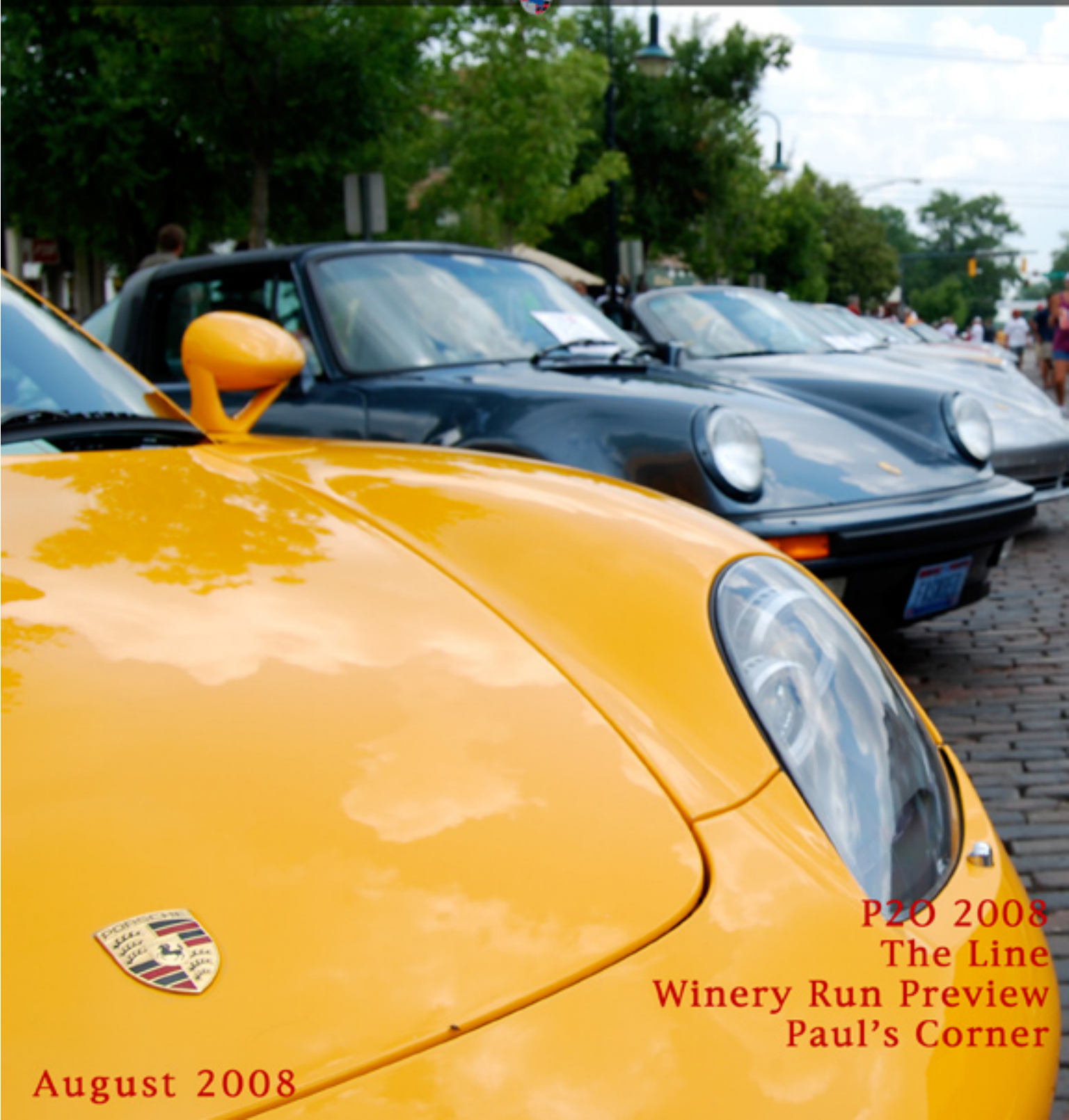


THE Rumble

Porsche Club of America



Bluegrass Region



P20 2008

The Line

Winery Run Preview

Paul's Corner

August 2008



Harrison

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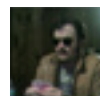
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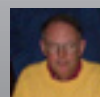
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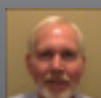
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2008 Club Officers

