

THE Rumble

Porsche Club of America



Bluegrass Region



911 Facelift
Keeneland Concours Teaser
P20 2007
RS Spyder
24 Heures du Mans

June 2008



PCNA

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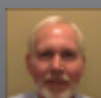
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President's

Column



We are rapidly approaching the half way mark of 2008. What a fast six months it has been. In the past months, I spoke of the time to get your Porsche cars out and clean it up to get ready for the season. Well the season is here! I hope you all have your cars up to snuff and ready to get out and enjoy them if you haven't already.

During the months of June and July there are several great events. There is the Ault Park Concours on June 8th, what a great show that will be, you really should go. Our monthly social is on June 15th, Yes that is Fathers Day. I will not be in attendance due to Fathers Day, I will be spending the day with my children while they are still at home. Don't worry I'm sure it still will be a great time. The social will be at Carinos in Hamburg (next door to B.D. Mogolian Grill). On June 28th the Parade opens and will run through July 5th. I will be attending and ask if you plan to go, please put my cell number in your phone and call me while you are enjoying the Parade.

July also has two great events with the Keeneland Concours and Porsches 2 Oxford and that's not even counting our monthly social. Sounds like a couple of great months for our great club. So, come on out and join us!

We have now gone totally digital with the Rumble. We have two ways to get the rumble. 1. A pdf sent via an email or 2. Downloading it from the website (bgs.pca.org). If you choose the email option please contact Clark to make sure he has your email address. This new direction for the distribution of the Rumble will help in the production greatly.

Also in the production of the Rumble, Clark has redesigned the Rumble. Looks like we should be in line for another award in the near future! Great job Clark! Clark is in need of articles for future Rumbles. So please get the creative juices flowing and submit some articles on whatever you would to write about and or pictures.

I hope we all are enjoying this great weather and our great cars.

Until next month,

Drive it,

Ed



Editor's



Column

Well this Month's Rumble marks my one year anniversary as Editor. When I took over The Rumble from Ed, last June, it was on one hand an award winning publication within the PCA, but at the same time, it was produced, edited, printed, labeled, and stamped by all the same person... Ed.

And frankly, that was not a job I was intested in. Since my appointment and until last month, our printing has been donated by Benson Miller and Gary Hackney was responsible for labeling and printing. Some months, other members helped out as well. But I would like to again point out there volunteer effort and send a thanks their way!

From the time I took over, I wanted to redesign, not because I felt I could do better than Ed or that I didn't like the old Rumble, but because I wanted to put my touch on it. Now that the we decided to make The Rumble electronic, I took advantage and decided to make The Rumble into my own baby of sorts. The next few month's there will be new features added as I get time. One to expect are clickable links for advertisers, websites, and email addresses. The Rumble is our main source of connecting as members besides meetings. And hopefully it can serve as a tasting guide to members who may be interested in getting out and getting invloved if they have yet to.

This Month's issue contains some interesting articles and essays. It has the first of a series of photos essays showing Porsche's present and past race cars... If anyone has pictures of specific racers you would like to see or have pictures you have taken please shoot me me an email.

On the same note, I would love to have more content from you... the members. I enjoying writing and will probably not stop producing several articles a month myself, but this newsletter can be great with your help. I would love to win a first place prize this time next year at Parade, but most importantly I would like nothing more than to see new members come out because of an article they read in here produced by another fellow member!

Also I would like to just say a piece about our articles. The opinions expressed and items discussed are the sole opinions of the authors, and in no way represent the thoughts of the club, the club's board, or any other subsidiary of the Porsche Club of America...

But with that aside... have fun and enjoy this Month's issue of The Rumble.

Clark

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

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Calendar OF Events

July

July 3, 2008: 2008 Porsche Parade in Charlotte, NC ends.

July 4-5, 2008: Post Parade HPDE hosted by Carolina's Region PCA at Lowe's Motor Speedway. For more information visit www.carolinas-pca.com

July 14, 2008: Board Meeting, 5:30 pm. Sawyers. For more details contact Ed Steverson 502.320.2655

July 19, 2008: Lexington Concours d' Elegance at Keeneland. For more information visit www.keenelandconcours.com

July 20, 2008: Membership Meeting, 5:30pm, Location TBD. For more details contact Ed Steverson 502.320.2655

July 26, 2008: Porsche's 2 Oxford (P2O). Oxford, OH. For more details visit www.porsches2oxford.com

August

August 4, 2008: Board Meeting, 5:30 pm. Sawyers. For more details contact Ed Steverson 502.320.2655

August 9, 2008: Indy Racing League at the Kentucky Speedway. For more information contact Lee Wegner

August 17, 2008: Membership Meeting, 5:30pm, Location TBD. For more details contact Ed Steverson 502.320.2655

911 Evolution

PDK, DFI, AND A NEW SMILE

Photos curtesy of PCNA and Story by Clark Harrison



Evolution is something Porsche's 911 is very familiar with. From the very first air-cooled 911 to the water-cooled 997, Porsche has designed new evolutions into its workhorse in hopes of keeping it atop the car world. The newest evolution of the 911, which will be released as a 2009 model, is highlighted by three such advancements.

