



PORSCHE CLUB OF AMERICA  
BLUEGRASS REGION'S

# RUMBLE

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

Wow! What an August! Most of my time was spent on activities associated with the Keeneland Concours d'Elegance. And what a time it was. Our little Bluegrass Region Lexington car show has turned into a major national event. If you missed it, you missed a great opportunity to get up close and personal with some of the neatest cars in North America. And, you also missed spending time with some of the neatest car folks. It was great to hear from attendees and participants who are now making the trip to our car show an annual event.

At least 30 of our Bluegrass Region members worked as core members, judges or volunteers to make the concours happen. There were 80 Porsches parked in our paddock on the day of event. Attendees came from Nashville, Chicago, Louisville, Cincinnati, Bowling Green KY, Mid-Ohio

Region, Miami Valley Region, Ohio Valley Region, Musik Stadt Region, and KY Region. It was quite a draw! Tim McNeely and Michael Fielden did a great job of getting all the cars positioned in the paddock and signed on our attendance list. And oh by the way, did I mention that we WON the Paddock Challenge? The club got some very positive recognition by increasing our donation from \$165 last year to over \$2,225 this year. There was quite the rivalry all day between our club and the Corvette Club (last year's winners). The Corvette guys were great in the good natured fun and are already making plans to win the Paddock Challenge next year. We'll just have to see about that! *Continued on Page 5...*

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## Editors Column by Clark Harrison

Well be careful of your words, or they will come back to bite you! Or at least that's what I learned... Last month Karma played me a visit in the form of a crack coolant tank in the parking lot at Portabella's during August's Social. I guess I deserve it for last month's quip at you aircooled folks! Oh well...

For of those of you out there with a boxster, please check your coolant cap to make sure you have the updated part (Part # ends in 01 or 02). The older caps hold too much pressure causing the tank to crack at the most unopportune times! Like for example at a PCA social! One of Porsche of Lexington's new Salesmen, Ramone, happened to be at the social, and made sure my car got towed safely over there that night. I can not begin to explain my gratitude towards Porsche of Lexington, who went above and beyond in getting my car in the very next morning, fixing the problem, and finding me something to drive while my car was on the rack.

If you missed the Keeneland Concourse and Hanger Bash, Im sorry because you missed an absolute amazing day of cars! The Concourse is getting bigger and better every year, and it is truly becoming a national level event! The 80 or so P-cars in the Paddock was a site to see! And did I mention we won the Paddock Challenge? See Mary Doerr's photo on the cover of some of the Bluegrass Region folks getting our award! Raising that much money for UK's Chidren Hospital was just barely better than betting those Corvette owners!

I visited Putnam for CIR's back to school Driver's Education weekend a few weeks ago with some fellow Bluegrass Region members. I know many of you feel as if you "know" your P-Car, but learning your car's limits in a controlled enviroment is a truly priceless experience. KYPCA is putting on their Pumpkin Run DE next month at Pumpkin Run. If Driver's Education sounds like something you'd be interested in, sign up at KYPCA.org. The Kentucky Porsche Club guys do a great job!

Hope to see you on the Road!

Clark

clark@sclarkharrison.com (personal)  
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## President's Article Continued...

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Well, now the concours team is finalizing activities for this year and in about two weeks we will start working on next year's event. For your information, the concours next year will be moved from August to July 19. Next year's marquee will be Cadillac. Put the date on your calendar.

If you are looking for something to do in October, the Porsche Club Escape Weekend 2007 will be October 11 to 14. The Founders' Region is hosting the Weekend and have many great Porsche activities planned in the Washington D.C. area. For additional Escape07 details and to register, go to <http://www.pcapotomac.org/pca/html/escape07/escape07.shtml>

For September we've got the Polo match and the drive to Cumberland Falls. These will be great events! Don't miss them. See ya there!

Just for the fun of it!

