

# THE Rumble

Porsche Club of America



Bluegrass Region



Objects in your mirror...

Kentucky Speedway

BMP Update

The Boxster Reincarnated

engine autopsy...

Jan. 2008

PORSCHE



# Table OF Contents

## Features

**10 - Paul's Corner** Paul Elwyn

**12 - Bluegrass Motorsports Park**

**13 - Kentucky Speedway Trip**

**14 - Boxster Reincarnated - an engine autopsy** Clark Harrison

**21 - 6 Flat Nuts** Anonymous

## In Every Issue

**6 - President's Column** Gary Hackney

**7 - Editor's Column** Clark Harrison

**9 - Membership News** Tim McNeely

**18 - Calendar** Mark Doerr

**19 - Board Meeting Minutes** William Glover

**20 - Classifieds**

*Cover Photo courtesy of C. Harrison*



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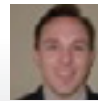
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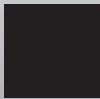
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# 2009 Club Officers

# THE Rumble

January 2009 Vol. 7 No. 1

BGS.PCA.ORG

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# President's Column

Well! After narrowly winning a hard-fought campaign for this office, now it's time to get to work. Welcome to 2009!

The Bluegrass PCA is in good shape as we close out 2009. The membership is stable at just over 120 (plus almost that many family active members), the bank account is solid, and we had a number of good activities, topped off by December's Christmas party. A lot of good things have been done since the club was chartered in 2003.

For most Porsche owners, this is the "down" time of year. Cold and slush keep many of our cars off the roads until spring. This is also the down time for the club. Other than the annual meeting in late January, we don't have any activities planned until later in the spring. We're always looking for interesting and fun activities; if you have something you'd like us to consider, let Mark Doerr know. We have a number of things in the works but could always use some fresh ideas.

One item to put on your calendar for next year: the annual Porsche Parade is in Chicago. It's an easy drive and a great chance to revel in everything Porsche with like-minded folks from all over the country. For certain there will be a number of us headed that way from Lexington. If you are interested in volunteering please contact Ken Hold.



A big change this year will be the opening of Bluegrass Motorsports Park, a road course near Sparta. Several other regions already have track weekends scheduled, and a number of our members will certainly be participating. It'll be great to have a

track only ninety minutes away, and the progress and facilities plans look great so far.

And the paragraph you've all been expecting: help out your board of directors! This isn't our club, it's yours. Get involved and help us make the club what you think it should be. Come to a board meeting; they aren't as stuffy as you might think, and you'll learn something about who we are and how we operate. If a pretty weekend is coming up and you feel like a drive, let us know and you'll likely get some company. Come out to a social; there's no program, and you can meet the other members of this great club. There's more to the PCA than a pretty magazine!

Gary Hackney





## Editor's



## Column

I apologize... My life has been crazy the past three months, and subsequently, this volunteer based assignment became a victim. I don't want to make excuses, as that is not the type of person I am, but I will say that I have made a commitment to The Rumble, the board, and the club...

And I apologize for not keeping up my end. I want to be able to get this newsletter out on a schedule, but I will need some help. I know I have made this plea in the past, but for those of you who contribute regularly or have volunteered to contribute, please do so as quickly as possible. This newsletter takes time to produce, and I have to schedule time to do just that. I work and am a full-time student, so you can imagine how I must schedule my time. If I am in possession of my content before hand, I can knock out an issue in around 3-4 hours, but it's when I have to create content to keep up the standard we've set for the Rumble, that it gets delayed. The fact of the matter is that, we are in a club for entertainment and our common enjoyment of Porsche. Lets make this newsletter another outlet for this enjoyment. A place were we can share the enjoyment.

Since our last issue, we have had a leadership change. Ed Steverson with great regret has passed over the reigns to Gary Hackney. Ken Partymiller has stepped into Gary's old role as VP, and William Glover is our new Secretary. Ken's old role as Board Member at Large is know filled by Larry Woods. Also our very own Ken Hold (Former President 05-08) is know the Zone 13 Rep, replacing Chris Inglot. Ken is taking on a lot of responsibility, especially with Parade coming to Chicago next

year, and we all wish him the best of luck!

This month's issue contains some good content, but it should after missing 3 months! Again I apologize, especially to our advertisers. For those who haven't been contacted yet you will be, as you will be compensated for missed month's one

way or the other. My plan is to have every issue out on the Friday before the monthly social. As far as deadlines for submission, I would like to set a soft deadline a one week prior firm deadline at the Tuesday before publication (in other words 48 hours). Firm deadline will be for classifieds, calendar items, or edits from content.

