", the first BGS Time-Speed-Distance rally. contact Gary Hackney for more details.

**August 21, 2005:** Membership Meeting and social 2-4pm. At Lexington Porsche. Come get to know the dealership. Refreshments provided.

**August 27, 2005** - Lexington Concours D'Elegance

# September

**September 8, 2005:** Board Meeting 6:30pm, Country Cooking by George, For directions contact Ken Hold 859.254.2817.

**September 18, 2005:** 5:30pm Membership Meeting and social. Portabella's Restaurant, Richmond Road Lexington. For directions contact Ed Steverson 320.2655.

# October

**October 15, 2005:** TT Tour with Membership Meeting and catered meal at Xalapa Farm. RSVP with Ed Steverson by September 30th 502.320.2655.

*For more information about  
Activities Contact  
Ed Steverson  
Activities Chair  
101 Rancho Court  
Frankfort, KY 40601  
502.320.2655*

# November

Bonfire and Membership Meeting at Becke Cleavers Farm. More information in future Rumbles, on chat, and [bgs.pca.org](http://bgs.pca.org).

CONSULTING ELECTRICAL ENGINEER

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