



PORSCHE CLUB OF AMERICA
BLUEGRASS REGION'S

RUMBLE

February 2007

bgs.pca.org

Volume 5

Number 2



Inside

President's Column, pg 2

Officers, pg 3

Editors Column, pg 4

Membership, pg 4

Upcoming Club Events, pg 5

Track Action, pg 7

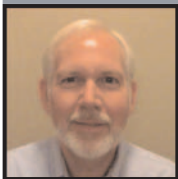
Cayenne On The Track, pg 8

Recent Club Events, pg 15

Other Area Events, pg 15

Activities Calendar, pg 16

Classified, pg 19



Ken Hold • email:kendellhold@insightbb.com

P R E S I D E N T ' S C O L U M N

OK! OK! So it's cold out there. Trust me it will get

warm in the next five or six months. Meanwhile it seems like a lot of the BGS members are very busy at planning and scheduling what they will be doing for the rest of the year. Well to help with that process, Mark Doerr has added the BGS Activity Calendar to our website. Check it out on <http://bgs.pca.org>. Mark will be keeping the calendar current, but if you have any questions you can link to him from the website. Also, Chris Davis has added links to the activity calendars for Zone 13, Ohio Valley Region, Southern Indiana Region, and the Smokey Mountain Region. Note that Benson Miller, our Track Chair will

also be using our website to post the latest Driver Education schedule. There will be more information regarding the DE schedule after Benson and Chris work out the details.

So check online, get the BGS events on your calendar and get ready for Porsche weather.

Just for the fun of it!

Ken
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859.396.3502

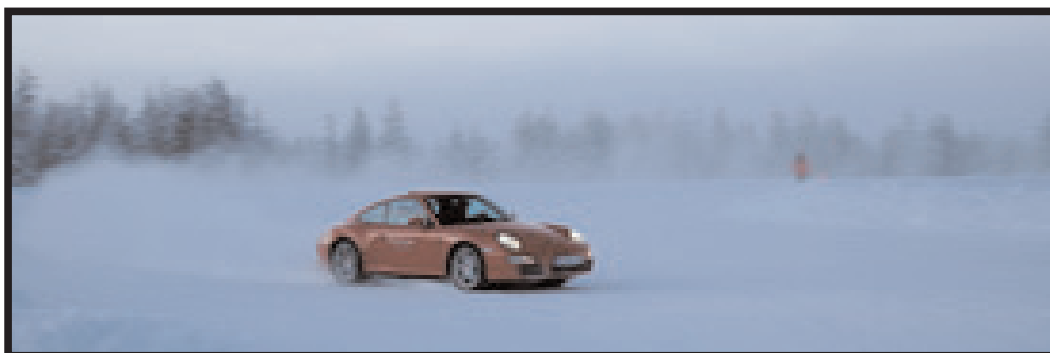



Photo credit: pca.org

Our website has been redesigned!
Check us out on the web!
bgs.pca.org

Officers of Bluegrass Region, PCA

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Editors Column by Ed Steverson

Well, just when I thought what a mild winter we are having, It turned crazy cold. Hope all of you are staying warm, your pipes are still thawed, and you haven't experienced any vehicular mishaps. My cars are warm and covered in the garage and I have been Jeeping it for several weeks now.

I have some good news for the Rumble! Starting in June Clark Harrison will be your new Rumble editor. Clark is a very talented in graphic design and I'm looking forward to seeing Clark's handiwork. This will give me a welcomed break and allow for other possibilities for myself within the club. Thanks Clark!

Chris Davis has been busy with the web site there are many improvements, check it out at bgs.pca.org. Chris has also created a club online photo album, it can be found at <http://picasaweb.google.com/BluegrassPCA/BluegrassPCA>. With the addition of a online photo album, this has opened up a possible additional position within the club. That would be a historian for lack of better terms. Someone that would be interested taking photos, collecting photos shot by others, and archiving them. This would be a valuable position for the club. If any of you have an interest in being more active with the club, enjoy photography, and would like to try out the historian position, call Ken Hold at 859.396.3502 or myself at 502.320.2655 to discuss. Stay warm and hope to see you soon.