Ken  
Kendellhold@insightbb.com  
859.396.3502



### Membership by Tim McNeely

One new member signed up this past month. Please join me in welcoming:

**David & Helen Graffy** of Crestwood      2007 Cayman S

Our total membership is at 123 Members (assuming we get three renewals this month, and we should...I know them all), 76 Family Members, and 7 Affiliate Members. I had a lot of folks interested in joining that we met at the Porsche Paddock at the Keeneland Concours....they all took applications with them and said they were planning to join....hopefully we'll see an increase next month!!

Also, please recognize the following Member Anniversary dates:

JW Wilson	1978
Tom Bloch	1989
Tom Jones	1993
Steve Womack	1993
Ken Hold	1999
Judd Campbell	2001
Lee Wegner	2001
Robbie Poindexter	2003
Mike Sammon	2004
George Luxbacher	2005
Anita Rudy	2005
Richard Alloo	2006
James Bugay	2006
Tom Bulleit	2006
Brian Cunningham	2006
Muhammad Saifullah	2006
Craig Stafford	2006



## What I Learned About Brake Biasing

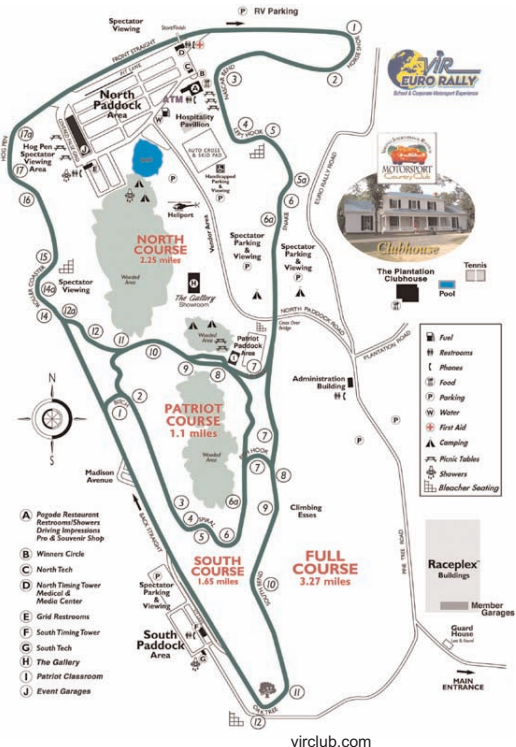
(Friction Circles postponed to next month's article)

I tell you what...this DE stuff is so much fun it ought to be illegal. To say its additive is an understatement! Gary Hackney and I spent three days at VIR under clear blue sky and the hot sun. The 3.27 mile track is long, fast, and exciting to drive. There are a couple of walls that can be daunting but you have to screw up badly or be a dumb-ass to hit them in a DE. Now that I have tuned my new suspension and brakes I could "let 'er rip", hitting 140 mph down the back straight and 138 mph on the front (pit) straight. Gary and I both took a detour off track at Turn 1 while trying to improve our lap times. I can't recommend VIR highly enough for those of you with some track experience already under your belt.

Last weekend, Clark Harrison, Jack Strifling, Bob and Sarah Dawson, and I attended the Central Indiana Region High Performance Driving University at Putnam. The weather was perfect and once again CIR ran a great event. Jack was promoted to the A group. Clark would have been promoted a level had there been room in that run group on Saturday, but was promoted up Sunday afternoon once the track cleared up some.

On Friday I had the opportunity to experiment more with the dual master cylinder and brake bias adjuster that I installed in my car. Wow, did I make a big mistake. The adjuster allows me to change the balance between how much the front versus the back brakes are applied when I push down on the brake pedal. When my car was stock, the front tires would always lock up when braking hard...it was really troublesome on the track.

Track Action Continued on Page 7



virclub.com



When I first tested my new dual master cylinders and Brembo GT brakes at Putnam last month, the front tires again locked up. I rotated the biasing knob a couple of turns left to move more braking to the rear tires. Through trial and error I finally felt like the brakes were working great. At VIR a couple of weeks ago, the front brakes were again locking up at the end of the straights. I assumed the higher speed at VIR (140 mph) versus Putnam (128 mph) was the culprit. I moved more bias to the rear and it was unbelievable how fast my 930 would slow down going into the turns.

