



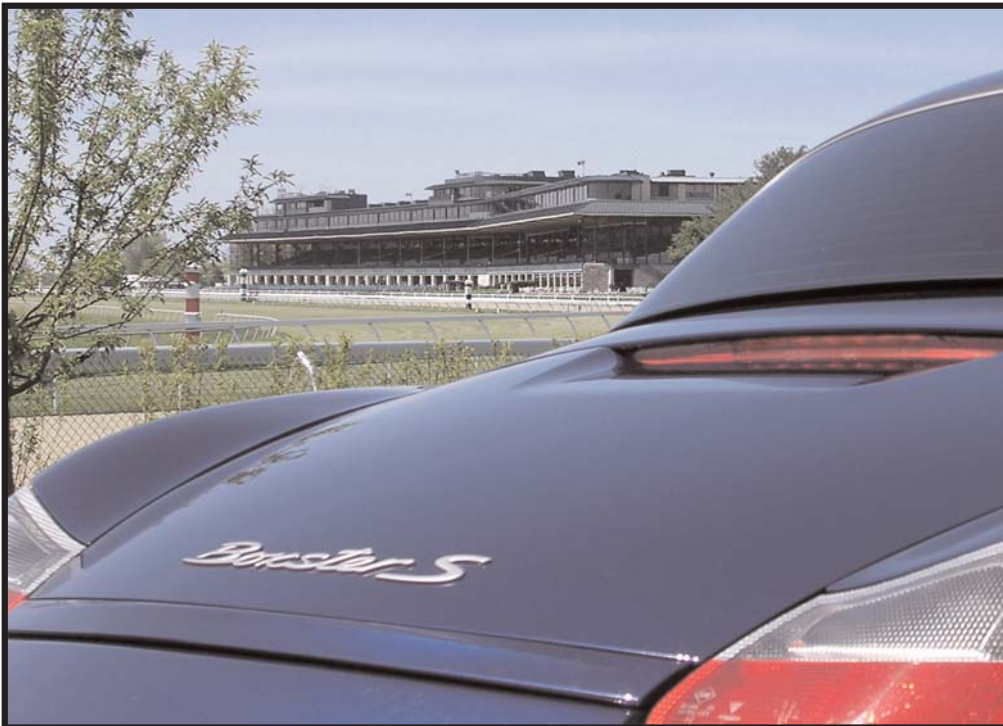
PORSCHE CLUB OF AMERICA  
BLUEGRASS REGION'S

# RUMBLE

October 2007

Volume 5

Number 10



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

OK! Where did September go? Did you get out and enjoy your P-car? Time moves way too fast and we've got to take advantage of the pleasures that life offers. There are few things more fun than being in a Porsche and enjoying a fall drive in the Bluegrass. It's especially fun when you make that drive with several like minded Porsche folks.

Well for the club in September, in addition to the Board and Social meetings, we had our first ever polo match and our first ever drive to Cumberland Falls. Bob and Sarah Dawson were excellent hosts for the polo match and thankfully provided a large tent to keep off the liquid Kentucky sunshine. Sarah also provided enough food to satisfy the entire region. Thanks to Bob and Sarah and their polo support team for making the event a blast. Tim and Trish did their normal superb job in leading a Porsche parade to Cumberland Falls. Tim always amazes me with his ability to lead a three and a half hour drive without ever traveling the road in advance! What a gutsy guy. We also appreciated the great drive kick-off we got at Porsche of Lexington. Thanks to POL for the coffee and rolls.

It has really been great to have POL folks get more involved with our events. They've not only been fun event participants but have also stepped in on occasion to assist our members to find and fix the rare mechanical problems that have occurred with their P-cars. Keeping these great cars on the road and having fun is what it's all about.

Check out the Activities Calendar for October and November and join in for some more Porsche fun before the year runs out! Don't forget the Holiday Party on December 9.

Just for the fun of it!

