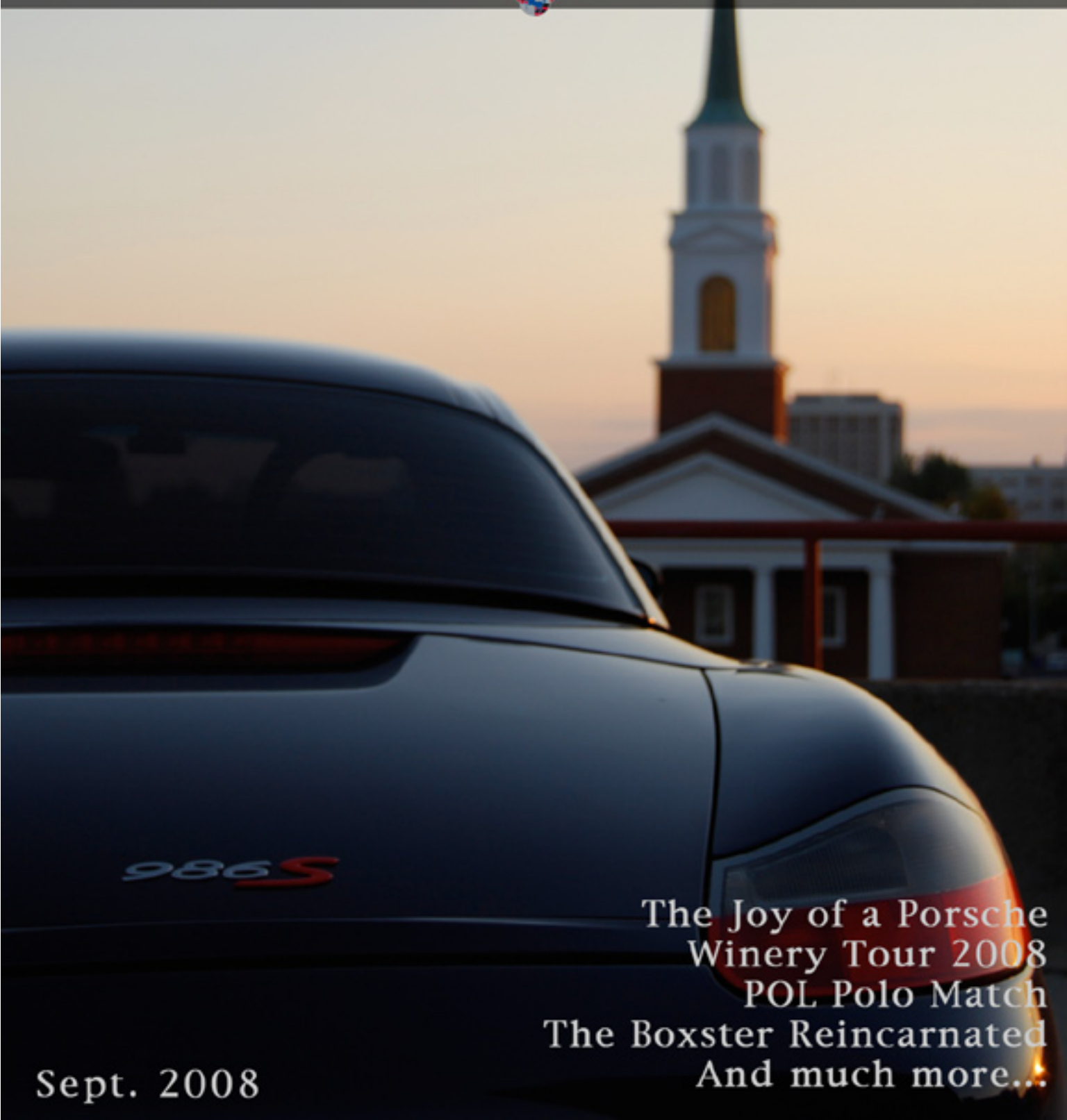


# THE Rumble

Porsche Club of America



Bluegrass Region



The Joy of a Porsche  
Winery Tour 2008  
POL Polo Match

The Boxster Reincarnated  
And much more...