Lastly, 2009 should be a great year for Porsche. Numbers haven't been hit as hard as other car companies, and they are now majority holders in VAG.

I also have my car back! It's not 100%, but its driving... and that is enough... I have some exciting things planned for her, including a trip to see Jake Raby at flat6innovations to have her tuned on his dyno at his shop in Atlanta... plus if she's track ready, I plan on having a tech session in early April to prepare my car for track season, stay tuned for updates.

See you on the road...

Clark

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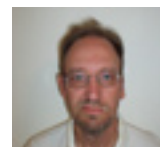
No new members (zero, nada, zip) joined this past month....that's the bad news. The good news is nobody dropped out. Our membership stands at 124 Regular members and 82 family and affiliate members, making our total membership 206.

Also, please recognize the following Member Anniversary dates:

- Brad Smith 2002
- Rod Johnson 2004
- Julie Lisle 2004
- Herman Tudor 2004
- Glen Boens 2005
- Clark Harrison 2005
- Vince Carlucci 2006
- Trish Di Sessa 2006
- Scott Brown 2007

Tim

Tim McNeely  
*Membership Chair*



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# Paul's Corner

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

*Objects are closer than they appear*

The white Ford Focus running 71 miles per hour in the left lane eased back into the right lane about six feet in front of the nose of my black Mercedes-Benz set on cruise at 70 miles per hour. I tapped my brake to warn the Volvo tractor trailer running one car length behind me that I was slowing down to avoid contacting the Focus that had just passed me.

How many of you have been passed by this Focus and tailed by this Volvo?

Thankfully, we were travelling in our "disposable" car, not the Porsche.

Actually, I care for my family sedan the same way I do our Porsche, so it's time we who understand proper road etiquette pass along wisdom to those who unconsciously don't respect others on the roadway, recognizing that we cannot reform those who consciously disrespect others.

Proper etiquette ensures safe passage for both the machine and occupants. To address our mutual concerns I present the (unofficial) Porsche-Recommended Driving Tips to be included in our nation's driver education schools and publicly distributed as outlined below.

## (Unofficial) Porsche-Recommended Driving Tips

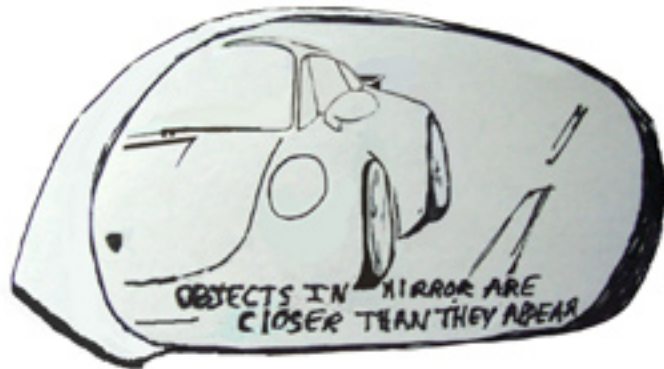
1. Believe the right mirror that warns, **OBJECTS IN MIRROR ARE CLOSER THAN THEY APPEAR**. Simply because you have eased past the headlights of the vehicle you were overtaking and the image of that vehicle has begun to appear in your right mirror, you should not immediately return to the right lane. Unless, of course, headlights are immediately closing on you from the opposing direction. A head-on collision could be bad.

2. Assuming you can continue in the left lane without striking another vehicle head on, continue in the left lane until, at 70 miles per hour, your vehicle is six car lengths ahead of the vehicle you have passed. Increase the distance with higher speed and **TRIPLE** that distance if you have passed a Porsche. This practice ensures that your vehicle does not throw road debris, leaking fluids, live cigarettes, beer cans, fast food packaging, etc. into the face of the vehicle you have passed. The six-throwaway-car or 18-car-length distance policy when passing a Porsche also provides a non-verbal "Have a good day" message to the overtaken road sharers, ensuring everyone enjoys a stress-free journey.

3. Do not "tailgate." If you can read the tattoo on the neck of the backseat passenger in the vehicle you are following, back off. If the vehicle in front of you is a Porsche, back off until you cannot determine the state on the license plate then back off some more, because a Porsche can brake harder than you can, and the most expensive part of the Porsche for you and your insurance company may be in the rear of the Porsche. Again, six car lengths provides a safe distance for most vehicles, 18 car lengths behind a Porsche, to avoid striking the leading vehicle should an emergency unfold. A side benefit of proper following distance is that you will have a better chance of not spilling hot coffee in your lap or dropping your wireless hand-held phone in the floor if an emergency takes place.