Drive it,
Ed



Membership by Tim McNeely

Three new members since our last issue!! Please join me in welcoming:

Wigham & Jodi Arnold of Danville	1977 911
Magdalene Karon of Lexington	2007 911
Albert Remley of Lancaster	1975 914

Our total membership is at 118 Members (assuming we get 5 renewals this month), 76 Family Members, and 7 Affiliate Members. Also, please recognize the following Member Anniversary dates:

Thomas Ashford	1988
Lee Kerley	1992
Greg Fishman	1996
Richard Lane	2002
Michael Shehata	2002
Glenn Combs	2003
Len Lobaito	2003
Ross Halbleib	2005
Brian Hershinow	2005
Terence Ross	2005
William Alverson	2006

Upcoming Club Events

Board Meeting, February 5th

Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859.396.3502

Membership Meeting, February 18th

Membership Meeting, 5:30pm, Portabello's Richmond Road Lexington. For more details contact Ken Hold 859-396-3502

Board Meeting, March 5th

Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859.396.3502

Membership Meeting, March 18th

Membership Meeting, 5:30pm, Portabello's Richmond Road Lexington. For more details contact Ken Hold 859-396-3502

Drive the Track at Kentucky Speedway and Belterra Casino Drive April 21st.

Drive the Track at Kentucky Speedway and Belterra Casino Drive. For more details contact Ed Stevenson 502-320-2655. Please RVSP by April 7th. We will meet at Jim's Seafood on Wilkinson Blvd. in Frankfort at 10am, Drive to the track and continue to Belterra for lunch and a quick try at luck!

Visit to Jas's garage

BGR Member Jas Dhillon has graciously offered to host a spring event for the club at his home/garage. The date is June 2. More details will come, they will be posted in a future Rumble. You won't wanna miss this one! Mark your calendar. Below are some teasers of some of the occupants of his garage.



Photos credit: Ed Stevenson

On the cover

Winter is here!



Photo credit: PCA.org



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Participation Through Communication

I'm looking forward to working as your Track Chairman for 2007 and appreciate the great job Gary Hackney has done for the Club in the past.

There are several members in the Bluegrass Chapter that regularly participate in Drivers Education ("DE") events and a few racers as well. But, most of you have never experienced the pure joy and excitement of driving your Porsche flat-out on a race track. I hope that during my tenure as Track Chairman a larger number of you will take advantage of the many opportunities to experience the racing heritage of your Porsche.

I have set a simple goal for this year: Participation through Communication

Communication

I am going to publish monthly a schedule and Club roster of the DE events and spectator races that are within a day's drive of the Central Kentucky Area. If you will be attending any events, please email me (benensonm@locknet.com) with the event name, event dates, your name, email address, and phone number so I can update the roster. For those of you that have never attended a spectator race or DE before, you will now have people to contact for guidance and information to support your participation.

The articles I write this year will focus on providing introductory information to those of you who are curious about Driver Education Events but have not yet participated. Will my car hold up and what maintenance is required to get it ready for the track? What is a racing line anyways? How can I have fun if I don't know what the heck I am doing?

Also, if you email me with any track news you would like to share with the Club, I will include a section for Member track News. Any information submitted by members before the end of the month will be included in the next month's newsletter. Please, keep me posted so I can pass the information on.

Participation

I still remember all of the uncertainty I experienced when attending my first DE a couple of years ago. Simple questions: What should I wear? What should I take? Where should I park? What are the people like????? It would have been very helpful to have gone to Putnam with a fellow Club member who knew how it all worked. Thus, the reason for the schedule and roster is to provide you with a list of people who can answer any questions that you may have.

For those of you thinking about giving a DE a try, check the schedule and roster to see who is participating. Give them a call and learn from their experience. Believe me, those of us with some DE and racing events under our belts love sharing our passion. It's fun to attend with friends and we would very much enjoy expanding the size of the group. Please, give us a call.

As the old saying goes, "There is strength in numbers" so come on and join the fun.

Until next time,

Benson

Thoughts On Driving My EBay Truck At The Putnam Park Road Course, by Benson Miller

EBay Truck on a race track you ask? It was definitely not part of the plan. I was scheduled to drive my 1984, 930 turbo at the Central Indiana Region's fall driver education ("DE") event at Putnam. But, that plan changed quickly the prior weekend while attending a DE at the Virginia International Raceway. My 930's boost pressure was erratic and the oil temperature was running hot. I learned the hard way that it must be oily smoke that makes Porsche engines run, 'cause when you let the smoke out, the engine stops running. Fortunately, I hauled the 930 to VIR in my EBay trailer with my EBay "Buy It Now" Cayenne Turbo (towing capacity of 7,700 pounds), so getting home wasn't a problem.