Sept. 2008



*Harrison*

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# THE Rumble

September 2008 Vol. 6 No. 7

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# President's

# Column

What a great summer it has been! We have had a great assortment of events ranging from an Executive Council visit, Concour car shows, Porsches to Oxford, and I can't leave out The Porsche Parade in Charlotte. Great times! I hope you were able to enjoy some of them. If not, need not to worry, there is still time. We will have the October membership social at the Bluegrass Motorsports Club near Sparta, and an eastern Kentucky drive hosted by Steve Womack. More information on both can be found in the calendar. With the fall temperatures and the colors of the trees at that time, you don't want to miss these last few drives of the year.

This summer I was also able to get the 944 back on the road! Yes you heard it right, the 944 is back on the road after nearly two years. The Steverson's are back to a two (drivable) Porsche family. I was pleasantly surprised that all work had been completed while I was enjoying the Parade. Thanks Dan!

I have recently made a difficult decision. While I have enjoyed serving as your president over the year, I have chosen not run again for 2009. My decision was solely based on Corbin, my son started racing motocross late spring and has been quite successful at it. He captured the series championship on a 65cc bike and has upgraded to an 85cc, raced the 85 twice and got 2nd both races. At this time of my life I believe that it would be better for the club if someone with more time could serve as your President. At the same time, if I'm hanging out with my teenage son on the weekends, it's defiantly better for both of us. The Teenage years can be difficult and the more

involved in them I can be, the better. I do appreciate the opportunity to serve and will happily do so for the rest of the year. I have truly enjoyed the opportunity. Thank you.

On the elections subject, we need to consider and nominate new board members for the 2009 year. The elected positions include, President, Vice President, Secretary, and Treasurer. Nominations will be accepted by nomination committee. The committee consists of Jim Brandon, Ken Hold, and me. Additional nomination information is contained in this Rumble. So please consider and nominate. This is a great club with a lot of really great people. As they say, it's about the people.

I will also be participating in another neat drive, the Bluegrass 1000 Road Tour. 4 days, 1000 miles, and 70 of Kentucky's most scenic roadways. The tours website: <http://www.bluegrass1000.com>

If anyone else will be going please let me know. Maybe we can check put the Louisville Concours on Sunday the 5th. It's going to be a great time!

Hope to see you at and club event soon.

Drive it,  
Ed





# Editor's

# Column



I guess I need to start off with an apology... This Rumble is going out entirely too late. I apologize, but you can expect October's next week!

On the bright side though, this month's Rumble is full of some great stuff!!! I have written part one of what should be a multiple part series about my car and its reincarnation. My 986S 3.6 is back and at probably 80% of what our goal is... expect more to come on what is being done with it. In the meantime, if you want a ride in a 3.6 Carrera powered Boxster, drop me a line!

Paul Elywn has written another excellent article on well used Porsches. I really enjoy and I hope you enjoy Paul's articles as well! G. Larde wrote a great write up on our Winery Run to Acres of land Winery. Honestly that was the only event I've been to the last few months... funny how that works... I get my car back on the road, and no one sees me around. But the drive was a blast! Tim McNeely always out does himself each year... Also this month, Gary Hackney tries to explain his love for his car, which as many of you know is deep. And finally we have some great photos from the Polo Match sponsored by Porsche of Lexington and put on by Bob and Sarah Dawson. Thanks to our Club Historian Julie Woods for the photos! I wish I could have made it out, because like any young guy, I love good food... and the Dawson's know how to host!

There are no cool features to this month's rumble like last, but I do hope you all enjoyed the links... sorry for those of you (including myself) that got rick roll'd by 6-flat nuts...

This month's 6-flat nuts is pretty good, but I hope it doesn't rub too many feathers the wrong way... Good thing I have no idea who writes it!

Finally, I just want to say a word about the upcoming elections... yeah I know get off my soapbox... but seriously... I want to talk about our elections... the Bluegrass Region PCA! We need new blood in leadership positions, so if you are in any way interested in holding an office or getting more involved with the club, stop by one of our board meetings and see what's up... and send an email to the nominating committee about your interest.

See you on the Road...