Experienced track guys say that you should only adjust one thing at a time when tuning your suspension. Otherwise you don't know for sure which adjustment helped or hurt you. Did I listen? Noooo! Last Friday at Putnam, I let a couple of pounds of pressure out of my front tires, moved more bias to the rear brakes, and softened the front and rear shocks one click. I was trying get rid of under-steer. After a couple of warm up laps I let 'er rip down the straight. Immediately upon hitting the brakes for Turn 1 the back-end snapped around. BOTH FEET IN ... I shoved the clutch to the floor and locked up the brakes so my car would spin in a straight line and at 120 mph it sure did spin. Smoke was rolling off my tires as they wailed at the abuse they were being subjected to. I spun around twice on the track and two more times on the grass before finally coming to a stop out in the field. Other than picking a bunch of dirt out of my wheels, no harm was done. I always wondered what would happen if I moved too much bias to the rear...now I know! When I hit the brakes hard, the lower front tire pressures and softer shocks caused more weight transfer to the front of the car. Less weight on the rear tires combined with the additional rear brake bias caused the back tires locked and lose traction...Spin City!

*Continued on page 8*

[maps.google.com](https://maps.google.com)





*Turn 10 Potography*

Although I don't recommend spinning your car at 120 mph, the incident does raise some interesting points about Porsche Club Driver's Education at Putnam Park Road Course:

- 1) I was able to exceed the limits of my car without personal injury or damage to my car.
- 2) I immediately knew what to do when the back-end of my car started coming around...BOTH FEET IN.
- 3) There were a bunch of knowledgeable people around that I was able to talk with to figure out exactly what happened and why.
- 4) After undoing the brake bias and tire pressure changes I was able to get back on the track and tune one thing at a time until the car handled the way I wanted it to.
- 5) I'm now a smarter driver and have an even better understanding of the handling characteristics of my 930.
- 6) I have no desire to test the handling of my Porsche or see how fast it will go on the highway.

The majority of drivers in the entry level groups don't drive very fast. Some simply don't like to drive fast, and some don't yet know how to drive fast, and others don't have fast cars. But, one thing is for sure...they all have a great time and a fun weekend. Most importantly, they all leave as smarter and better drivers because of the experience. I hope you will take advantage of the opportunity provided by the PCA Driver's Education program so you too can become a smarter and better driver of your prized Porsche.

The Kentucky Region Pumpkin Run Driver's Education at Putnam Park Road Course is October 26-28. Full details and on-line registration can be found at [http://kypca.org/info/de\\_07.pca](http://kypca.org/info/de_07.pca). I will definitely be attending and hope you will attend as well.

Next month I will get back to THE LINE and Friction Circles. Until then, keep the rubber side down.

Benson  
Track Chairman



## Advertiser's Column

The bluegrass region PCA is now offering an opportunity to any of its Advertisers to write an Advertiser's Column. This article, which can be anything from a tech article to details on services offered, will be placed free of charge in the Rumble. The Advertiser's Column which will be ran monthly, will spotlight a single advertiser, and should be of a nature which is beneficial to the Rumble's readers and the Bluegrass PCA.

To submit an Article, simply email your article and any associated photos to the editor at [bgs.pca.rumble@gmail.com](mailto:bgs.pca.rumble@gmail.com). All articles will be subject to editing by the Rumble's Editor.



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**PORSCHE**

## News from Porsche Motorsports

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### **DUMAS PASSES PIRRO WITH FOUR LAPS LEFT; PENSKE PORSCHE DETROIT WIN EIGHTH OVERALL AS PORSCHE CLINCHES LMP2 MANUFACTURERS CHAMPIONSHIPS**

DETROIT – September 1 – Romain Dumas (France), driving the number seven Penske Racing Porsche RS Spyder LMP2 prototype, pulled side-by-side and then passed the Pirro/Werner Audi R10 TDI LMP1 car with four laps to go to win Porsche's eighth straight American Le Mans Series event overall at the Detroit Belle Isle Sports Car Challenge presented by Bosch.