THE Rumble

July 2008 Vol. 6 No. 7

BGS.PCA.ORG

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Photos - Clark Harrison, Ed Steverson, Paul Elwyn

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President's Column

The dog days of summer are here, and I'm sure anyone that attended the Keeneland Concours would agree. Once again our club had a fantastic turnout. I want to give Tim McNeely and Clark Harrison a huge thanks for a great job on the paddock and the paddock challenge. The Bluegrass Region was able to pull together \$4,300.00, that is almost twice what we donated last year. We were a little short from winning the paddock challenge. I think the corvettes only beat us by \$149.00. As some will remember the paddock challenge was Becke Cleavers idea, she would have been very proud.

Aside from barely missing the challenge, the paddock was a huge success. There were several special cars of interest on display, including a 911RS, 930s and two previous Keeneland and Concours winners with Jas Dhillon's Carrera GT, and Brad Smith's 356 cab. There was 60 Porsches registered in the paddock representing 6 regions of PCA with the furthest from San Francisco! How about that for bring them from across the country!

We all need to remember that it was the Bluegrass Region that started it all. Great job and thanks to all club members that have helped in this great charitable event. I know of no other club in the area that has started any event that has turned into something this big.

Now let's look into the future. When I first took office, I made the comment that I would like to have the socials at a mix of locations. The first move was to BD Mongolian Grill, then to Carino's, and now August's social will be at Calistoga's in

Hamburg. Calistoga is located on the corner of Sir Barton and Winchester Rd. Please join us on August 17th at 5:30pm. Also, What do you think about the new Rumble layout?

Clark has revamped and improved an already award winning newsletter. I can't wait until Parade next year to see the results of the newsletter competition. Please if you run into Clark, share your thoughts of his handy work.

I welcome all of your suggestions and comments about this great club. I can be reached by email: ed@abracadabragraphics.us or phone: 502.320.2655.

Until next month,

Drive it,
Ed



Editor's



Column

I did something on August 28th, that I haven't done in ten months... Drove my car again! Although things are not 100% ready for the road, I can already feel the extra power. I will be writing a full write up on my journey, hopefully next month, but for those of you unfamiliar with it...

Last October, the M96 3.2 in my 986S literally blew up while on the track. At this point and without tearing the engine down, speculation is the only way to guess what went wrong... although the metal shards in my intake manifold, oil pan, and the rod sitting in the case... point to a pretty big problem. In lieu of buying a new crate engine or a used of the same variety, I decided to undergo swapping a 911 engine into my boxster. However, the 911 engine I lucked up on was not of the 7.2 Motoronic variety as my 3.2 had been. It was a 7.8 Motoronic 3.6 from a 2002 966.

Shawn Leonard and Dan Puchalski of Stuttgart Motors here in Lexington are mostly responsible for the swap itself, and Stuttgart has been my car's home since last Thanksgiving!!! Hopefully in the coming week, I will be able to drive my baby back home... I can not say enough thanks to Shawn and Dan for their help! Brian Wooldridge at Porsche of Lexington was a big help as well! And finally a fellow PCA member from Kansas City was pivotal in guiding us with the electronic conversions... PCA rocks!

But I will leave it at that until my write up... Also if enough people are interested, we could set up a tech session to go over the swap... which when completed will be one of probably five in the country, if not less.

This month's rumble contains a few changes... tweaks so to say. I am still perfecting the layout, and playing with PDF settings. We do have a new face writing articles for us, Paul Elwyn. Paul has stepped up big time and written a good bit of excellent content. I'm sure his corner will be a big hit! Also you may notice a familiar face and reprinted article from last year... Benson's "The Line" is back, and some of his earlier articles are going to be reprinted in the coming months. Also you will notice a lot of things are click able hyper links in The Rumble now.... have fun!

Finally, I just want to say thanks for all the help I have gotten from club members the past 10 months to get my car back to this point!

See you on the road... no really!

Clark

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Four new members signed this past month! We also had a lot of activity and interest at our paddock at the Keeneland Concours and I'm expecting some additional membership activity from that. Please join me in welcoming:

- Joseph Clay of Paris 1990 911
- Bob & Nancy Lovejoy of Lexington 2001 911
- Bob Lysack of Georgetown 1988 928
- Gary & Shirley Whitaker of Mt. Sterling 2004 Boxster S

Our membership is at 124 Regular Members and 85 Family& Affiliate Members, making our total membership 209.