Ken  
Kendellhold@insightbb.com  
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## **Editors Column** by Clark Harrison

This month marks my two year anniversary as a member of the Porsche Club of America and more specifically the Bluegrass Region. Over the past two years, I believe I have made some life-long friends and developed a genuine love for my car. I know I'm preaching to the choir, but wow... I'm glad to be a part of this club. As I am reaching a new point in my life personally, this club is playing a pivotal role in my decision to stay here. The club and more importantly, the people are that important to me. Sure I can go drive my car on my own, but it is so much more rewarding to drive with someone. If you have never been on one of our "drives," please do yourself a favor and make it out. We usually have incredible tournaments for a region of our size, and you will certainly not be disappointed.

I apologize for the late distribution of the rumble this month and last. I am getting used to having this newsletter as part of my schedule and our distribution process is in the process of tweaking all its glitches. On the cover this month is my own Porsche car in front of Keeneland taken by myself. It's a 2001 Lapis Blue Boxster S. Over the last year it has undergone surgery for the track so to say, and now has upgraded coilovers, sway bars, droplinks, wheels, tires, brakes, seats, safety equipment, various cooling modifications, and most importantly a trailer hitch... haha. The boxster platform is amazing, and I wouldn't trade my car for anything... well maybe a CGT, Ken's 930, or Partymiller's Cup Car.

This month's rumble has a new feature that will hopefully become a monthly thing. We are now asking our Board Members to submit an article monthly. This month our Activities Chair, Mark Doerr, has taken first crack.

Lastly, I would like to invite everyone to the KYPCA's Pumpkin Run... even if you don't feel ready to participate in the DE. They usually offer an intro to DE, where you can pay for a ride with an instructor, and on both Saturday there is usually open lapping to any vehicle during lunch (at controlled speeds of course). Many members, including myself, will be there from the Bluegrass Region. If you are interested in Driver's Education events, and you don't mind making the 2.5 hour drive to Putnam contact Benson Miller or myself to get more info. If you want to participate, registration closes on Wednesday the 24th.

Hope to see you on the Road!

Clark

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bgs.pca.rumble@gmail.com (rumble)

## Club News

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### Keeneland Concours Paddock Challenge Trophy

The Concours Planning Team held its 2007 wrap-up meeting on September 9th. One of the items mentioned was the fact that the Paddock Challenge was originally the idea of our deceased club member Becke Cleaver. The team decided to have the Paddock Challenge Trophy engraved to say "In memory of Becke Cleaver".

The trophy was presented to Dr. Tim Bricker, Physician-In-Chief of the Children's Hospital, on October 12. Bill Alley (concours Paddock Chairman), Corey and Kyle Cleaver (Becke's sons), and several members of BGS were in attendance at the presentation. The trophy will remain on display in the hospital lobby.

Ken Hold



### Membership by Tim McNeely

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

Scott & Thomas (son) Brown of Richmond

2006 Cayman S

Our total membership is at 124 Members (assuming we get four renewals this month), 77 Family Members, and 7 Affiliate Members. Still waiting to see the surge from applications I handed out at the Keeneland Concours.

Also, please recognize the following Member Anniversary dates:

Brad Smith	2002
Rod Johnson	2004
Julie Lisle	2004
Herman Tudor	2004
Glenn Boers	2005
Timothy Graven	2005
Clark Harrison	2005
Paul Sloan	2005
Vince Carlucci	2006
Trish Di Sessa	2006
Rob Marrow	2006



### The Line – Friction Circles

Imagine taking a piece of 8 \_ x 11 paper and cutting it into 4 equal pieces. Put one piece under each tire on your car. You have just visualized the TIRE CONTACT PATCH for the average car. That is the actual amount of rubber in contact with the road or track as you are driving. It was a revelation when I understood that all of the technology in our cars and all the driving skills we develop boil down to managing the friction between the Tire Contact Patch and the track surface. Going fast on the track means driving at or near the friction limit of your tires at all times. (We'll save tire wear management for another discussion.) As a few of us learned at Putnam recently, when you exceed the friction limit of your tires its Spin City.