With the Penske Porsche victory and the Dyson Racing Porsche's Butch Leitzinger (USA)/Andy Wallace (England) second place in LMP2, Porsche also clinched the LMP2 engine and LMP2 chassis manufacturers championship for 2007, adding to the Penske Racing team championship which was decided last week at Mosport.

Dumas, and co-driver Timo Bernhard (Germany), started behind their Penske Porsche teammates Ryan Briscoe (Australia) and Sascha Maassen (Germany), but Briscoe ran into trouble early, incurring a penalty for avoidable contact with a GT2 car, handing the lead to Bernhard. But, after a series of pit stops – which included 12 laps that were led by the Dyson Racing Porsche of Guy Smith – Briscoe put himself back in the lead before handing the car over to Maassen with 90 minutes to go.

Meanwhile, after a yellow flag session, the Pirro/Werner Audi jumped into the lead at the re-start, and it looked like the more powerful diesel race car would break the Porsche overall win streak, but Dumas chased him down with less than three minutes to go.

"The Audi could pull away on the two long straights, but I could get close at the short corners. I did not want to risk my LMP2 first position, but I found a place to pass. He then passed me back, but I caught him again at the next corner. I knew I could turn faster laps, but it was hard to get past him because of traffic and his power out of the corners," said Dumas.

Maassen ran into bad luck late in the race as one of the Acuras spun and knocked off the rear spoiler of the number six car, causing an unscheduled pit stop and putting him two laps back, resulting in a seventh-place finish in class. Although Bernhard/Dumas have not clinched the LMP2 driver championship, they are 37 points ahead of Briscoe/Maassen with only 49 points to be earned in the last two events. Andy Wallace/Butch Leitzinger have pulled into a third-place tie with Acura drivers Brabham/Johansson.

The Guy Smith (England) and Chris Dyson (USA) Porsche RS Spyder was competitive all afternoon, looking like it would lead a Dyson Racing Porsche second and third in LMP2 until their #20 Porsche stuck momentarily in third gear late in the race – just long enough to slip from second to fifth place. That enabled their teammates Leitzinger/Wallace to move into second place – the team's best finish of the season.

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In GT2, the Flying Lizard Motorsports Porsche 911 GT3 RSR of Patrick Long (USA) and Darren Long (USA) gave chase to the winning Ferrari for the last 45 minutes, with Long falling 20 seconds short at the checkered flag after closing to less than one second with 15 minutes to go. Still, the second place finish in class was a bright spot for the team after the Bergmeister/van Overbeek team Porsche caught fire after colliding with another car. The severing of an oil line resulted in the fire which caused extensive damage to the race car. The Tafel Racing Porsche of Robin Liddell/Wolf Henzler also retired as a result of that accident.

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## Porsche of Lexington News by David Matthews

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**“We believe our customers prefer unpretentious style. For us, it is not a bad thing for someone to not notice that it is a new model. The most important thing is that when the car goes past, people recognize it as a Porsche but not necessarily which one.”** Grant Larson, designer of the Porsche Boxster and 997 Carrera.

**“Nothing about designing a car is ‘by chance’. It’s a process in which you design, present and decide, but also keep a close watch on the design’s essential values.”** Harm Lagaaij, Porsche designer, ’71-’77; Porsche Chief of Design ’89-’04.

For sixty years now, people the world over have maintained an on-going love affair with Porsche. Why? How can an automobile with roots in an Austrian saw mill continue to turn heads and quicken pulse simply with a ‘blip’ of its accelerator or a ‘wiggle’ of its shapely tail?

The answer came to me a week or so ago when my wife and I attended the American Craft Exposition at Northwestern University in Evanston, IL. Now, I am not a craft show guy. Painted pine cones and birdhouses have never appealed to me, nor have they appealed to Camilla. When friends invited us to come along...well, you could say I did not heartily embrace the idea. I was surprised...pleasantly surprised.