Also, please recognize the following Member Anniversary dates:

- Fred Michel 1999
- Mechaelle Hanks 2003
- Bill Maley 2004
- Ed Trammell 2005
- Chris Bowling 2005
- James Curry 2007
- David Lowe 2007

Please tell any of your Porsche friends who may not be in the Club about the great times and camaraderie we share....let's keep the membership growing!!!

Tim McNeely
Membership Chair



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Porsches 2 Oxford

Story by William Glover Photos by Clark Harrison



The Porsches 2 Oxford drive & event was a fantastic experience for us and something we are already looking forward to next year. The route was filled with twisting roads lined with trees and scenery that provided a backdrop to our caravan that would rival any Porsche sales video. Watching the cars ahead of me flow through the turns as the sunlight reflected from the lines of each different Porsche model I occasionally had to remind myself I was driving, not watching.

The drive began right on time from Georgetown with 12 Porsches ranging from a fantastic 356 convertible to a beautiful green Cayman. Tim took the lead and Jim volunteered to bring up the tail of our dragon. The weather was fantastic & the distinctive sound of Roberts air cooled 911 behind me cycling through the revs kept my windows down for the whole drive. There were a few missed turns quickly followed by messages over the radio (with some humor) [*I do what I can ~ Clark*]. We did lose David in his 911 as a left turn snuck up on him but his

car later ticked cool along side the rest of the group in Oxford.

The community locals along the route watched the line of cars accelerate away with awe, a look I soon shared as we drove onto the brick avenues of Oxford. The streets were filled to capacity with beautifully detailed cars and enthusiasts who were more than willing to tell about how they came to own their dream. Walking through the show I could overhear stories starting with "We found it in this barn" as they stood beside their concourse quality showpiece. I found it hard to select the 9 favorites for the awards vote. One vote was easy, MY CAR.

We stayed to watch the awards but mostly to participate in the tour through the Hueston Woods State Park. A leisurely paced drive celebrating the event that began just as the rain decided to fall. Although far from the exciting pace Tim provided earlier it was a perfect ending to our trip.



perspective

Porsche's 2 Oxford is quickly becoming one of the nation's largest Porsche only events. While at the event, I asked President Prescott Kelly (who was attending for his second straight year) that exact question... Prescott said as far as his knowledge, that besides Parade, P2O has become the second largest Porsche event in the US. With around 400 P-cars there this year, it surely has become a don't miss event!

Clark Harrison



Clockwise from Top Left: Beautiful 968 Cabriolet, Paint-to-match Signal Yellow Carrera GT owned by Mike Valentine, stunning black 993 wide-body, absolutely pristine 930 slatnose (many may recognize from the Concours), a early 911 with one of the best Porsche Colors of all-time, and a custom turbocharged setup 3.0 liter 968 engine. Previous two pages: Porsches line the brick streets of Oxford.

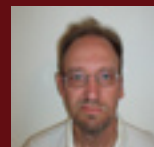




Harrison

Winery Run 2008

Tim McNeely
Event Chair



Mark your calendars.....our annual wine run is going to be Saturday September 20. Our destination this year will be Acres of Land Winery (check them out at www.acresoflandwinery.com) in Richmond, KY. I arranged the date on an off week for the UK Football team, so you don't need to check on that!!

Plans will be something like this:

- Meet somewhere in LEX area, maybe Porsche of Lexington, probably in the 1:00 to 2:00 time frame

- Take a nice twisty drive thru the country, ending up at Acres of Land around 4:00 p.m.

- Hang out, do a tasting of the wines, socialize, and tell stories

- Have dinner at the Winery about 5:30 pm

You can come for the drive, the tasting, the dinner, or all three!!! The schedule is tentative right now, but the date and destination are locked in, so reserve it on your calendar. More to follow on the chat.....



Paul's Corner

Ruminations, reflections, and other thoughts that leave no substitute.
Article and Photos by Paul Elwyn.

I Must Confess!