The first of which is a facelift of sorts. It includes LED daytime running lamps, tail and brake lights. Also a redesigned front and rear bumper, included new side mirrors complete the exterior enhancements.

The soul of any 911 is its flat-6 engine, and these new models are no exception. With new 3.6 and 3.8 liter engines that use DFI (Direct Fuel Injection

- see photo) technology, the new models get better gas mileage and of course more power.

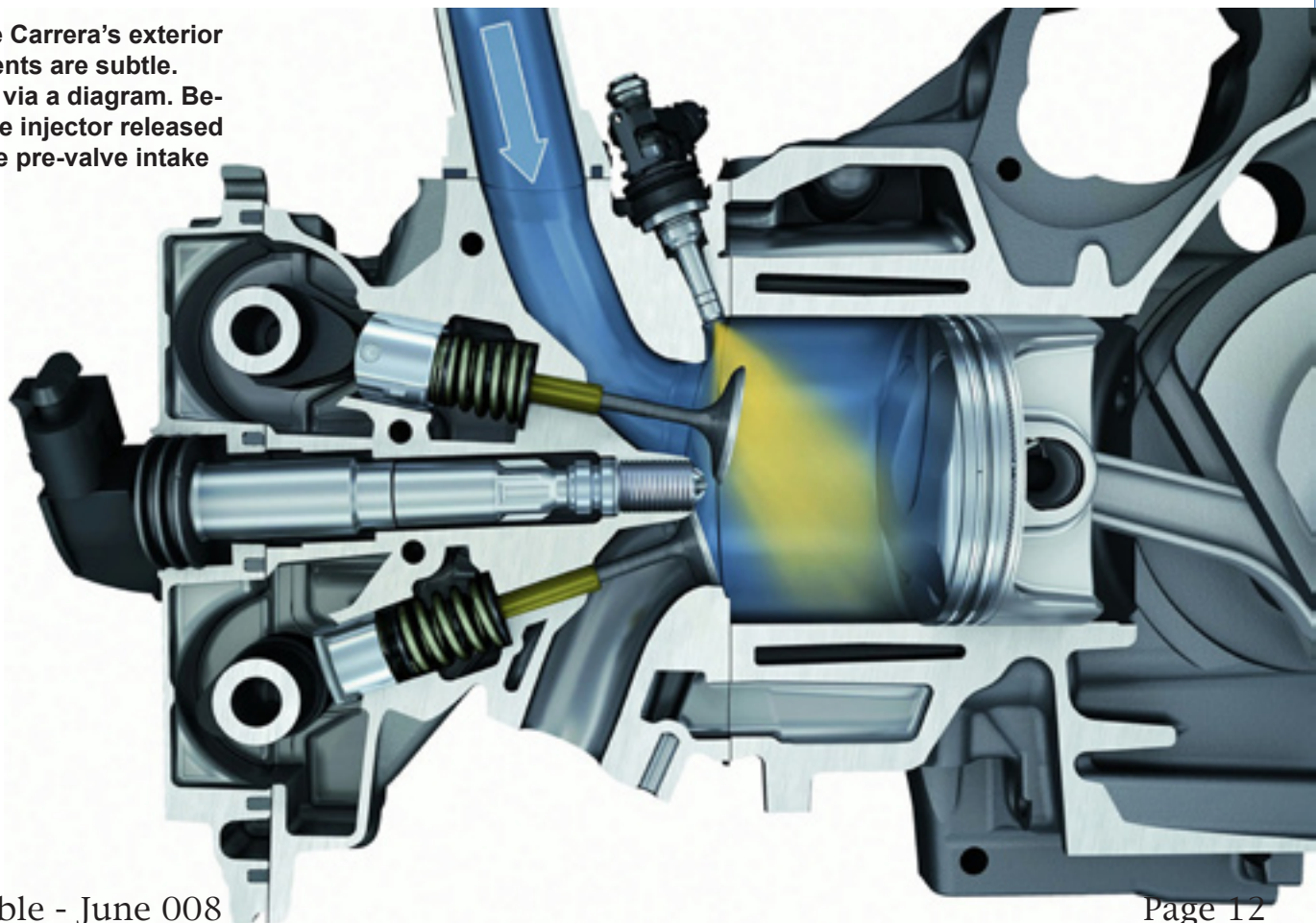
The highlight of this evolution is the not so new to Porsche PDK transmission. Also known as a DSG or Dual Clutch Gearbox, the PDK (Porsche-Doppelkupplung) was first developed by Porsche 25 years ago for race purposes, but it's in its new home where it will get its first street use. The PDK will be replacing Porsche Tiptronic in the entire model in 2009.

