



PORSCHE CLUB OF AMERICA
BLUEGRASS REGION'S

RUMBLE

January 2008

bgs.pca.org

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Inside

President's Column, pg 2, 5
Officers, pg 3
Editors Column, pg 4
Membership, pg 5
Track Action, pg 6-8

Board Member Art., pg 12
Tech Quiz, pg 15
Activities Calendar, pg 17
Porsche News, pg 18
Classified, pg 19



President's Column - Ed Steverson

Happy New Year! I would like to introduce myself as the newly elected 2008 Blue Grass Region President, my name is Ed Steverson.

I'm thrilled at this opportunity to serve a great group of people which all share a passion for my favorite automobile.

In the past I have served as newsletter, activities chair, and are currently still the Dealership Liaison. Many of you, I have had the pleasure of meeting and sharing the passion of Porsche with, the rest I hope to meet at some of the many great club activities.

I want to thank the newly elected board for their previous and future support. All elected positions aside from President were incumbents. In the Vice President position, Gary Hackney; Treasurer; Mike Shepard; and Secretary Michael Fielden.

Our Committee Chairs have agreed to serve another year:

Activities- Mark Doerr

Membership-Tim McNeeley

Newsletter – Clark Harrison

Safety-JW Wilson

Track-Benson Miller

Director at Large- Ken Partymiller

And Webmaster-Chris Davis

Thanks for all that you do and I'm looking forward to working with each of you in the future.

Now let's talk about this great club.

My first introduction to the Bluegrass Region was with Gary Hackney and a TT tour. What fun!

I was hooked and now my

plans are to do some preventative maintenance to the 944 and do my first DE in 2008.

But the club is not all about driving fast. Our activities include car shows, winery tours, trips to the KY Speedway, visits to our State Parks, driver's education events, and spectacular functions at our local Porsche dealership. As you can see, there are a lot of really cool, fun, and exciting things to do in this club! So, if you haven't yet taken the opportunity to get out and participate with the club, give the activities calendar a look, pick one, and come on out! I will not be disappointed.

I need to mention two unique event opportunities that 2008 hold. One is the Porsche Parade, this year the parade is in Charlotte NC. The parade is one week of everything Porsche. You can visit the Parade website at: www.paradecharlotte.org. Charlotte is around 6 _ hours from central KY. The registration will open March 11th for the Charlotte Parade. If you are considering you should act fast as registration is very limited.

continued page 5



Ed Steverson

Officers of Bluegrass Region, PCA

| | | | |
|--|-----------------------------------|--|---|
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|  | Director at Large | Ken Partymiller | Partym@aol.com |
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Editors Column - Clark Harrison

2008, a new year, a few new faces, and much more fun to come. The Bluegrass Region PCA goes into the new year with high hopes of many good times of growth, celebration, and laughs.

Ed Stevenson, our new president, has hit the ground running and the year looks to be chalked full of new and exciting events. Many of our members are preparing to go to the national parade in Charlotte this summer. I have never been to a parade, but from what I have heard it is always a blast. Sign up is in the near future, but be sure to apply soon. The parade registration usually fills up in the first day and registration is limited by each region. We are also hosting the National Executive council in April for the spring meeting. This is an incredible opportunity for a club, and Phil Doty is making some great plans for the week-end.

Benson Miller and his minions of track junkies (me included) are also preparing for a busy season of High Performance Education events. Again if you have wondered what your car is truly capable of, then a HPDE may just be your ticket without getting yourself a ticket.

We also have a few tech sessions on a tentative schedule for the next few months. I am going to be doing an engine swap in my 986S, Benson Miller is going to be doing a full alignment on his 930, and many others have plans as well. Keep your eye on the email chat for more information.

If you are one of our members who hasn't been out to a meet, do yourself a favor come out to something in 2008!!!

Hope to see you on the Road!

Clark

clark@sclarkharrison.com (personal)

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



M. Doerr

The other unique event for 2008 is BGR will host the Executive Council of The Porsche Club of America the weekend of April 18th, 19th, and 20th. Mr. Phil Doty had arranged the visit. There will be several opportunities for us club members to participate with the leaders of PCA national. Phil will be getting more information out in the Rumble and in future mailings.

On the third Sunday of each month we have a great social, where everybody drives their Porsche, enjoys a good dinner, and great socialization. The January social will be on the 29th at Portabella's at 5:30 pm. Check us out!

We are also always interested to hear from you, our club members as to what else you would like to include as club events. Please send your ideas for activities to Mark Doerr, Mark can be contacted by email at: markdoerr@insightbb.com or phone 859-321-2473.

Please feel free to contact me directly with any questions and/or comments. I thank you for this opportunity to serve as your President.