I must confess something, but first a little background.
My first automotive victim, in 1965, was a 1958 Chevrolet Impala that I bought with \$500 earned by cutting grass. I customized the white body by working an entire afternoon with three roles of black electrical tape, carefully striping the car nose to tail, a convoluted pattern to suggest speed, a desperate move to deny the reality of a 283 c.i. Powerglide drivetrain.

I don't believe anyone actually could see me "shifting" with a baton....you, know, the thing one twirls in front of a marching band...., this one borrowed from my sister, pretending to have a Hurst shifter sprouting from the transmission tunnel.
That car survived wood blocks in the front suspension A-arms in place of actual shocks, holes drilled in the mufflers to open up the exhaust (later to be closed up with metal screws), and countless hours of waxing to stave off the bubbles that continued to grow beneath the paint. But the seed of modification was planted.

The relationship ended when a '59 Chevy 348 c.i. Impala with column shift presented itself in need of an honest Hurst three-speed floor shifter, which I installed over the course of a week, cutting a hole in a perfectly innocent transmission tunnel, of course. Having heard the newly-installed glass-packed mufflers once too many times as I arrived home late at night, my parents insisted I drive a more sensible car with a tiny four-cylinder engine, a 1961 MGA with sliding side curtains in place of crank windows and no outside door release handles that presented a challenge on winter mornings when the curtains were frozen shut, the door release cable inside the car. I became quite adept at removing the muffler once out of town so I could scare cattle in the fields with the power of my low-slung European sports car. I installed exotic chrome air filters on the fiddly SU carbs, crammed exhaust headers onto the engine and painted the silver steel wheels RED! There's more, but my belated sense of dignity prevents me from revealing all.

My second MGA, a 1958 1500cc derelict, became my first drivetrain transplant and bodywork patient. The transplant, a later 1800cc engine with fully-synchro-

nized transmission, actually worked, running well to Kentucky and back to Illinois only three hours after the last bolt was tightened and the engine timed by ear. The bodywork sported as much bondo as metal, but the car looked good from a block away.

No, the work wasn't always impeccable in the early days. As we drove into Danville for the first time in 1975 at the conclusion of a 450-mile drive in the 1800cc MGA, the steering wheel pulled free from the column, but luckily slipped back onto the shaft. I had forgotten to tighten the nut!

And so it went, MGBs, a Midget, a rotten TR-3, five TR-6s, and then.....

After torturing countless British sports cars over 20 years, in January of 1986 I bought my first Porsche, a one-owner 1971 911 T Targa with a four-speed Sporomatic. Did I mention that this was a one-owner? From California, moved to Kentucky.

For the first time, I owned a sports car that could be taken apart and reassembled without replacing every piece of hardware that held it together. So I disassembled the car to change the color from the original silver to Guards Red, a two-week project that in the summer of 1986 did not prevent the car from winning People's Choice among 40 cars in a Porsche meet in Madison, Indiana. The changeover did, however, horrify a club member from Louisville whose Concours sensibility I had offended. I had violated the Law of Originality, which was not quite as heinous as a Chevy small block conversion, but a controversial act, nonetheless.

I eventually sold that stunning Porsche to pay for the adoption of my daughter, a transaction that, given my maniacal obsession with sports cars, I surprisingly still do not regret to this day. In fact, she may be the best automotive deal I have ever made!

But during the ownership of my next four Porsches I worked hard at controlling my urges and concentrated on maintaining originality, confining my efforts to mechanical repairs and maintenance along with the never-ending processes of restoring cosmetics as much as possible to their ORIGINAL appearance, more or less. I still wake up in a sweat in the middle

of the night once in while with the vision of that concours club member glaring at me.

Today, I resist the urge to tear down the 993 to change color, this time from Guards Red to Grand Prix White. I don't know what defect in my nature compels me to have these urges to change things. Maybe I need to simply keep a fender in the garage that I can repaint from time to time to release the demons. I could even hit the fender with a hammer, first, then go to work removing the dent and then changing color to achieve the full emotional release that I crave.

So, there! I have said it! Please be assured that I have not.....I repeat, I have NOT (yet) begun tearing down the 993 to change color. I know better. I understand the sacredness of originality.