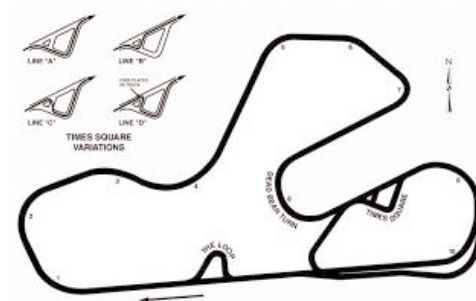
The thought of driving my Cayenne on a race track, in the midst of a bunch of 911s, felt uncomfortable and intrusive to say the least. But, rather than loose my deposit, I asked the CIR folks if it would be alright. Though a Cayenne had never been driven in a CIR DE event before, they gave me the OK.

To get ready for the track, I changed the brake fluid, emptied out all the loose stuff, checked the oil, and pumped the tires up to their maximum load pressure. In our morning classroom session, I told my run group that I would do my best to stay out of their way. Then, after donning our helmets, my instructor and I headed to the grid along with a Lotus, Porsche GT3, and a bunch of 911s and Boxsters.



Once waved on to the track, the group completed the obligatory warm-up lap and started to pick up speed. On the third lap the corner workers began waving the black flag at me, a signal to go into the pits and stop. My first thought "Oh \$\$\$\$, Not Again!" In the pits I had a good laugh with the Starter when he said I wouldn't get a speeding ticket on the track and asked for the radar detector on my windshield. Back on track I started experimenting with the acceleration, braking, and cornering capabilities of the Cayenne.

I really like Putnam because it's fairly short, not too fast, and most of the turns have a lot of run-off room if you screw up. With all 5,600 + pounds of the Cayenne Turbo having a 0 to 60 time of 5.2 seconds, I figured I might need some run-off room too.



Easing into faster laps, my confidence started growing along with my hopes for a good weekend. The body roll (sway) through the turns was much less than expected although the front end felt a little heavy. I found myself braking way too early as the Cayenne kept comfortably nailing the apex (middle of a turn) and exit point of each turn. There was no sign of fade in the brakes.

Starting into the second session, my instructor suggested that I focus on picking a "deeper" braking point for each turn (translation - go faster). When I finally mashed the gas down the straight he said, "Wow, this thing has a lot of torque!" Glancing over, his knuckles didn't look too white so I figured this was a compliment rather than a backhanded way of saying "Please Don't Kill Me". I checked the speedometer which read 102 mph and hit the brakes hard at the 300 foot marker. No abs engagement. And yet again, I drove through turn one way too slow. My attitude changed from "good weekend" to "fun weekend" as I threw a grin at my instructor.

Having confidence in the brakes let me work on how fast I could really go through each turn. In Porsche Club DE events, the instructors teach all the "newbies" like me to brake hard in a straight line. Then, get back on the gas to power through the turns. The idea is to balance the car from front to rear for better traction while cornering. The Cayenne was responding beautifully to this technique and I kept selecting deeper braking points until the front of the Cayenne felt like it was beginning to slide out. I then focused on consistency for the rest of the session. My peripheral vision caught some white knuckles and beads of sweat on my instructor...we were going fast - or so I thought.

After the second session my instructor recommended that I go solo for the rest of the weekend and promised me that it was not for self-preservation. The head instructor wanted to do a check ride with me first though. Back on the track: "Eyes UP!!!, Glance at the corner worker...look through one to two... EYES UP you should be looking through three to four now... next corner worker...EYES UP...look through 5 and 6 to 7..." I had been looking at the braking point, then the apex, then the exit, then the next braking point. It was amazing how much speed I picked up as my eyes consumed the flow of the track and I stopped driving from point to point. The feeling was magical as the Cayenne became an extension of my senses. All thoughts of intruding, by driving a "truck" in the midst



of sports cars, dissolved instantly. One thing really puzzled me though. Occasionally there was no "push" going through turn four...the Cayenne felt like it was glued to the track begging for more speed.

The head instructor cleared me for solo the rest of the weekend with a couple of simple instructions, "EYES UP! Remember you're moving 2 ½ tons around the track!" During my first solo session I was really grateful for the Cayenne's automatic everything. Late in the session I made a pass on the short straight before turn eight and went into the turn way too fast and off line. It's a U shaped left hander that is slightly off-camber and up-hill. With my sphincter rapidly contracting and the abs system chattering at me, I turned the wheel. The Cayenne began pushing into the marbles of rubber and gravel off the racing line. A previous DE spin in my 930, and the numerous lectures that followed, taught me to get on the gas in such situations...otherwise its spin city. Fighting the urge to stay on the brakes, I hit the gas, eased up a bit on the steering input, and began to pray. Slow motion kicked in... The rear-end shifted out as I felt the Cayenne's weight began to transfer back from the acceleration.