Now imagine that you have one of those sparkly crystal balls hanging on a string from your rearview mirror. What happens when you accelerate? Correct, the ball swings backward. And, when you apply the brakes the ball swings forward. The harder you accelerate or brake, the further the ball swings. What happens when you turn right? No... the ball swings to the left. And, when turning left, the ball swings to the right. Finally, through different rates of turning, accelerating, and braking, you can make the ball swing in all different directions. One more question to see if you get the idea: On which of the following surfaces would doing an emergency stop with ABS brakes cause the ball to swing forward the least distance?

- A) Dry pavement
- B) Wet pavement
- C) Ice

And the answer is ... C. Your tires have less traction on ice than on wet or dry pavement. Therefore you must brake more slowly to avoid skidding. The crystal ball swings forward the least distance on ice because of lower "deceleration" force. In a perfect world, if you could plot the maximum distance the crystal ball swings around your rearview mirror while driving you would end up with a circle... a Friction Circle to be exact. Again, driving on ice would produce a much smaller Friction Circle than driving on dry pavement. Less traction (friction) on ice forces you to drive slower and therefore acceleration forces on the crystal ball are smaller.

*Track Action Continued on Page 7*



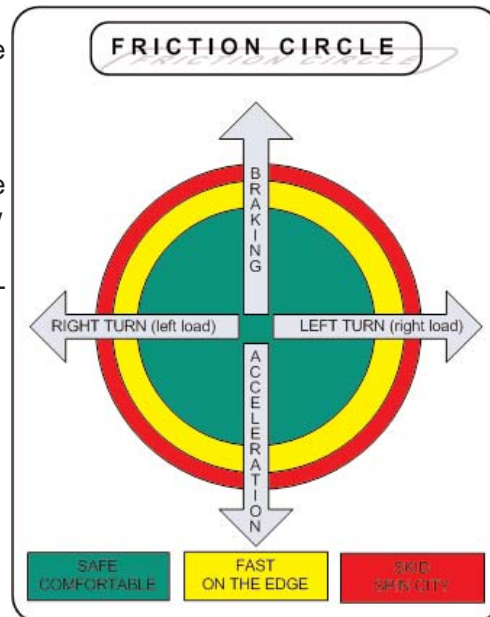


## Track Action by Benson Miller (*Continued*)

Why should you give a rip about this anyways? It's pretty obvious when you fly off the track that the friction limit of your tires was exceeded. It all has to do with balance, that's why. Whether you want to improve your lap times or be a safer highway driver, it all has to do with balance.

For example: Let's say you are walking through the park and your right foot lands on fresh dog poop. After letting a few expletives fly, what do you do? You manage friction through balance, that's what you do. By shifting body weight to your left foot, you can kick your right foot back and forth in the grass to remove the poop. If it's still not coming off, you TRANSFER some of your body WEIGHT from your left foot to your right foot so it will SCUFF harder to remove the odoriferous yuck. Transfer too much weight and your foot STICKS to the ground and won't scuff. That's when I rotate my foot back and forth for the final cleaning. The less weight on the stinky shoe the easier it is to scuff. The more weight, the harder it is to scuff. Just the right amount of weight and it won't scuff at all but you can still rotate it. Back to cars, the Contact Patch for the average tire has about the same surface area as the bottom of your shoe! The idea here is that more weight on a tire creates more friction with the track surface and vice-versa. But, regardless of how much weight is on a tire, acceleration forces can exceed its friction limit causing the tire to slide or skid.