Not only do I understand originality, but I truly appreciate the work represented, the craftsmanship, the painstaking research and patience in bringing an authentic restoration to closure. In fact, the talented individuals behind these projects, especially those that require fabrication of parts to original specifications, in my mind border on heroic in their devotion to originality. That ethic and the cars we admire from these labors are at the core of passing along among ourselves and to future enthusiasts the essence of Porsche.

Still, who can deny the vision and courage represented in properly modified cars that raise craft to art while enhancing performance? Are these works original? You bet! They're simply not as originally conceived by Porsche.

So, when the dust settles and the last panel is buffed, we witness the full range of the enthusiast's efforts, whether to provide an authentic or a one-off example of the mechanical work that moves us. It's all fun and inspirational. In fact, I'm feeling inspired right now. Anyone have an old fender?

Just kidding. I think.

The Line

Article by Benson Miller, Photos by Turn 10 photography, & Illustrations by Benson Miller



I have finally learned the SECRET of THE LINE I hear all the track guys talking about. I learned how to VISUALIZE THE LINE racing downhill and giant slalom on skis and racing go karts when I was a kid. I learned about the FACTS about THE LINE at the Skip Barber Racing School and countless Drivers Education classroom sessions. All the recent tracktime in my 930 turbo has helped me get the FEEL of THE LINE for my car. But the SECRET of THE LINE came to me in a very different way...

If you ask five different people what the line is, you will likely get at least 10 different answers along with a bunch of questions. Which line are you asking about, the Racing Line, the Wet Line, the High Line, the Low Line, the High Horsepower Line, the Low Horsepower Line, or the Blocking Line? "Hell, I don't know, just tell me what the line is" you say.

Before getting into the good stuff, let's talk about some of the facts. I'm going to give you a little quiz later to see if any of this makes sense to you.

The classroom definition of THE LINE is: "The path you follow around the track that allows you to carry the most momentum and

speed through all the turns. The line is composed of Braking Points, Turn-In Points, Turn Apexes, and Exit Points (sometimes called Track Out Points)."

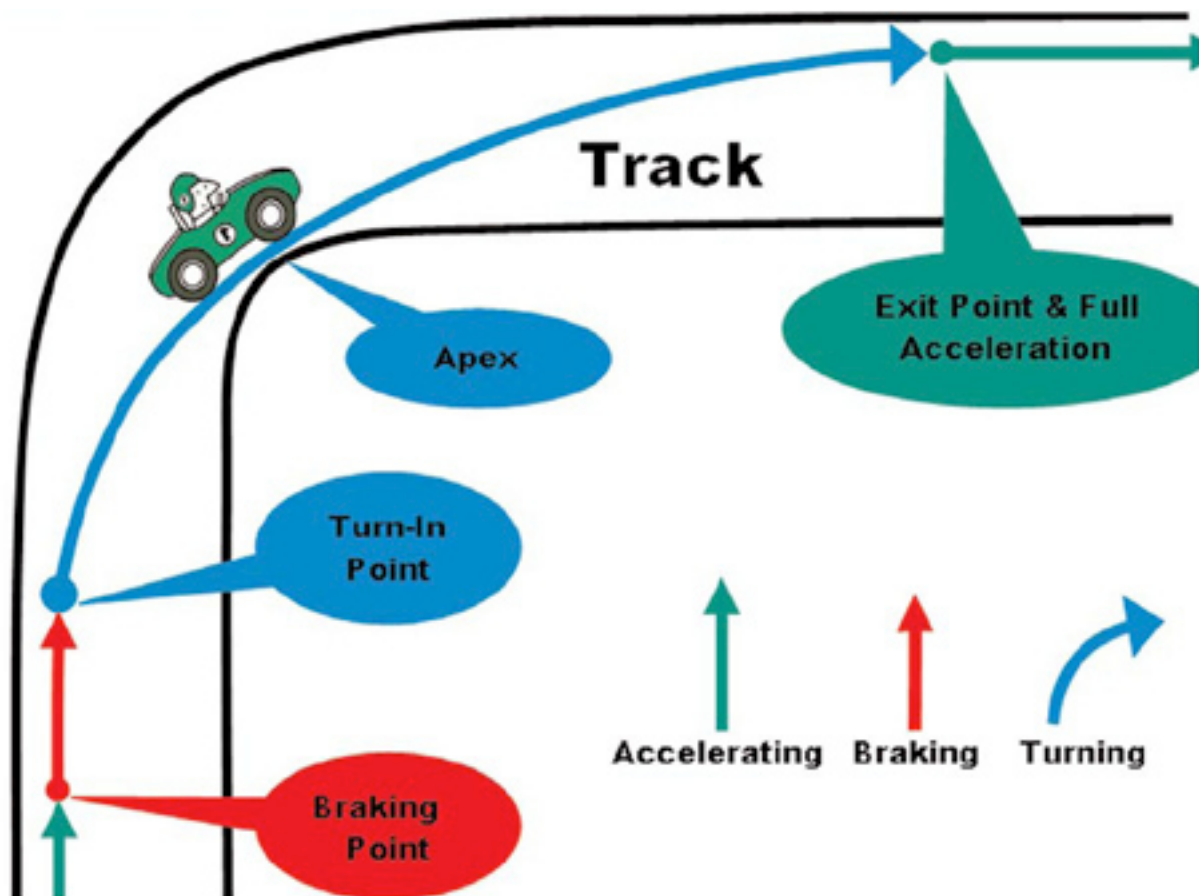
Here are my definitions of the facts. I think of a road course as a series of turns with a drag race between each turn. Going into a turn, the Braking Point is where you better hit the brakes or you'll fly off the track. The Turn-In Point is where you turn the steering wheel and start praying. The Apex is that elusive point on the inside of each turn that, when occasionally found, rockets you through the turn and makes you keep coming back for more. The Exit Point is where hopefully your prayers are answered and you are pointed towards the next turn on the track. To put all this in context, think about the Interstate highway system. Why don't you see any "T" intersections to enter the Interstate? Why were "Clover Leaf" entrance and exit ramps developed? Is your merge speed faster using a sharp turn Clover Leaf or a big open turn Clover Leaf? Basically, the bigger the turn the faster you can go around it. That's why the Turn-In Point starts at the outside of the track, moves to the inside of the track at the Apex, and moves back to the outside of the track at the Exit Point. THE LINE makes each turn as