What do all these advancements through evolution amount to? How about a 12 second decrease in time around the Nurburgring for the newest Carrera S when compared to the 2008 model...





Above: The Carrera's exterior enhancements are subtle.
Below: DFI via a diagram. Before DFI, the injector released fuel into the pre-valve intake stream .



Porsche RS Spyder One two in LMP2 at Le Mans 24 Hour Debut

LE MANS, France – June 15, 2008 - The 24 Hours of Le Mans premiere for the Porsche RS Spyder could not have gone better as, at the world's toughest long distance race, the sports prototype from Weissach celebrated a one-two finish in the LMP2 class.

After a trouble free run without a single technical problem, Jos Verstappen, Jeroen Bleekemolen and Peter van Merksteijn (all from The Netherlands) crossed the finish line first. The trio from the Van Merksteijn Motorsport team held an eight lap advantage at the finish over the second-placed RS Spyder of John Nielsen, Casper Elgaard (both Denmark) and Porsche works and Penske Racing driver Sascha Maassen (Germany). Starting the sports car marathon from first and second on the grid, the two teams controlled the

race with their 476 hp RS Spyder right from the start.

In contrast, the three teams with the Porsche 911 GT3 RSR in the production-based GT2 category experienced bad luck. After qualifying on the pole and running first and second at the beginning of the race, an accident and technical trouble robbed all hopes of repeating last year's class victory.

For the second-place Essex pilots, a touch of wistfulness was mixed with their joy over second place. In the first third of the race, the Danish team had led for some time – and hopes had justifiably grown for a Le Mans win. Two slow punctures and an additional pit stop due to electronic problems robbed them of this chance.



Checkered Flag at Lemans for Van Merksteijn Motorsport Porsche RS Spyder - PCNA

The teams in the production-based GT2 class also started the race with their Porsche 911 GT3 RSRs showing great promise. In qualifying, the Porsche works driver Patrick Long (USA) had broken the magical four-minute mark with a lap time of 3:58.152 minutes in the sports car category for the first time and with his German works driver team mate Wolf Henzler, claimed the first two positions on the grid as a result. In the race, two Porsche 911 GT3 RSR held a clear lead over the rival Ferraris.

After two hours an unlucky collision between Long and his compatriot Seth Neiman (USA) robbed them of any chance to win. For the French IMSA Performance Matmut team with Long, works driver Richard Lietz (Austria) and Raymond Narac (France) this signaled the end of their race.

The 911 of the Flying Lizard Motorsports team could rejoin the race, but sat more than 30 laps behind to secure sixth at the flag with drivers Joerg Bergmeister (Germany), Neiman and Johannes van Overbeek (USA). With this, Bergmeister turned the fastest race lap by far in the GT2 category in 3:59.887 minutes. Fifth place in the GT2 class went to Porsche works driver Wolf Henzler (Germany), Alex Davison (Australia) and Horst Felbermayr (Austria). Until midnight, the trio delivered a spirited fight for the lead against a Ferrari, but fell far back due to a one-hour stop for repairs in the night.

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Harrison

2008 KEENELAND CONCOURS d'ELEGANCE

Preview



Hold

Be sure to have July 19 saved on your calendar for the Keeneland Concours! It gets better every year and this is year five. The Featured Marque for 2008 is Cadillac. The GM Heritage collection has already committed the prototypes Cien (750HP) and V16 (1,000HP) for the show. In addition, the GM Performance Div. is bringing a 40 x 100 foot tent filled with performance Cadillacs! We've also added an antique motorcycle class for the show this year. One of the exhibits will be a \$100+ restored police bike.

The Hanger Bash will be bigger this year with more vintage planes and will include a fly-over by a WWII Bomber. Some airplane rides will be raffled at the concours.