Drive it,
Ed
ed@abracadabragraphics.us
502.320.2655



Membership by Tim McNeely

Three new members signed this past month. Please join me in welcoming:

Glenn Hudson of Lexington

2006 911 C4S

Our membership is at **121** Regular Members and 81 Family & Affiliate Members, making our total membership 202.

Also, please recognize the following Member Anniversary dates:

| | | | |
|----------------|------|----------------|------|
| Stacy Bearse | 1996 | Jason Lockwood | 2005 |
| Michael Bordes | 1997 | Bill Kief | 2005 |
| Ron Sanders | 2002 | Chuck Glover | 2006 |
| David Ratliff | 2004 | Gayle Yocum | 2006 |
| Mark Doerr | 2005 | | |

Following is some interesting info about our membership:

- 2** members joined in the 70's
- 4** members joined in the 80's
- 15** members joined in the 90's
- 107** members joined in the new millennium
- We signed 25 new members in 2007



Track Action - "The Line" by Benson Miller

All Photos Credit to Benson Miller

Weight Transfer, Balance (continued)

This article continues the exploration of how to Balance our cars while driving. So far we have studied the basic acceleration effects on Grip Weight Transfer, and

Balance. The following illustrations were used to help visualize the relative Weight-Load and Grip on each tire resulting from changes in driver input (acceleration, braking, and turning).



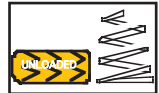
Normal Weight – Normal Friction – Normal Grip

When your car is at rest or is traveling straight at a constant speed, the front and rear Tire Contact Patches and spring compressions are NORMAL.



More Weight – More Friction – More Grip

When braking, the deceleration force transfers weight forward and "LOADS" the FRONT springs and tires.



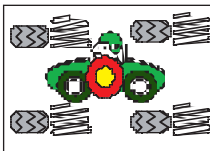
Less Weight – Less Friction – Less Grip

When braking, the REAR springs REBOUND (decompress or stretch) as the car's weight is transferred forward and the rear end becomes lighter

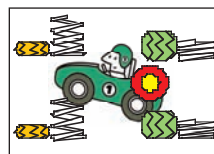


Relative Center Of Gravity

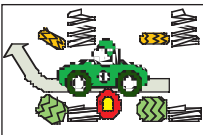
This symbol pinpoints the Relative Center Of Gravity when driver inputs are applied to the car. The car "wants to" Rotate around its Center of Gravity when turning.



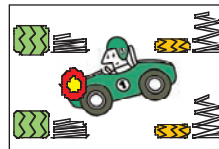
Straight Line



Accelerating



Turning - Constant Radius



Braking

continued page 7

Track Action - The Line... (Continued)

Quiz Answers

- 1) Why do many race cars have front and rear wings?
- 2) Will the front springs compress more if you slam on the brakes rather than apply them smoothly?

1) The wings on race cars add down force (more weight) to the suspension and tires which results in more Grip and stability in high speed turns and on straights.

2) The amount of weight transfer and resulting spring compression is directly related to the acceleration force applied. Smooth application of the brakes results in a more gradual forward weight transfer and compression of the springs. Slamming on the brakes transfers more weight to the front springs because the sudden deceleration force is much greater: The front springs will compress more and when the brake pedal is released they will rebound faster and with more force.

So, what happens when you combine ACCELERATING with TURNING, or BRAKING with TURNING? To help us better understand what happens and why, let's review Newton's basic Laws of Motion.

Newton's FIRST LAW OF MOTION, also called the law of INERTIA, states that, unless acted upon by an external force, an object at rest remains at rest, or if in motion, it continues to move in a straight line with constant speed. (Sounds like lots of horsepower and fat sticky tires help us break this law!)

Newton's SECOND LAW OF MOTION explains how an object will change velocity if it is pushed or pulled upon.

- a) Firstly, if you do place a force on an object, it will accelerate, i.e., change its velocity, and it will change its velocity in the direction of the force.
- b) Secondly, this acceleration is directly proportional to the force applied. For example, if you are pushing on an object, causing it to accelerate, and then you push, say, three times harder, the acceleration will be three times greater.
- c) Thirdly, this acceleration is inversely proportional to the mass of the object. For example, if you are pushing equally on two objects, and one of the objects has five times more mass than the other, it will accelerate at one fifth the acceleration of the other.

(Hmmm, lots of horsepower combined with light weight sound like the way to go. I guess downforce wings make a lot of sense because they LOAD the tires without adding weight to the car.)