big as possible allowing you to carry more speed and momentum through the turn. Getting off the Interstate works the same way. You have to slow down a lot more if the exit ramp has a sharp turn rather than a gradual one. Think of the Braking Point as the latest spot where you can hit the brakes hard and still make it around the ramp without calling a tow truck.

To continue with the facts, the physical forces that you have to manage in the process of attempting to follow THE LINE are gravity, centripetal force (some will say centrifugal force in error), friction, and acceleration. All of these forces transfer from your car to the track through the tires. Your Tire Contact Patch (the place where the tire is in contact with the track), believe it or not, is about the size of an 8 1/2 X 11 sheet of paper in total for all four tires.

Continued on Page 16





Now, here are more of my definitions. Gravity is what makes it hard to push your car to jump start it when the battery dies. Centripetal force is what makes your spouse yell at you to slow down when your car starts rolling over and push-ing out around a turn. Friction is what makes your tires squeal and wears them out. Positive Acceleration is the force that makes me love my Porsche 930turbo adrenalin pump. Negative Acceleration (braking) is followed by big prob-lems if applied too late or in insufficient quantities.

Hopefully you get the idea...The fun begins when you start putting all the pieces together and develop THEFEEL for each of these things. Your first time out on the track it all seems very confusing. Things go by very quickly, the instructor is constantly talking to you, and it's hard to remember where you are supposed to be on the track for each of the turns.

After a few lapping sessions though you can start to VISUALIZE THE LINE around the track. You can look at the track map and re-play a video in your mind of each of the turns.

As you become better at VISUALIZATION your awareness of the different forces grows. You literally feel the forces through the Seat Of Your Pants. You'll start to experiment with the brakes. By braking early you can safely figure out where the breaks start to lock up and how quickly you can slow down from different speeds.

As you gain confidence in the brakes your attention moves to finding the right Turn In Point that comfortably gets you to the Apex and Exit Point. Pick the wrong Turn-In Point or speed through the turn, and your Seat Of Your Pants gets educated. The exhilaration of picking the right Turn-In Point, Apex, and Speed through the turn also educates the Seat Of Your Pants. It doesn't take too long to get THE FEEL.