4. Do not linger in the passing lane. Passing steadily and swiftly avoids getting caught in the other driver's blind spot and reduces the chance of incidents caused by driver novel reading or DVD/GPS viewing, hand-held wireless phone usage, backseat child reprimand by driver, bursting tires, roof rack content falling, chrome wheel cover detachment and other roadway hazards.

5. Do not block the left lane. You may block the right lane if your therapy is not going well and you particularly enjoy impeding traffic. Yield to obviously faster vehicles, particularly Porsches. To remain in the left lane at a slower pace than approaching traffic violates the basic principles of efficient multi-lane travel regardless of the posted speed limit and, of course, is un-American. Even if you are driving 20 miles per hour over the posted limit in the left lane



and you still pose a road block to those behind you, pull into the right lane as soon as safely possible to allow faster traffic to pass.

6. Do not attempt to drive at the same pace as the Porsche in front of you unless you also are driving a Porsche.
7. Do not weave from left to right lanes through slower traffic.
8. Do not slow down after passing.
9. Do not pull back into the right lane after passing then immediately pull back into the left lane to pass.
10. Do not vary speed to follow too closely then fall back only to repeat.
11. Do not drive partially in the emergency lane, throwing debris into traffic behind you.
12. Do not overtake aggressively in the portion of roadway marked as a median

or for turning, throwing debris into traffic behind you.

13. Do not drive faster or try to bully the vehicle in front of you to drive faster than the posted work zone speed limit.
14. Do not drive with unsafe equipment or bald/underinflated/emergency-use-only tires.
15. Do not reach for that hamburger in the floor.

16. Do not continue to drive if you cannot remember the past five miles and are not sure where you are.

17. Do not drive under any chemical or hormonal influence.

18. In parking situations, never, ever park in the adjacent space next to a Porsche.

19. Never pull in front of a Porsche as you approach a stop light, because you certainly will be blocking the Porsche's progress once the light has changed. And, finally, for those new to Porsche ownership, do not frighten other drivers with your Porsche. Even those people who know nothing about cars know that Porsches can outperform anything else on the road, so Porsche pilots have nothing to prove. Our primary responsibilities are to ensure safe passage, leaving other "performance" car drivers to do stupid things without our involvement, and to enjoy our Porsche while ensuring the safe keeping of our equipment to face another day on the road or track.

THE PLAN for sharing these driving tips

We cannot reform the entire driving public, especially those with various

issues and those for whom vehicles are disposable appliances, but we possibly can change the habits of some people by placing a copy of these tips on every windshield in every Wal-Mart parking lot in America.

We could begin this weekend. If every club member signs up for a minimum of 20 lots to be blanketed with tips every weekend for the next 20 years.....