What do arts and crafts have to do with Porsche? Generally, nothing, but in this case, everything. You see, this was no run-of-the-mill show. Virtually every one of the many exhibitors is an artisan...a talented, artistic visionary each of whom has created products of simplicity and beauty. From painting to pottery; from woven fabric to wooden chairs, every piece commanded close inspection. Each piece reflected the soul of the one who made it. My wife fell in love with a beautiful silk jacket. Simple yet practical. Perfectly elegant. And expensive. She had to have it. We ordered her jacket for the same reasons we own Porsches. The jacket was designed and fashioned by a skilled artist. It exuded classic style. It will provide years of service. It was simply a pleasure to slip on, to touch, and smell.

People visit Porsche of Lexington for many reasons. Some are drawn to the outstanding performance. Some are captivated by the superior engineering that produces the safest, most trouble-free vehicles available. Yet others love the timeless styling that is distinctly Porsche. A bit of Austrian sawdust is in the DNA of every Porsche built.

Not surprising, Porsche design goes well beyond her automobiles however. Porsche Design Group (PDG) founded in 2003, is a direct descendent of the Porsche Design Studio, created by F.A. Porsche himself in 1972. Distinguished by “clear and functional design language, careful selection of materials and high-quality workmanship,” finely finished products include everything from luggage to industrial hammers, clothing to cell phones, and boats to flatware. Interested in learning more about Porsche Design? Visit its website: [www.porsche-design.com](http://www.porsche-design.com)

What is so special about Porsche? For me, it is the craftsmanship...the tradition...the inherent quality. Stop by Porsche of Lexington. Share with us what intrigues you about Porsche. Oh yes, bring your checkbook.

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### The Paddock Challenge...



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**Bluegrass Region's Fearless leader  
Celebrating our win for the Children!**

Thanks to the folks who contributed to Becke Cleaver's Scholarship Fund. There were thirteen BGS members who contributed a total of \$2,460.00. BGS contributed an additional \$500 from the club treasury. The club would also like to thank Brian Cunningham for his generous contribution above the amounts given by the club.

Our hope is that these monies help provide a start for an endeavor that Becke held dear.

Please donate any additional monies directly to the Becke Cleaver Scholarship Fund.

# September

**September 29, 2007:** Cumberland Falls Drive, Leave from Lexington, possibly 8:00 am, about 4 hours of driving. More Details to follow on Chat. For more details contact Tim McNeely.

# October

**October 1, 2007:** Board Meeting, non board members welcome to come. 5:30pm Cooking by George. For more details contact Ken Hold

**October 5-7, 2007:** \* Kentucky Region Autumn Derby, Friday 5th Socialize, check in, informal cookout with brats and beer at the host hotel (Hawthorn Suites – Louisville East, 751 Cypress Station Drive Drive, 40207)

Saturday 6th, top side concours on the "Great Lawn". This is the area that is down along the river in Louisville. Really nice area for a concours. After the concours is a fun rally, nothing competitive but, some people do get serious about it. After the rally, dinner at the host hotel with a silent auction. Last year a weekend at the Porsche Driver's Experience went for \$700. Sunday 7th, in conjunction with the SCCA they will have a SOLO event at Papa John's stadium. For more information please visit KYPKA.org

**October 6, 2007:** Tech Session at Lee Wegner's garage. More details to follow on chat.

**October 21, 2007:** Membership Social and Meeting, 5:30 pm, Portabella's Richmond Rd., Lexington. For more details contact Ken Hold 859.396.3502

**October 26-28, 2007:** \* KYPKA and Bluegrass Motorsports Pumpkin Run DE. Putnam Park Road Course, Mt. Meridian, IN. For more information visit KYPKA.org or contact Benson Miller.

\* Not a Bluegrass Region Event.