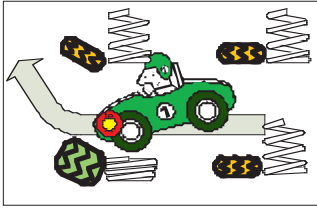
The THIRD LAW OF MOTION states that for every force there is an equal and opposite force. For example, if you push on a wall, it will push back on you as hard as you are pushing on it.

Force is required to change the direction of a moving object.

(The force that changes the direction of our car is FRICTION between the tires and track surface. In this example, the force that is generated when you "push on a wall" is called a CRASH --Duh!)

continued page 8

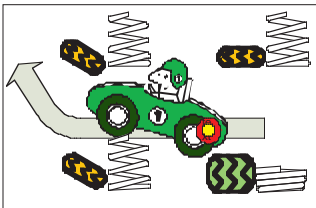
BRAKING and TURNING



Weight and the CENTER OF GRAVITY are transferred forward and to the outside. The Rear and front inside tires have LESS GRIP while the front outside tire has MORE GRIP.

When braking hard and turning too fast, the good news is that the tire causing the front of the car to turn has a lot of GRIP. The bad news is that the rear tires, which are supposed to follow the front tires, don't. The rear of the car continues in a straight line because there is not enough grip to overcome INERTIA...SPIN CITY. The track guys call this LOOSE or OVERSTEER...The rear end of the car is "loose" when the rear tires do not have enough grip to follow the front tires. The front tires will "oversteer" the rear tires since they have more grip.

ACCELERATING and TURNING



Weight and the CENTER OF GRAVITY is transferred forward and to the outside. The front and rear inside tires have LESS GRIP while the rear outside tire has MORE GRIP.

When accelerating hard and turning too fast, the good news is that the tire(s) with the most grip result in great acceleration. The bad news is that the front tires which are supposed to turn the front end don't. UNDERSTEER occurs when the front tires do not have enough grip to make the car turn as much as the steering wheel is turned. The speed of the car and turning angle of the front tires exceed the tire's GRIP limit. The front end will PUSH straight ahead when trying to turn.

Next article will get the rest of the technical terms out of the way so we can get into the weight-balance driving control techniques. I know this stuff is kind of dry, but it's important. When you can begin to visualize what is happening with your suspension, tires, and grip, you can begin to become a better, safer, and faster driver.

If you have any track related pictures from 2007 please email them to me. I would like to publish a 2007 picture journal in our next issue. My email address is go930turbo@locknet.com. Until then, I hope you have a great Holiday Season and a Happy New Year.

Benson

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PORSCHE



Board Member Article by Gary Hackney

The Dual-Purpose Porsche

1959 Porsche 718 RSK #027

Gary Hackney



Mid-engine flat 4, overhead cam 1.5L, 142hp, 1200 pounds. Top speed 150mph+. Tube frame (Porsche's first) with aluminum body panels. Built from 1959 to 1962, 718s finished 3rd and 4th at Le Mans in 1958, won the Targa Florio in 1959, and won Sebring in 1960. A very successful sports car indeed, but there's more:

The Formula 2 rules of the day required that cars have a single seat and be less than 1.5 liters capacity, but didn't specify that cars had to be open-wheel. The 718 could be made F2-legal simply by moving the seat and controls to the center of the car. Porsche built this 718 and four others to be easily converted from two-seater left-hand drive to single-seat center drive. 718s challenged for the Formula 2 Constructor's Championship in 1960 but finished second to Cooper.

Due to Formula 1 regulations of 1959, 718s could be rebodied and be legal, although rather uncompetitive, in F1. This car, in single-seat body, finished 10th in the 1959 Dutch Grand Prix in May, and then in June, in sports car body, ran the 24 Hours of Le Mans (did not finish).

This is a 1959 model, built for and owned by Count Carel Godin de Beaufort, one of the last amateur F1 racers. He raced it in FIA sports car events as well as in F1, and later died at the Nurburgring in another 718. The car was brought to the US in 1970 and fully restored in 2006. It's owned by a racer/collector in Nashville, and I saw it in center-seat form this summer at the Monterey Historic Races at Laguna Seca.



Gary Hackney

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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. All articles will be subject to editing by the Rumble's Editor.