I know my example stinks but it sure makes the relationship between WEIGHT, BALANCE, and FRICTION clear. Safe driving and good lap times are all about keeping your car balanced while accelerating, braking, and turning at high speeds to keep the car's weight is on the tires where you most need traction. Friction Circles illustrate how effectively a driver is managing the WEIGHT, BALANCE, FRICTION, and ACCELERATION of their car. *Continued on page 8*



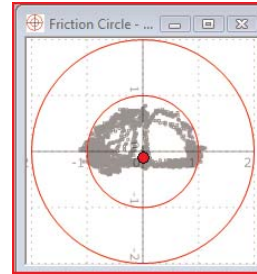
Turn 10 Potography

## Track Action Cont.

Below are the Friction Circles from my Cayenne Turbo, 930 Turbo, and Gary's 968 that continue from last month's article. The data came from my TraqMate, which uses two accelerometers to record the G forces from lateral acceleration (turning), and acceleration/braking.

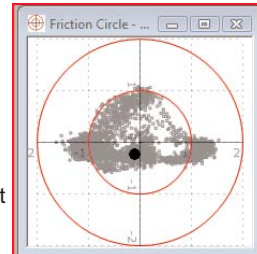
### Cayenne Turbo

The braking G force (at the 12:00 position) is less than 1 G, significantly lower than the 968 and 930. At 5,400 pounds, it makes sense that the Cayenne won't slow down as fast. The thin rounded upper half of the Friction Circle indicates that I did a pretty good job of keeping the Cayenne's tires near their friction limits while transitioning from braking to turning. The density in the lower left and right areas indicates that I was able to effectively accelerate through the turns.



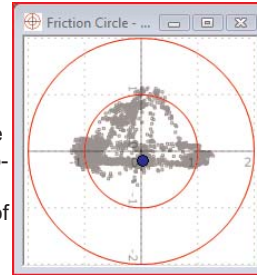
### 930

The upper left area in the 930 Friction Circles is much thicker than the Cayenne's. I was not keeping the tires as close to their friction limits during right turns. The density from full braking to full turning is fairly even so my transition from braking to turning to accelerating was pretty smooth. I have to apply power smoothly through the turns so the tires don't spin when the turbo kicks in. It looks like I could apply more power sooner through the right turns. The lack of hollowness in the center of this Friction Circle shows that I have a lot of room for improvement in driving the 930.



### 968

The heaviest plot weight in the 968 graph is on the left side of the Friction Circle. Gary did a good job of keeping his tires near the limit while turning. The upper left quarter of the Friction Circle shows a less smooth transition from braking to accelerating in the turns. Also, there is density all along the horizontal axis which shows some "coasting" in the turns. Gary could probably carry more speed through the turns with a quicker transition back to the gas pedal. The flatter bottom shows more consistent acceleration out of the turns.



Of the three Friction Circles, the hollow inside and thin outside of the Cayenne's indicates that it was consistently driven closer to the limits.

Armed with this initial data, Gary and I are both looking forward to hitting the track together again to see and compare the improvements we have made during the season.

So, what driving skills and techniques do Gary and I need to employ to improve our Friction Circles? How can we actually BALANCE cars while we are driving? You'll have to wait until next month's article to find out. But, we are closing in on the SECRET OF THE LINE.

The Kentucky Region PCA Pumpkin Run Driver's Education event at the Putnam Park Road Course is coming up October 26-28. Registration and information is available at [http://www.kypca.org/info/de\\_07.pca](http://www.kypca.org/info/de_07.pca). Grant Allen, Clark Harrison, TJ Graven, Chris Martin, Mark Doerr, Curt Richards, Ed Iwamoto,, and Lannie Stegall, David Ratliff, Ken Partymiller and I going from Lexington and I hope you will join us. Please feel free to email me at [go930turbo@locknet.com](mailto:go930turbo@locknet.com) if you would like to ask any questions about the DE experience.



## Club Elections

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### Elections for 2008 Officers

Nominations are now being taken for the offices of President, Vice-President, Secretary, and Treasurer. The Nominating Committee this year is Ken Hold and Jim Brandon. If you would be interested in being a candidate for one of the offices or if you know of someone who you think would be a good candidate, submit nominations to Ken Hold by e-mail at [kendellhold@insightbb.com](mailto:kendellhold@insightbb.com) or by phone at 859.396.3502.