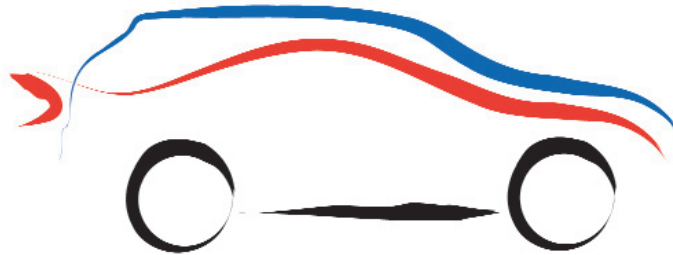
Continued on page 12



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The outside rear tire accepted the weight and stuck to the track as a newly found balance glued the outside front tire to the track as well. Even though I was in the marbles and way off line, the Cayenne flat flew around the turn. There was not even a hint of spinning out. I sniffed a couple times to see if I had an accident (if you know what I mean), and as my pulse rate slowed, I realized there was still more cornering speed possible in the Cayenne. I became a man with a mission.

That evening, I thought about NASCAR drivers asking for tire pressure changes of a pound or two. I fired up the internet and read: "To decrease over-steer either decrease front tire pressure or increase rear tire pressure. To decrease under-steer either increase front tire pressure or decrease rear tire pressure." (Yeah, I had to read it a bunch of times too.) I needed to decrease under-steer and, since my front tires were already up to maximum pressure, I decided to reduce the rear tires by 2 pounds each.

My first session on Sunday was spent wishing I had lowered the rear tire pressure the day before. The air suspension system was really happy with the looser rear-end, which provided more weight transfer and better rotation around the turns. Brake hard, hit the gas, turn in, feather in more throttle to the apex, floor it through the exit. Holy cow was I having fun, carrying so much more speed through the turns that I had to move my braking points back. Down the straight I was hitting 115 mph, getting hard on the brakes at the 200 foot marker for turn one. The brakes never faded, the suspension was firm and predictable. I was running up on the 911s, even through the turns.

At the end of the second session the Grid Starter came by and told me the Cayenne was a big hit. The track announcer, who normally just provides grid times, started broadcasting a play by play as I began lapping several cars in my run group for the second time. Needless to say, I was grinning from ear to ear and felt very proud to be driving the Cayenne. It far exceeded everyone's expectations, including mine. The Central Indiana Region's newsletter reviewing the Putnam DE even featured a picture of the Cayenne blasting around turn 10.



Looking back, it's hard to describe how well the Cayenne handled the race track and how much fun I had driving it at Putnam. Whether you are on rocky tracks, race tracks or pulling a trailer, the Cayenne Turbo is a dream to drive. Many people have called my Cayenne a "truck", but now I know



better.



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Recent Club Events

Launch of the new Targa at Porsche of Lexington. February 8th by Ed Stevenson

It was cold out and I mean cold, but the guys at Porsche of Lexington had some hot cars and one of the hot cars was the brand new 997 Targa! The night consisted of great music, great friends, a great looking car, along with a great dealership made for one GREAT evening.

If you missed it, don't miss the next POL event. These guys know how to put one on!

Other area events of interest.

Keeneland Concours - August 25, 2007

The Keeneland Concours planning team held their winter meeting at the Biltmore Estate in Asheville N.C. on January 20-21. The 2007 concours is shaping up to be a fantastic event! In addition to new versions of the Bourbon Tour, the Gala, the Sunday Tour, and the concours itself, there will be totally new elements added to the event.

So, what's happening? Well, there will again be a Bourbon Tour. It was well received by the tour attendees last year and proved to be a unique event. The Gala this year will be at the Crown Plaza and there will be an auction associated with it as in the past. The Sunday Tour will be highlighted by a tour of the Governor's Mansion in Frankfort. As for the concours itself, Jaguar is the feature marque. There is a good chance that we will get Bob Tullius to attend as a "person of honor". Mr. Tullius is considered to be the most successful and prolific driver of Jaguar race cars in modern times. Lots more to come.

So, what's new? Well, for starters the Classic Car Club of America (CCCA) will be holding their Grand Master Judging at the concours. That means we will have a representation of at least twenty of the finest judged vehicles produced between 1925 and 1948. Some of these cars will be included in our judged classes. There will also be a special tour for CCCA cars the Friday prior to the concours. Also, this year immediately after the concours, activity will shift to the Aviation Museum for a Hanger Bash. There will be some notable planes flown in for display. Piaggio will have both its Ferrari and Maserati planes for our viewing. Also, we've received permission to stage a number of "cars of interest" on the tarmac for a continuing car display. How cool is this?