The Corvette folks are planning to take back the Becke Cleaver Trophy for Paddock Challenge. But Tim McNeely has already started setting strategy for making 2008 the second year in a row that Porsche wins the trophy. Bill Alley the Concours Paddock Chairman is projecting paddock participation to increase to 1,000 vehicles, up significantly from 600 in the 2007 paddock.

Remember that while the event is an auto lovers dream, our main purpose is to support the Kentucky Children's Hospital.

The Bluegrass Region Porsche Club chose KCH as the concours designated charity when we began planning for the first Keeneland Concours back in 2004. I am continually amazed by the number of people who tell us of how the KCH has helped them or someone in their family. It is especially rewarding for us to see how excited the kids get as they decide on the winner of the Children's Choice Award. The involvement of the staff and children of KCH in the event makes our efforts worthwhile. The local work by KCH is nothing short of outstanding. Our donations have been used by KCH to begin offering services in new areas such as kidney research and care. New doctors have come to KCH as a result of equipment purchased and research funded by the Keeneland Concours. Your donations through the concours do make a difference for this excellent charity.

You can get more concours information by checking the website at www.keenelandconcours.com.

See ya at the show!

Ken Hold

You may have noticed an absence of my column in the May issue, and an extremely entertaining membership column in the historic April issue.....new members Seattle Slew & Crie Woolfe? New member K. Party M. driving a 2001 3500 Dually? Anniversary dates for members Chuck Norris, Daniel Boone & Steve McQueen? I can't tell you how much I was laughing when I read it. I guess I deserved it for being desperately tardy with my article.....and most of you probably enjoyed it MUCH more than the boring facts I present. You can thank our inventive newsletter Editor.

Back to the boring facts. Over the past three months we have signed up seven new members. Please join me in welcoming:

- | | |
|---|----------------|
| • Howard Stanfill of Blackey | No car record |
| • Steven & Audrey Morey of Lawrenceburg | 1978 911SC |
| • J.C. Phillips of Campbellsville | 1989 930 |
| • Kelly Ison of Midway | 2001 911 |
| • David Patrick of Lexington | 2006 911 |
| • Robert Rowe of Frankfurt | 2003 Boxster S |
| • Joe Weiss of Richmond | 1992 968 |

Our membership is at 122 Regular Members and 80 Family& Affiliate Members, making our total membership 202. Since I am covering three months of data, there are too many anniversary's to list. I'll get back on track next month.....or maybe I'll lay low and let Clark entertain us again? New member Abe Lincoln of Hodgenville maybe?

Tim McNeely

(Editor's Note... I have no idea what Tim's talking about... Ive ridden in Ken's Dually and Mr. Woolfe came to the last social)

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porsches 2 oxford

Photo and Story by Tim McNeely

On Saturday July 26th, I will be leading our 4th annual drive to the "Porsches to Oxford" event. It promises to be the best ever, as every year it grows and improves. We will leave from the Wal-Mart parking lot (exit #126) in Georgetown. We'll most likely be heading north some time between 8:00 & 9:00 am....final plans yet to be formulated. I'll keep you posted on the CHAT, or feel free to call me at (859) 619-7443 for updates. I'm re-printing last year's article below to give you a flavor of the event:

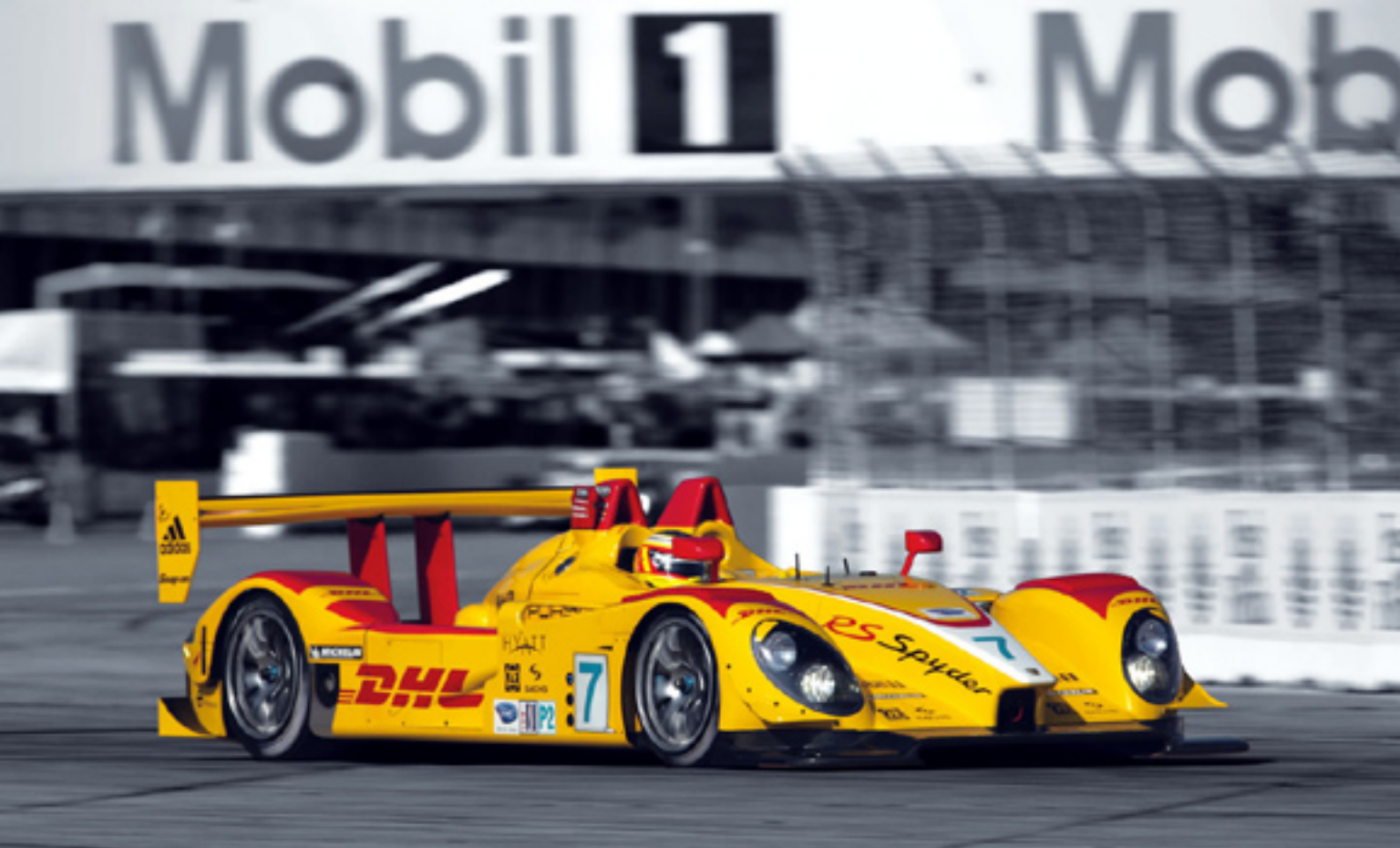
Porsches 2 Oxford 2007

On Saturday July 28, the BGPCA held its third annual "p2o drive". Nine Porsches met at Wal-Mart in Georgetown to begin an excursion thru four Kentucky Counties and two Ohio Counties. The 148 mile drive (yeah, I know it's not that far, but we took the p-car friendly roads) was almost identical to the route we took last year...up the twisty's, past the speedway (two actually) and following the south side of the Ohio river...a great drive. Unfortunately, it misted just enough rain on the way up to keep us within the speed limit most of the way.

We ended in downtown Oxford, OH, home of Miami-Ohio University...where we met four other BGPCA members that had driven up from other locations. As usual, the entire downtown square and adjacent area was blocked off for the "Casual Porsche Party"... the last count I heard was 285 Porsches on the square, up over 215 in 2006 and 140 in 2005. As you can imagine, the group had many rare and interesting cars, including a pristine replica Spyder. Once we arrived, the weather cooperated and was perfect...not to hot, not to cold, just right.

The Mid-Ohio Region of the PCA organizes this fantastic event. Our group had a great time walking around checking out the Porsches, talking with fellow enthusiasts from other Regions, eating some ice cream, a little window shopping for the ladies, and some stayed for the procession to Hueston Woods State Park...or as Gary Hackney put it last year, "the largest Porsche traffic jam in Ohio".

We had a GREAT time as we always do. If you only have time to do one club event during the year, this is the one to do...so don't miss out in 2008.