The list of nominations will be presented to membership at our October 21 Social meeting. Nominations will also be accepted from the floor at that time. Ken and Jim will follow-up with the people nominated to ensure they are interested in being candidates and in having their names put on a ballot.

A Balloting Committee will be formed to handle all of the details around ballot development, distribution, and final return ballot counting. Our expectation is to have the elections complete by mid-December. The new 2008 Officers will be presented to membership at the January 2008 Social meeting.

Ken Hold

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## More Club News



### Board Member Article by Mark Doerr -Activities Coordinator

OK, before I begin I have a task for all of you. Go out and look at your odometer on your car. It's alright I'll wait..... Are you back? Good. What does your mileage say about your driving? Is your car allowed to stretch it's legs or does it sit cramped up in a luxurious climate controlled space that many would be envious of? Next year I am committed to getting the cars out there. I am talking about "drives." Last year, the club took several drives and next year I want to get us out there at least once a month. "Drive a Month" as I call it, will mean we (as a club) will try to make one drive a month for the months of March through November.

I am asking all of you to help in picking the destinations for the drives. They can be anywhere you might want to go. If there is a place you always wanted to visit this can be a great time to explore. I am always open to visiting new places. If you are apprehensive about picking a spot fearing that you might have to coordinate the trip don't worry. We can figure that out and if you don't want to chair the event I will volunteer to do that.

This year our trips took us to Cincinnati, Kentucky Speedway (possibly twice), Cumberland Falls, Nashville, Tennessee, Jean Farris Winery and Oxford Ohio. I really enjoyed all of the drives I went on and feel that we can do more. Other than the time it takes to do one they are inexpensive and fun.

I want to see more club members coming out and enjoying their cars. So give it some thought and get back to me with ideas for trips. Let's try to burn up the roads next year and see more.

Mark Doerr  
markdoerr@insightbb.com



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### **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.

# **W A F F L E H O U S E**

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## Porsche of Lexington News by David Matthews

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What's your favorite season? For me, autumn, especially a midwestern autumn, is very special. Maybe it's because the sun sits a little lower on the horizon creating special shadow...a special shade...through yellowish-red foliage. Possibly it's the aroma of honeysuckle and ripe fruit trees. It could be the misty fog of early evening or crisp morning air. Perhaps it is just the memory of dry leaf kicking and childhood hay rides.

It all blended into a beautiful backdrop for an impromptu fall driving tour this morning. I joined a group of fellow gear-heads at a restaurant north of the city for a daylong chase over back roads and twisting switchbacks. Porsches always draw second looks and nodding approval from passersby. Put a group together and well, there were plenty of smiles and nods and photo opportunities. What a great day for a drive!

As I was taking it all in I couldn't help but think about the resemblance one model had with another. Here was a group of cars that ranged from a vintage 1961 Porsche 'Bathtub' to a breathtaking 2008 911 Turbo. There were Boxsters, a few Cayman coupes, and a several Carreras. Each was special, yet each shared the same pedigree...the same gracefulness so evident throughout this family of Porsche.

Come to think about it, 'family' is really appropriate when describing Porsche. Creating this car was a family affair. Father and son worked together to build the first 356. An uncle penned the first 911, a timeless design transcending four decades. Each model exhibits that distinctive silhouette that is "Instantly Porsche." The exhaust rumbles with as much authority as that of a Harley-Davidson. Not as edgy mind you, but with a uniquely throaty tone.

No matter where your interests lie, our family at Porsche of Lexington is sure to have the car for you. Want a two-seat roadster? The award-winning Boxster awaits. Is a little more room necessary? How about a Carrera 4 Targa with the retractable roof. More fire you say? The GT3 takes no prisoners. Need a practical grocery getter and kid hauler? Grab the SUV with attitude...a beautiful Cayenne.