Several BGS members are directly involved in planning for the concours. If you have any specific questions feel free to contact: Tom and Connie Jones, Curt and Peggy Richards, Lee and Betty Wegner, David and Cindy Ratliff, Ken and Adell Hold. Several more BGS members are involved as judges and volunteers who make the concours happen.

As more information comes available, it will be posted on the concours website at <http://www.keenelandconcours.com/>

Plan to be at the show!

Ken Hold

February

February 5, 2007: Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859.396.3502

February 18, 2007: Membership Meeting, 5:30pm, Portabello's Richmond Road Lexington. For more details contact Ken Hold 859-396-3502

March

March 5, 2007: Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859-396-3502

March 9 & 10, 2007: *DE Event at Barber Motorsports hosted by Alabama Region PCA. Registration is online at ala.pca.org.

March 18, 2007: Membership Meeting, 5:30pm, Portabello's Richmond Road Lexington. For more details contact Ken Hold 859-396-3502

April

April 2, 2007: Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859-396-3502

April 14-15, 2007: *Ohio Valley Region DE at Mid Ohio.

April 15, 2007: Membership Meeting, 5:30pm, Portabello's Richmond Road Lexington. For more details contact Ken Hold 859-396-3502

April 20-21, 2007: *Spring Break DE/CIR Brake Event at Putnam, TBA

April 21, 2007: Drive the Track at Kentucky Speedway and Belterra Casino Drive. For more details contact Ed Steverson 502-320-2655. Please RVSP by April 7th.

May

May 7, 2007: Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859-396-3502

May 11-12, 2007: *PCA DE at Mid Ohio. TBA

May 19, 2007: Tennessee Tubs, Details to follow.

May 20, 2007: Membership Meeting, 5:30pm, Portabello's Richmond Road Lexington. For more details contact Ken Hold 859-396-3502

* Not a Bluegrass Region Event.



Photo credit: pca.org

June

June 4, 2007: Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859-396-3502

June 9- 10, 2007: *PCA DE at Mid Ohio. Driving until 8 pm each night to get 3 days of driving in 2 days.

June 9- 10, 2007: *Peachstate Region DE at Road Atlanta.

June 10, 2007: Ault Park Concours, For more information: www.cincy-concours.com. For more details contact Ken Hold 859-396-3502.

June 17, 2007: Membership Meeting, 5:30pm, Portabello's Richmond Road Lexington. For more details contact Ken Hold 859-396-3502

July

July 2, 2007: Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859-396-3502

July 15, 2007: Membership Meeting, 5:30pm, Portabello's, Richmond Road Lexington. For more details contact Ken Hold 859-396-3502

July 28, 2007: Porsches 2 Oxford, Details to follow. For more details contact Tim McNeely.

August

August 6, 2007: Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859-396-3502

August 11, 2007: Indy Racing League at the Kentucky Speedway, For more information contact Lee Wegner

August 19, 2007: Membership Meeting, 5:30pm, Portabello's Richmond Road Lexington. For more details contact Ken Hold 859-396-3502

August 25, 2007: Lexington Concours d' Elegance at Keeneland. Marquee car is Jaguar. For more information: www.keenelandconcours.com

September

September 3, 2007: Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859-396-3502

September 16, 2007: Membership Meeting, 5:30pm, Portabello's Richmond Road Lexington. For more details contact Ken Hold 859-396-3502

Activities calendar continued on page 18

* Not a Bluegrass Region Event.

October

October 1, 2007: Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859-396-3502

October 6, 2007: Cumberland Falls Drive, Details to follow. For more details contact Tim McNeely.

October 20, 2007: Membership Meeting at Xalapa Farm. TBA For more details contact Ed Steverson 502-320-2655.

November

November 5, 2007: Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859-396-3502.

November 18, 2007: Membership Meeting, 5:30pm, Portabello's Richmond Road Lexington. For more details contact Ken Hold 859-396-3502.

November 30, 2007: Lighting of the distillery, Buffalo Trace Distillery Frankfort. Meet at McDonald's next to Brighton Place. Contact Ed Steverson for details 502-320-2655.

December

December 3, 2007: Board Meeting, 5:30pm Cooking by George. For more details contact Ken Hold 859-396-3502

December 9, 2007: Christmas Dinner and Membership Meeting. Time and place TBA.

**Please welcome Mark Doerr as our new activities coordinator.
Mark can be contacted at markdoerr@insightbb.com
or 859.321.2473
THANKS MARK!**

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