Clark

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

- James Murray of Staffordsville 2008 Boxster S

Unfortunately (2) members moved and transferred their membership...George Luxbacher to Texas and Frederick Michel to Rhode Island. Our membership is now at 123 Regular Members and 81 Family& Affiliate Members, making our total membership 204.

Also, please recognize the following Member Anniversary dates:

- |                      |      |
|----------------------|------|
| • JW Wilson          | 1978 |
| • Tom Bloch          | 1989 |
| • Tom Jones          | 1993 |
| • Steve Womack       | 1993 |
| • Ken Hold           | 1999 |
| • Judd Campbell      | 2001 |
| • Lee Wegner         | 2001 |
| • Robby Poindexter   | 2003 |
| • Mike Sammon        | 2004 |
| • Anita Rudy         | 2005 |
| • Richard Alloo      | 2006 |
| • James Bugay        | 2006 |
| • Tom Bulleit        | 2006 |
| • Brian Cunningham   | 2006 |
| • Craig Stafford     | 2006 |
| • Muhammad Saifullah | 2006 |
| • JC Phillips        | 2007 |

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# Paul's Corner

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

## *The Well-Used Porsche*

As we crawled from light to light down US 27 through Cincinnati in high 80's heat, the 1996 993 Carrera 4S oil temperature climbed slightly then held steady. We hadn't planned to take this route home from Porsches 2 Oxford, but the I-275 ramp options of Dayton and Indianapolis didn't make sense to me as I was distracted by heavy traffic. At the very moment of my navigational quandary, the lady in front of us rear-ended a car in front of her, so I focused on the road block and decided to worry later about the route.

Once free of traffic lights, oil temperature returned to the usual position and all was fine again, running above 3,000 rpm with air steadily flowing through heat exchangers and engine compartment. I privately scolded myself for doubting the car's ability to handle extended city congestion in July heat.

At the time of this writing in mid-July, we have driven the 993 only eight months and 6,000 miles, so we are continuing to learn its habits. As we have learned from prior 911s, they seem happier being used regularly than sitting idle in the garage, so our 911 stays busy.

This is our sixth 911 since 1986, and although this is the youngest, it's also the most complex and potentially the costliest to support. Most of the 6,000 miles have been on the open road, not running light to light, and we have been comfortable and confident in the car's ability to get us to our destination on schedule.

Over the past 22 years, our previous five Porsches have been over 15 years old and nearing or passing 100,000 miles on the odometer. From the '71 T Targa to the '85 Carrera coupe, all have traveled well and have provided non-stop amusement, either by means of mechanical quirks

of nature and age, or from the unique engineering. Every time we have sold a Porsche to buy a more practical performance car, I inevitably recall the shrieks and growls of past 911s and begin to browse classifieds.

As retired teachers, we live somewhat removed from the top of the Porsche food chain and must carefully weigh our choices. Still, we prefer driving to garaging, absorbing the risks and costs. We are comfortable in our shoes, but once in a while are tempted to feel less worthy.

At P2O this year, a gentleman walked around our 993 as I retrieved the camera from the interior. Having been on the road for two days to include the Vintage Motorcycle Days event at Mid-Ohio prior to running in light rain early Saturday on the way to P2O, the 993 wasn't as clean as I would have preferred.



The gentleman told me he had a 993 and wanted to know how many miles I had on mine. When I told him the car was approaching 99,000 miles, his grin faded.

I think he felt sorry for me.

He then smiled and said that his car had only 18,000 miles on the odometer and that he had driven it only 2,000 miles last year.

I was tempted to say something to the effect that Porsches are meant to be driven, that the pleasures derived from driving outweigh the pleasures of not driving. But I, too, have been guilty of waiting until the roads are dry from the last rain prior to running an errand, of dusting the paint and wet-toweling the bugs away following every drive. I try to take care of my cars, but I sensed that my 993 represented exactly what this gentleman did not want to own.

I chose to keep my mouth shut and wished him a good weekend, locked the car and headed down the sidewalk to take some pictures of the blue (RSR?!) 911 with no passenger seat, thinking, well, our 993 isn't exactly my dream car, but it is fast, reliable, and it has kept us comfortable in hot weather, which is more than we could expect of something such as the highly-modified blue 911, twelve images of which now reside inside my camera and in my brain at 3:00 a.m.