The biggest surprise for me is how THE FEEL and VISUALIZATION have made me a safer driver on the highways. I am far more aware of what is going on with my car and much less inclined to speed (excessively). My eyes move better while driving and my awareness of potentially dangerous road and traffic conditions has been heightened. Come to think of it, that's what Drivers Education Events are all about.

Oh, the SECRET of THE LINE... That will have to wait until next month. Keep the rubber side down until then!

Benson Miller
Track Chairman





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Calendar OF Events

September

September 8, 2008: Board Meeting, 5:30 pm. Sawyers. For more details contact Ed Steverson 502.320.2655

September 19-21: Central Indiana Region HPDE at Putnam Park. For more information please visit cirpca.org/events/info.aspx?114 *

September 20, 2008: Winery Drive to Acres of Land Winery. See page 13 or Contact Tim McNeely for more information. 859.619.7443

September 20, 2008: Membership Meeting, on winery drive. For more details contact Ed Steverson 502.320.2655

September 28, 2008: Polo match and get together with Porsche of Lexington at the Kentucky Horse Park. Match starts at 5:00 p.m. For more information contact Sarah Dawson at scdawson@alltel.net

October

October 6, 2008: Board Meeting, 5:30 pm. Sawyers. For more details contact Ed Steverson 502.320.2655

October 19, 2008: Membership Meeting, 5:30pm, Calistoga, Hamburg. For more details contact Ed Steverson 502.320.2655

October 24-26, 2008: Kentucky Region HPDE at Putnam Park. For more information please visit kypca.org. *

October 25, 2008: Fall Color Drive. Tentative Date. Drive to Grayson, KY. For more information please contact Ken Hold at 859.369.3502

*Denotes a non-Bluegrass Region event

Classifieds

1983 Porsche 928S - 57K mi, red, black leather interior, excellent running condition. Automatic. Lots of work done to make it a reliable car, carfax, records available. \$7500 obo. Contact Anita Rudy at 859.229.2747 or by email at arudyster@gmail.com

1972 991T Coupe, Red, Black interior. 75,300mi. Beautiful original car. Same owner since 1981. Always garaged and covered. Just bought Cayman S. \$28,500. Contact Jim Bugay 859.333.9227

964 Wheels - 4 in decent shape, repaint most likely needed. All straight and true. Part numbers: Front 964-362-112-01 6" (ET 52) Rear 964-362-116-01 8" (ET 52) Contact Brian Wooldridge 859.285.9999



1998 Porsche Boxster 986, only 7,700mi. Arena Red Metallic with Savanna Beige Full Leather interior. Black Top. Always garaged and covered. No snow. 5-speed. All service records, Power

seats/ windows, M030 Sport Package, cruise, 17" wheels, new michelin tires, CDR220, wind deflector, car cover, Exceptional interior and exterior. \$28,000. Contact Robert Wendel, Hamilton, OH. 513.867.0322 or wendelrl@muohio.edu



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COMING NEXT MONTH...

Paul's Corner, The Line, Winery Trip 2008,
the Joy's of older Porsches, & 911 Powered Boxster



6 Flat ~~Cylinders~~ Nuts

- There's talk of the city of New York hosting the US grand Prix in the near future... for anyone that has ever seen this video and the Ferrari run through Manhattan... <http://www.youtube.com/watch?v=cFlaNJALet4> ... you feel me when I say that would be an aurally orgasmic!
 - Ever wondered what it's like to drive Monaco? Let Jackie Stewart tell you! http://www.youtube.com/watch?v=OgSiK_VarK8
 - Who ever knew Captain Jean-Luc Picard liked Porsche... <http://www.youtube.com/watch?v=pGTv7lMY9XA>
 - I'll take one of both... <http://www.youtube.com/watch?v=W9VsGjXkHeg>
 - I was this kid.... hell I still am!!! <http://www.youtube.com/watch?v=4oGZF-II7-M>
 - Probably the best video on this list.... <http://www.youtube.com/watch?v=oHg5SJYRHA0>
- ¡Hasta luego!

Porsche

Mercedes

Jaguar

Land Rover

BMW

VW

Audi

and More...



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