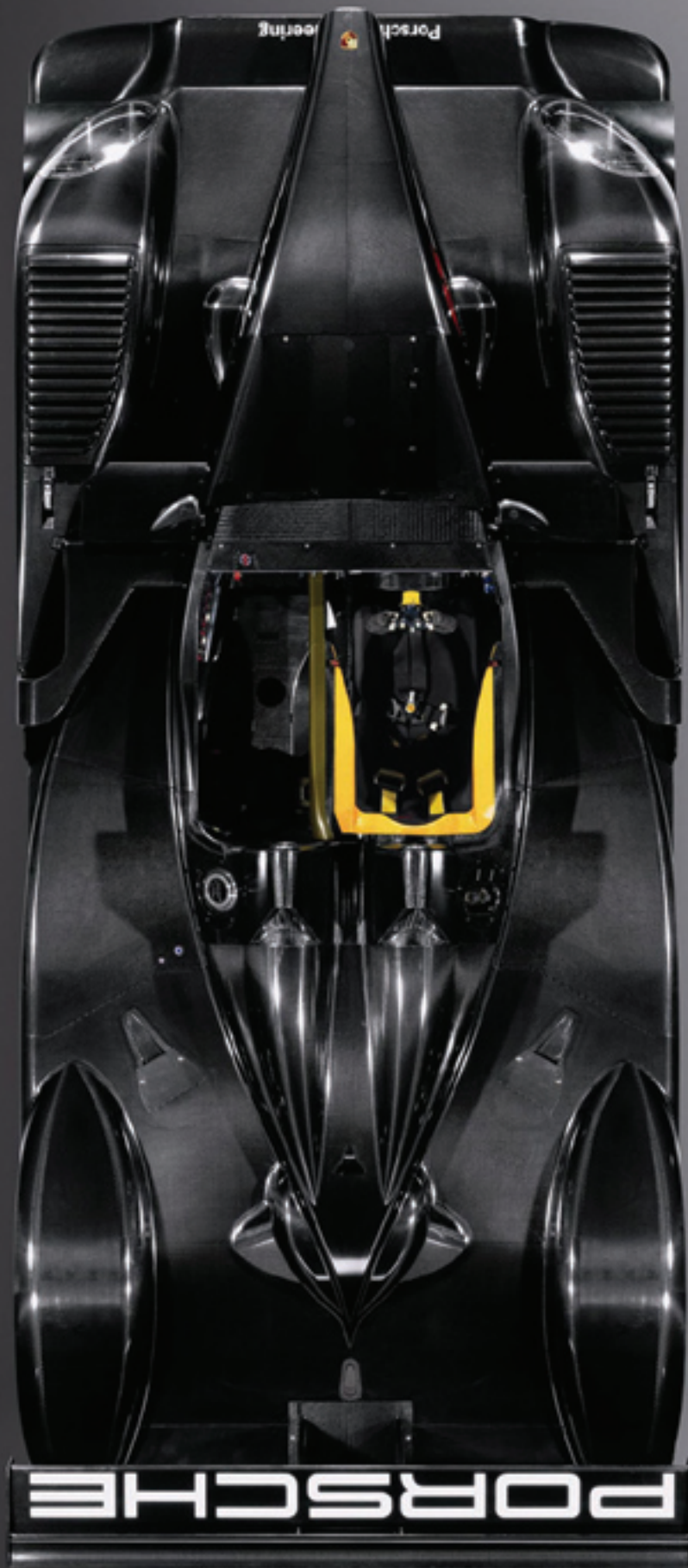


PORSCHE RS SPYDER

Photos Courtesy of PCNA







Technical Specs:

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Classifieds

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6 Flat Cylinders Nuts

- Roger Penske didn't bring his RS Spyders to Le Mans because he didn't think with the ACO regulations they could win overall...

That's kind of disappointing

- The french ACO doesn't want their french brothers (Puegot) to have to worry about another set of German competitors for the overall win so they are keeping sport car racing from reaching its real modern potential...

That's disappointing

- The two fastest GT2 competitors, the IMSA Performance RSR and the Flying Lizard RSR, took each other out while in the lead... leading to a Ferrari 1-2-3 finish... **That's quite disappointing**

- Speed channel was at one point showing Ford Focus's racing on ice instead of the race... **That's very disappointing**

- In unrelated but just as **equally disappointing** news, there will be no Formula 1 race in the US again this year... Bernie Ecclestone says no one, besides me and A. Wayne from Rennlist, likes F1 in the US... Which I'm afraid is right until I feel some young american driver comes along and has success in F1 (Marco Andretti?)... much like Yao Ming has done for the NBA in China.

- Finally... The **biggest disappointment** by far from the 24 hours has to be the fact that Jaime Melo drove for over 8 hours in his Ferrari 430 GT without doing one thing dumb enough to get him on TV... wow

Until next week... visit

<http://www.imdb.com/title/tt0093660/>