Any suggestions or comments on the club's events should be directed to our Activities Coordinator Mark Doerr. Mark can be contacted at markdoerr@insightbb.com or 859.321.2473

# November

**November 2-4, 2007:** \* Rennsport III, Daytona International Speedway, Daytona Beach, FL. For more information visit [rennsport2007.com](http://rennsport2007.com) or contact Larry Woods at [red dog911@gmail.com](mailto:red dog911@gmail.com).

**November 5, 2007:** Board Meeting, non board members welcome to come. 5:30pm Cooking by George. For more details contact Ken Hold

**November 18, 2007:** Membership Social and Meeting, 5:30 pm, Portabella's Richmond Rd., Lexington. For more details contact Ken Hold 859.396.3502

**November 30, 2007:** Lighting of the distillery, Buffalo Trace Distillery Frankfort. Meet at McDonalds next to Brighton Place. Contact Ed Steverson for details.

# December

**December 3, 2007:** Board Meeting, non board members welcome to come. 5:30pm Cooking by George. For more details contact Ken Hold

**December 9, 2007:** Christmas Dinner and Membership Meeting. Firebrook Subdivision, Lexington. Time TBA.

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# Classified

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Classified ads are free to club members. To have an ad submitted to a future Rumble email your information to [rumble@abracadabra-graphics.com](mailto:rumble@abracadabra-graphics.com)

**FOR SALE:** 1984 911 Carrera Targa - 93K, red, black leather, a/c work's great, excellent condition, whale tail. \$20,000  
Contact Dan Puchalski at 255-7424 or [stuttgartmotors@alltel.net](mailto:stuttgartmotors@alltel.net)

**FOR SALE:** 1988 911 Carrera Cabrio - 84K, red, black leather, a/c work's great, excellent condition, whale tail, wheel upgrade package also. \$26,900  
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**FOR SALE:** 1987 944 Mint Condition Guards Red with Black Leather Interior  
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**For Sale:** Misc Boxster S parts... OEM suspension including M030 sway bars, Savannah Beige Seats, OEM S Muffler, and other misc. parts.  
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**For Sale:** 2003 Carrera Coupe Carrera White/Metropol (dark) Blue Leather interior  
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Sport seats, Sport Chassis, 18" Carrera 5 spoke wheels with new rear Michelins (fronts were new last year), Porsche Stability Management, Bose High End Sound package, Remote 6 disc CD changer, Sport Exhaust system with Stainless Steel tips. 11000 miles, all books and records avail. Mobil One oil change at 1000 miles and again every 3000 miles; 2nd place Ft Worth Parade Concours; Perfect condition.....\$54995.00 or best offer. Contact Kurt Gibson 417-869-0374 days [kurtg@pca.org](mailto:kurtg@pca.org)

**FOR SALE:** 1998 BOXSTER, (Price Reduced) Low mileage, excellent condition, Artic Silver Metallic, Boxster Red Special Leather interior, Black Soft Top, Factory Hard Top, hard top holder, 17" Sport Classic Wheels (7" wide fronts, 8.5" wide rears), Pirelli P-Zero Tires, Traction Control, Sport Package (in-dash CD player, factory upgraded sound system, cruise control, cockpit wind deflector, and alarm system), On Board Computer, CD Shelf Center Console,

Non Smoker pkg., Colored Wheel Caps, rear "Boxster" badge delete, and Brey Krause fire extinguisher seat mount. Car built in Stuttgart-Zuffenhausen, Germany. Only 19,800 miles on the car and 1850 miles on the brand new factory replacement engine (original engine had one of the porous engine blocks). One owner (25+ year PCA member), always garaged, stored winters, meticulously cared for and maintained. All records are available. Price \$27,500 (offers considered). Bob Rohrbach, Cincinnati, OH (513) 777-9466, e-mail [rrohrbach@cinci.rr.com](mailto:rrohrbach@cinci.rr.com)  
**FOR SALE:** 1969 911E Recently serviced. Solid Arizona car. Runs strong. \$18,500 Contact Brian Cunningham 859.583.9254 email: [brianscunningham@msn.com](mailto:brianscunningham@msn.com)

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