As I peered through the spoiler vents at the widebody's intercooler, I thought, "Who needs A/C?" A passenger seat would be good, however.

But I'm digressing from my point.

For me the most interesting cars at P2O were those with special character, those that appeared to have been driven the most, those with the patina of use, the long-hood 911s with travel stickers, weathered paint and trim, short-hood 911s with six-figure mileages yet revealing obvious loving attention from their owners, and the completely rebuilt and modified cars from all ages that epitomize passion and individuality.

And specials such as the blue 911 that can cause one to lose sleep.

Here were cars that had been well used, for



years, yet continue to look great and reveal the inherent goodness designed into them.

Yes, the 18,000-mile 993 will command a higher price in the marketplace than a 98,000-mile example, but these are, for the most part, cars, not investments, subject to the effects of time whether driven or not, and market value doesn't necessarily directly correlate to dynamic value or the value an owner attaches to his Porsche.

Refraining from driving a Porsche to keep the miles down and to hopefully increase the car's market value makes sense especially in the case of rare models, but life is short. And, besides, I wouldn't want to merely watch an 18,000-mile 993 age in my garage even if I could afford to do so. I would remain caught between wanting to protect my "investment" and drive the thing to the moon!

The owner of the '58 Speedster at P2O who shared the photo history of his \$80,000 restoration may not drive his historic Porsche in the same way he might use a more common car such as our 993 daily driver. That's understandable, of course. But given the inherent

goodness of Porsche, 40 years from now in the year 2048 someone may proudly display at P2O the 993 I am currently driving, having spent \$200,000 to restore it to concours condition. A 52-year-old 993 in concours condition in the marketplace might command \$200,000, more or less, but that issue may be less important than how well used the car remains, the pleasure the old car still can provide.

I imagine an old man in the year 2048 will stare longingly at the show-quality 993 and say, "I remember when people would mount snow or all-season tires on these and drive them through the winter." And everyone near him will smile and shake their heads. "Imagine that! I can't imagine anyone driving one of these in foul weather," one will say, and others will nod in agreement as they admire the lines of the 993 that will provide a physical connection to Porsches that evolved for 100 years into the latest interpretation in 2048.

I enjoyed hearing the '58 Speedster owner talk through the restoration of his car. The photographs revealed original panels rusted to the point of barely representing their original shape. Replacement panels fabricated during the restoration reflected more than craftsmanship, revealing commitment to the mission of extending the life of a Porsche that had been well used.

He didn't ask about our car, but from his enthusiasm I sensed that he would have appreciated hearing about a Porsche approaching 100,000 miles. His Speedster, prior to the restoration, obviously had been well used., I wondered if the rusted remains inspired his commitment to bring the Speedster back to life, possibly because the Speedster had been so well used.

A gathering such as P2O carries this potential to inspire, whether the object that moves us is a show quality restoration, an un-restored fair-weather

companion, or a trustworthy daily driver bearing the character of life on the road. Out of the congestion of northern Kentucky and in the open on I-75 headed south to Danville, we sampled the boost of Varioram and the music of Motor-sound at 6,000 rpm, and then we talked about the next trip, perhaps to the Barber Motorsports Park for the Vintage Motorcycle Festival in October.

Surely other trips lie ahead in the interim for the well-used Porsche.







# The Joys of an older Porsche

By Gary Hackney



Porsche ownership is a joy. You get a great car to drive, you get admiring looks from teenagers and attractive single women (OK, that doesn't happen, but it should), you have nice folks to hang around with, and you always have a project to work on.

When I first got my 968, I made a list of work I wanted to do or have done. I recently deleted the file out of disgust for how few tasks I've checked off. Granted I've done a lot, but it always seems to be work necessary for keeping the car trackable, as opposed to cosmetic projects that I've been meaning to do for several years.