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Tech Quiz (911 and 912)

1. Changes for the 1968 911 included:

- a. Door handles with recessed thumb buttons
- b. Wider wheel rims
- c. Black trim around the windows
- d. Both a and b

Excellence, 1st Ed., page 450

2. The 1967 911S engine had a different compression than the standard 1967 engine.

True or False

Excellence, 1st Ed., page 444

3. Bolder wheel flares and rear ABS identified the 1969 911 models.

True or False

Excellence, 1st Ed., pages 608-609

4. The 1972 911's featured:

- a. 2.7-liter engines
- b. Six speed gearboxes
- c. Type 915 transaxles
- d. Litronic lights

Excellence, 1st Ed., pages 626-627

5. What was the most significant feature of the 1974 G-series 911?

- a. The roof line
- b. Third brake light
- c. Airbags
- d. The new 5 mph bumpers

Excellence, 1st Ed., page 748

6. The original 911 (901) was introduced at the Automobile Show at Frankfurt am Main in September 1963.

True or False

Excellence, Vol. 1, page 333

7. The body structure of the Type 911 was not designed along the same principles as the Type 356.

True or False

Excellence, Vol. 1, page 340

8. The 1974 Porsche 911 had new seats with:

- a. Built-in headrests
- b. Standard heated seats
- c. Racing belts
- d. None of the above

Excellence, Vol. 2, page 666

Answers - 1-D, 2-T, 3-F, 4-C, 6-T, 7-F, 8-A



cc kptyson



cc Charlie T Yack

cc Christiaan Ploeger



cc Jonathan Sloan



On the Cover...
 Snowporsche
 cc Daveybot

February

February 4, 2008: Board Meeting, 5:30pm Cooking by George. For more details contact Ed Steverson 502.320.2655

February 17, 2008: Membership Meeting, 5:30pm, Portabella's Richmond Road Lexington. For more details contact Ed Steverson for details 502-320-2655

March

March 3, 2008: Board Meeting, 5:30pm Cooking by George. For more details contact Ed Steverson 502.320.2655

March 11, 2008: 2008 Parade registration opens at 9:00am. Parade will be in Charlotte North Carolina. More information at: <http://www.paradecharlotte.org/> *

March 16, 2008: Membership Meeting, 5:30pm, Portabella's Richmond Road Lexington. For more details contact Ed Steverson for details 502-320-2655

April

April 7, 2008: Board Meeting, 5:30pm Cooking by George. For more details contact Ed Steverson 502.320.2655

April 18-20, 2008: 2008 Parade registration opens at 9:00am. Parade will be in Charlotte North Carolina. More information at: <http://www.paradecharlotte.org/> *

April 20, 2008: Membership Meeting, 5:30pm, Portabella's Richmond Road Lexington. For more details 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

Ground Breaking Four-Door GT to be Offered with Porsche Hybrid System

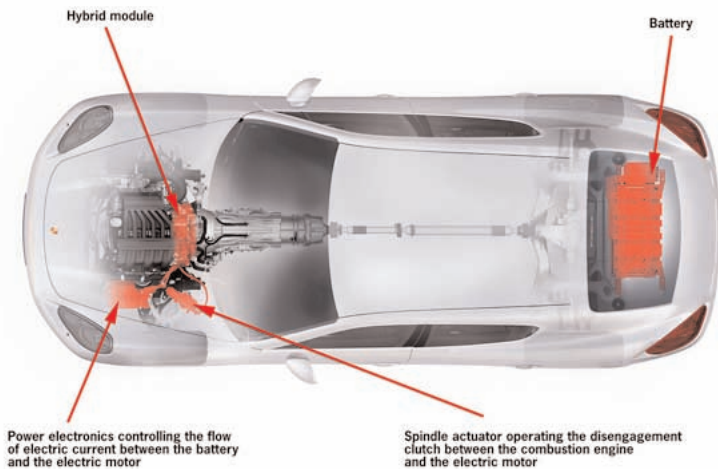
ATLANTA--(BUSINESS WIRE)--Jan. 7, 2008--Dr. Ing. h. c. F. Porsche AG, Stuttgart, announced today that it is developing a hybrid drive version of its highly anticipated four-door Gran Turismo. The Panamera Hybrid will utilize the same gas-electric drive concept as the Cayenne Hybrid that comes to market at the end of the decade and will claim a remarkable 30% reduction of fuel consumption.

The full parallel hybrid system of the Panamera will be configured with the battery unit positioned below the luggage compartment, and hybrid module, comprising of an additional clutch and electric motor, will be between the engine and transmission. Depending on driving conditions, the hybrid module has the ability to disengage either the combustion engine or the electric motor, or to combine both drive systems as one joint power unit. This flexibility results in benefits such as a zero emissions driving mode, fuel savings in both city and highway driving and maximum performance when desired.

The Panamera, which represents Porsche's fourth model line, will make its world debut in 2009 and promises to redefine the Gran Turismo category by featuring a unique design package that will afford equally generous front and rear space and seating comfort for four while retaining the sporting and unmistakable driving dynamics of every Porsche. Introduced initially with traditional drivetrains, the hybrid version of the Panamera will be offered at a later date.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, GA, and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h. c. F. Porsche AG, PCNA employs approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 212 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

Panamera Hybrid



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