Perhaps you prefer a vehicle that has a little 'experience' under the belt. Porsche of Lexington has a great selection of Certified Pre-owned cars that is sure to please. My last two Porsches have been CPO cars. Lots of peace of mind comes with that intensive inspection process. The extended warranty is icing on the cake. Bring your family to see ours.

At its state-of-the-art facility in the Hamburg district of Lexington, the award-winning staff at Porsche of Lexington provides Central Kentucky with an unmatched luxury automobile ownership experience.

Somewhere among the current Porsche offerings is the ideal Porsche. Only Porsche of Lexington makes it the ideal Porsche for you. For the way you live. For the way you drive.

### Cumberland Falls Drive

On Saturday September 29, the BGPCA took a drive thru south-central KY to Cumberland Falls State Park. Ten Porsches met at Porsche of Lexington to begin the long trip thru eight Kentucky Counties working our way toward one of Kentucky's natural wonders. The 144 mile drive (that didn't count the detours due to two wrong turns, a McNeely led drive tradition) was beautiful as always.....lots of un-touched landscape on this very rural route...a total of 29 turns and countless curves. We made our way thru a few



State Parks, a National Forest, by London for the "Chicken Festival", and by Colonel Sanders "first" restaurant in Corbin where we were joined by another BGPCA member in a black 993.

Porsche of Lexington started us off by hosting a send off with coffee, juice & pastries....and boy were

they good. We were joined by guests (Helen & Dave on their new Cayman S) from the Kentucky Region. I think everybody stayed and had lunch at the DuPont Lodge...an excellent country cookin' buffet.

The weather was picture perfect. While with our dry spell in Kentucky, the falls were not exactly roaring, they were beautiful none the less. A gorgeous day, fun drive, and fabulous "P-Car" camaraderie.

~ Tim McNeely



Um... Tim, I think this is the wrong way

# October

**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:** \* KYPCA and Bluegrass Motorsports Pumpkin Run DE. Putnam Park Road Course, Mt. Meridian, IN. For more information visit KYPCA.org or contact Benson Miller.

# November

**November 2-4, 2007:** \* Rennsport III, Daytona International Speedway, Daytona Beach, FL. For more information visit rennsport2007.com or contact Larry Woods at reddog911@gmail.com.

**November 3, 2007:** Kentucky Speedway Drive. Spend \$40.00 in Giftshop and get 3 laps on the Speedway. For more information Contact Mark Doerr at markdoerr@insightbb.com.

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

**November 10, 2007:** SCCA Rally, Time Speed Distance Rally 9:00am-9:30am Registration, Drivers meeting is at 9:30am Start at Palomar Center parking lot near Arby's (but not in the Arby's lot) It will be a Tulip Diagram event consisting of 60 to 65 miles. Entry fee (per car) is \$15.00 for SCCA members and \$ 25.00 for non SCCA members (both entrants in the car must be non members for this rate to be in effect) For more information anyone can call (859) 223-4884 or email Loetta at loetta@insightbb.com PLEASE RSVP TO: RON ROGERS AT rcrogers@3rdwav.com

**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 29, 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

\* 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

# 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.

# January

**January 7, 2008:** Board Meeting, non board members welcome to come. 5:30pm Cooking by George. For more details contact Ken Hold

**January 21, 2008:** Membership Social and Meeting, 5:30 pm,  
Portabella's Richmond Rd., Lexington. For more details contact Ken Hold 859.396.3502

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**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. Thomas

**For Sale:** Misc Boxster S parts... OEM suspension including M030 sway bars, Savannah Beige Seats, OEM S Muffler, and other misc. parts. Clark 615.473.6869 Lexington

**For Sale:** 2003 Carrera Coupe Carrera White/Metropol (dark) Blue Leather interior All standard equipment plus these options: Xenon lights, Heated

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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