My car is almost 17 years old, and while it isn't treated badly it certainly isn't babied. Due to its age and how (and where!) I drive it, it needs a bit more attention than some cars. Over my 4.5 years of ownership I've replaced lower A arms, castor blocks, steering rack and tie rods, shocks, brake pads, rotors & fluid, swaybars, coolant hoses, engine mounts, front wheel bearings, clutch master & slave cylinders, cruise control brain, ECU chip, power steering pump & tensioner, balance

shaft belt, and front grill. Jobs I wasn't willing to tackle myself but have had done include clutch, transmission rebuild, rear wheel bearings, water pump and timing belt, AC work, and engine seals. Most of what I've done has been to keep the car safe and in shape to pass tech at the track, or to improve the handling. See a replacement for the crackling rear speaker on that list? a repair to the worn seat bolster? A new hatch weatherstrip, which has been duct taped for two years? Nope. Those jobs just don't get done. Think I've had it detailed, or washed it in the last three months? No again. Those things always seem to take a backseat to the important stuff.

Does everything always work perfectly? No, there's always something else to break or wear out. The last two times I've been to the track I've driven a total of 21 miles. But I've had a good time and driven home both times. And on the days when everything works and I drive 120 track miles, it's worth it.



Harrison

## The Winding Road to the Winery

by G. Larde

A car can take you from point A to point B. A driving experience is how you get there. The September cruise to the Acres of Land Winery was definitely the latter. A twisted, turn filled course through the scenic back roads east of Fayette County had been planned for our driving enjoyment. With straights, hills and chassis flexing curves, this was the perfect drive for any level of enthusiast. If you were looking for great Saturday drive to enjoy your Porsche, this was it.

Porsche of Lexington had scheduled a showing of the new 2009 911 Carrera S Cabriolet. This latest example of excellence dressed in stunning Aqua Blue featured Porsche's Direct Fuel Injection, PDK (Porsche Doppelkupplung) transmission and LED lighting accents from front to back. Thanks go to Porsche of Lexington for providing an outstanding, conversational opening to our event. If the new Carrera didn't turn your gears, the line of classic and modern Porsches forming outside would. Our members had turned out in great numbers creating a visual timeline of Porsche performance.

An orchestra of Porsche engines resounded as we pulled away from the showroom to begin our journey. We traveled east onto the narrow roads around the outskirts of Lexington and the volume of that orchestra was tuned up to eleven! Our course took us by equine pastures, passing rural homes that made the city we just left seem miles away. Silver pavement rarely adorned with

painted lines ensured us we were on the roads less traveled. With only one wrong turn that provided an opportunity for our caravan to give an ecstatic wave from front to back, our journey to Acres of Land Winery was destined to end slightly ahead of schedule.

The winery restaurant and gift shop was a rustic wooden building with a backdrop of the vineyards rolling over small hills. Our group seated in an open windowed dining area providing a great view of the vines and the cars that brought us here. We immediately bounded into conversation, old friends and new discussing numerous topics from the notes of the wine, great roads in the area, to Porsche tech and current politics. After a few tastes of the varieties from the vineyard, we all picked our favorite and enjoyed assorted dishes from the menu as our conversation continued into the afternoon. Thanks go to Tim McNeely for organizing a perfect drive into the country followed by food and wine in beautiful surroundings. If our PCA chapter were a wine, you may describe it as "Friendship and fellowship with something to offer to everyone, a wonderful mixture of personalities with the common note of the Porsche driving experience."

# VOTE OR DIE!

It's that time again for Officer Elections. The Nominating Committee this year is: Ed Steverson, Jim Brandon, and Ken Hold.

Our four officer positions are: President, Vice-President, Secretary, and Treasurer. We know there are vacancies for President and Secretary that must be filled for 2009. Ed Steverson will not be running for President and Michael Fielden will not be running for Secretary. If you would be interested in serving as an officer, let one of the Nominating Committee members know.

Also, if you think there is a fellow club member we should ask about being an officer, let one of us know. Both Active members and Family-Active members are eligible to be officers.

Club Bylaws require that we present nominations for officers at the November Social so get with us names for consideration as soon as possible.

If you would consider joining the Board by serving as a Director, we would also like to talk with you.

Thanks for your consideration,

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Ed Steverson: [edsteve@abracadabra-graphics.com](mailto:edsteve@abracadabra-graphics.com)

Jim Brandon: [jab9111995@yahoo.com](mailto:jab9111995@yahoo.com)





# POL, Polo, and Porsche's

(and some other red car)

*Photos by Julie Woods (Club Historian) and Captions by Clark Harrison*







Clockwise from Top left: The hosts themselves, Bob and Sarah Dawson, The First Family of the Bluegrass PCA, The two lineups of Horsepower, The awesome spread of food!, prancing horses?



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# Boxster Reincarnated

Part 1 in a Series

By Clark Harrison



Just as Sextus Propertius said... "Absence makes the heart fonder." Never were these words more true than almost a year ago to the month when, as many of you already know, I lost the engine in my 2001 Boxster S coming out of turn 7 at Putnam Park. About 10 minutes later after being towed into the pits, the three-point-two liter, which had proven so good to me the two years prior, drew its last breath as it threw a rod and exploded an exhaust valve while we tried to start it in flood mode (Flood mode consists of starting the car while having the pedal completely depressed). Word's could not describe the thoughts going threw my head the next couple of days while still there at the track. I had driven my car up to the event, including my tiny tire trailer, and now I was facing the dilemma of being four hours away from home without a car... let alone having to get said car back as well! But it is a testament to this club and

its members that I can say that I got home with my car. I had multiple friends from this club offer to trailer my car home and have me drive their car back... ultimately, one of those fellow trackies got me back... but I was still back in Lexington with a blown Boxster...

Little did I know how much I would learn over the course of the next year or how worth while the journey would be, I embarked trying to first diagnose my problem. Initial thoughts were a blown head-gasket, which would be a simple fix in comparison to an engine replacement; however, after researching the fact that I could not find a single Porsche M96 engine (the M96 is found in all 986, 996, 987, 997, but not turbo and gt3 cars) that had a blown head gasket, I realized I needed a new engine...

Not having a warranty or money to throw into a brand new factory remanufactured engine, I had to source a replacement engine for my Porsche, which is no small task. Used Boxster S 3.2 liter engines are a plenty on sites like ebay and at Porsche Junk Yards like Oklahoma Foreign, but at the best they will cost you about two-thirds of a remanufactured unit from Porsche. The problem being however that they would have nearly the same mileage as my engine. Trying to decide on my path, I weighed every financial option. I had an engine-less Porsche Boxster S, which as it sat had quite a bit already invested in it (coilovers, seats, wheels, and etc.). Option one was to remove my modifications, replace the engine with a used one from a junker, and sell the car. I would then have the parts to do with as a please, and money in hand to go find a replacement car... My second option was to sit around and wait for a bigger engine to come around... 3.4 from a 996 maybe? Well around Christmas that moment came, like a gift from Santa wrapped in plastic and on a crate. It was a 3.6 from a 28,000 mile 2002 Carrera S that had been in a fire. Wow 320 Horsepower sounded nice! The price being two low to even mention on here, I decided to take a risk. I didn't know at the time what this swap would involve, but I knew it could and had been done... if only a couple of times here in the states.



Knowing that I was in over my head, I decided to let Shawn and Dan at Stuttgart Motors here in town give it a shot. The swap, which as far as I can find, is one-hundred percent unique in that my car is a tiptronic. The second piece of uniqueness of the swap being that in 986 and 996 p-cars built prior to 2002 the engine man-

agement (DME) ran software version 5.2.2 and then 7.2, and that p-cars built after that run Motronic 7.8. The two biggest differences between the two being vario-cam plus and a can-bus communication system. I was in luck in terms of the later, as my car was a MY2001. During 2001 Porsche began implementing the Can-bus system as a means of communication between the DME and the car's cluster, PSM (which I didn't have), ABS, and the AC control unit. But the addition of vario-cam plus would be a problem. From my research this swap had only been done a handful of times, successfully... But I did have an excellent shop, Stuttgart Motors, an extraordinarily talented mechanic, Shawn Leonard, and fellow PCA'er from Missouri who had already done this swap twice all on my side!

Next month, I will go into details of the swap with hopefully a dyno, but until then I am going to go drive this beast some more!!!



# Calendar OF Events

## October

**October 19, 2008:** Membership Meeting, 11:30am, Bluegrass Motorsports, Sparta KY Arrive at the track at 1:00 PM Bluegrass Motorsports Club & Road Course 1200 US Highway 127 North, Sparta, KY 41086 (1 hour 15 minutes from Lexington) Take exit 62 off of I71 Go north on 127 for approximately 9 miles. Track entrance on right. For those that would like to drive up together, we will be leaving from the Georgetown Wal-Mart (exit 126 off I75) at 11:30 to take a back-roads drive to the track. If you have any questions or need further information please send an email or give Benson a call at 859-361-1551 or email at BensonM@locknet.com

**October 24-26, 2008:** Kentucky Region HPDE at Putnam Park. For more information please visit [kypca.org](http://kypca.org).\*

**October 25, 2008:** Fall Color Drive to Grayson, Time 9:00 am. The plan would be to leave Lexington around 9:00 a.m. and take a scenic route to Grayson. We would stop there to have lunch and then do a local tour. After the local tour, we would move on to Steve's house. Folks who would like to return to Lexington would leave at that point and take the most direct route back. You should plan on a 2 hour drive for the direct return trip. For folks who would like to stay, they are invited to spend an enjoyable night at Grayson. This would include a meal, unwinding at Steve's and enjoying his indoor pool. We would leave after breakfast on the 26th. In order to make plans for this drive, please let Ken Hold know by replying to: [kendellhold@insightbb.com](mailto:kendellhold@insightbb.com) or phone 859.396.3502.

## November

**November 1, 2008:** Drive the Kentucky Speedway... Spend \$40, get 3 laps... more details to come soon.

**November 3, 2008:** Board Meeting, 5:30 pm. Sawyers. For more details contact Ed Steverson 502.320.2655



# Classifieds

**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

**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](mailto:wendelrl@muohio.edu)



**1999 Porsche Boxster 986**, 48,000 miles, silver with grey top and interior. Leather dash, power seats, 5-speed, 18-inch rims, and cd player. New style Rear Main Seal was installed. Coolant bottle has also been replaced. \$16,900 Please contact Rick 502.649.5000

**Miscellaneous Parts**, Savannah Beige Leather seats in good condition will fit 996 or 986, complete Boxster S (986S) suspension including springs, dampers, sway bars, and droplinks. JL Audio 10w7 Subwoofer and matching JL Audio 500/1 Mono Amp. If interested in any of above, please contact Clark at 615.473.6869

Have something to sell?  
Does it relate to the Club?  
Then send an email to  
**[bgs.pca.rumble@gmail.com](mailto:bgs.pca.rumble@gmail.com)**

COMING NEXT MONTH...

Paul's Corner, The Line, Fall Color drive, Parade Chicago update, trip to Bluegrass Motorsports Park, & more reincarnated boxster...

There is no substitute.

Flickr

## 6 Flat ~~Cylinders~~ Nuts

- Candidates Car counts? McCain destroys Obama 13 to 1! The highlights of McCain's collection has to be the three NEV Gem Electric cars (<http://www.gemcar.com/>) I guess off shore drilling isn't that important to him anyways...
- While I'm on Cloud Cindy, 11 of the McCain's 13 cars are registered primarily to Cindy... but did you know the car she actually drives is a Lexus with the license plate MS BUD which is registered to her families beer distribution company.
- Sarah Palin was part owner of a car wash in Wasilla, AK... fishy thing was that she got in trouble for not including it on her Gubernatorial disclosure form... oh well at least they used water that didn't freeze
- Yeah... Lewis Barack Hamilton is 1 win away from his 1st F1 Championship
- Barry Obama's only ride? Well his old ride would have made 50cent proud (a Chrysler 300C), but his new Ford Escape Hybrid is about as dull as John McCain. There was a funny story about Barry during the primaries someone made the point that the suburbanans he was riding around in were contradicting his policies... well they were brand new GM hybrids... not that funny, but if they were armored and hybrid... sign me up for one.
- Cindy McCain has to be the highlight for us gear heads (not the other head perverts...) Just watch this special from ESPN on her drifting! <http://www.youtube.com/watch?v=tAXhBngJQak>



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