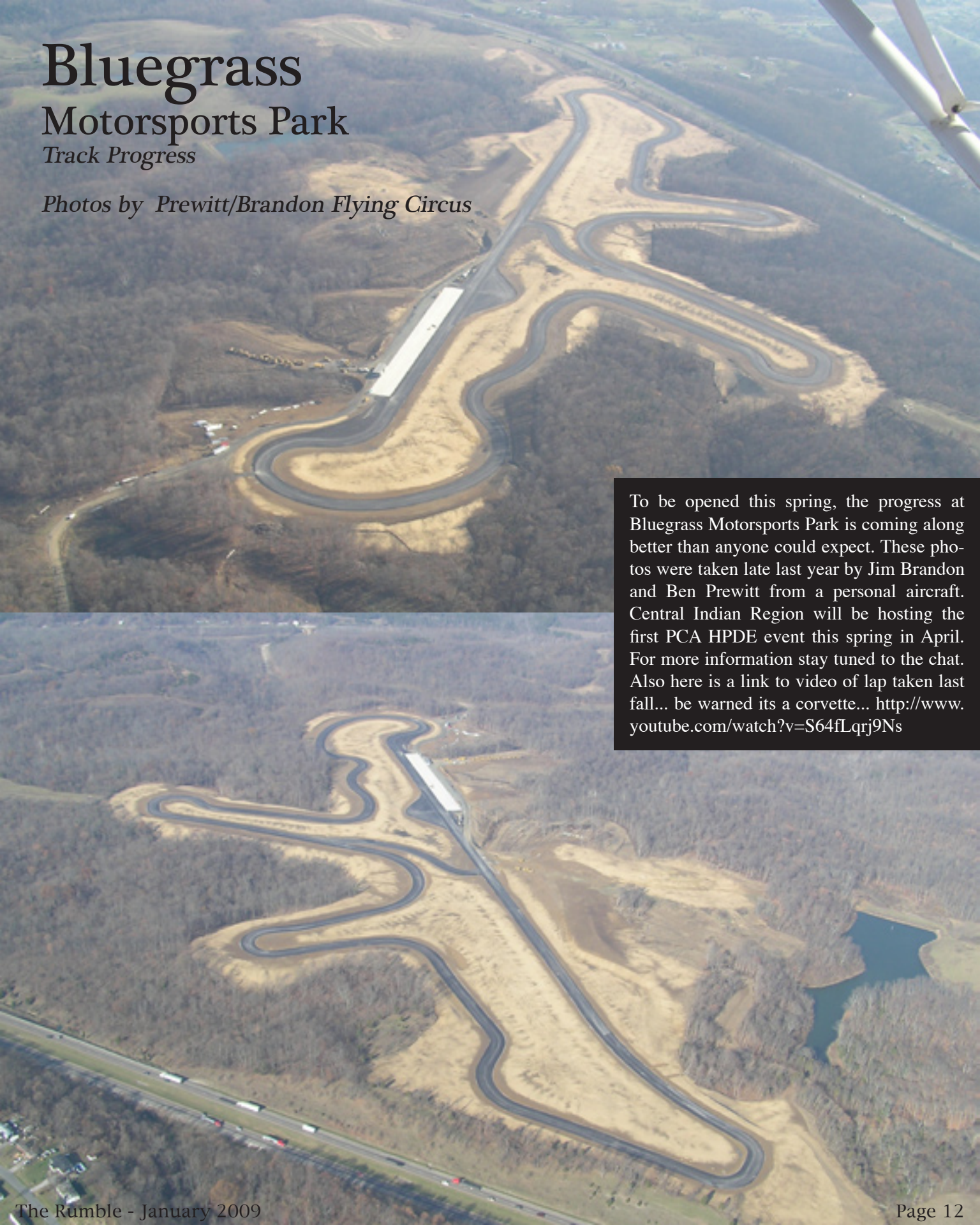
Or at least we can hope our good example makes a difference at some level, which it will, although we may not ever be able to realize that while we are alive. Maybe our survivors will, and we can rest knowing that we did our part to make the world a better place for Porsches.



# Bluegrass Motorsports Park

*Track Progress*

*Photos by Prewitt/Brandon Flying Circus*



To be opened this spring, the progress at Bluegrass Motorsports Park is coming along better than anyone could expect. These photos were taken late last year by Jim Brandon and Ben Prewitt from a personal aircraft. Central Indian Region will be hosting the first PCA HPDE event this spring in April. For more information stay tuned to the chat. Also here is a link to video of lap taken last fall... be warned its a corvette... <http://www.youtube.com/watch?v=S64fLqrj9Ns>





# Trip to Kentucky Speedway

Photos by club photographer Mary Doerr





# Boxster Reincarnated

Part 2 in a Series

Story and photos by Clark Harrison



## A Modern Flat-6 Autopsy





Since we last talked, my boxster hasn't seen much of the road. It has spent nearly two months in storage, and its progress has been in a standstill until the weather warms a little. However, in it's downtime, a few Bluegrass Region members and myself decided to go get my original 3.2 engine from the back of Stuttgart Motors (big thanks to Dan P. for watching my "boat anchor") and tear it down for a looksy.

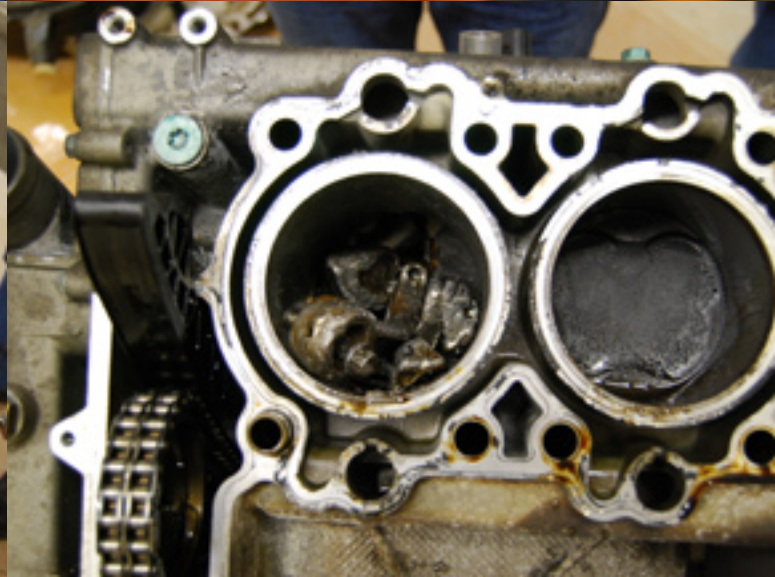
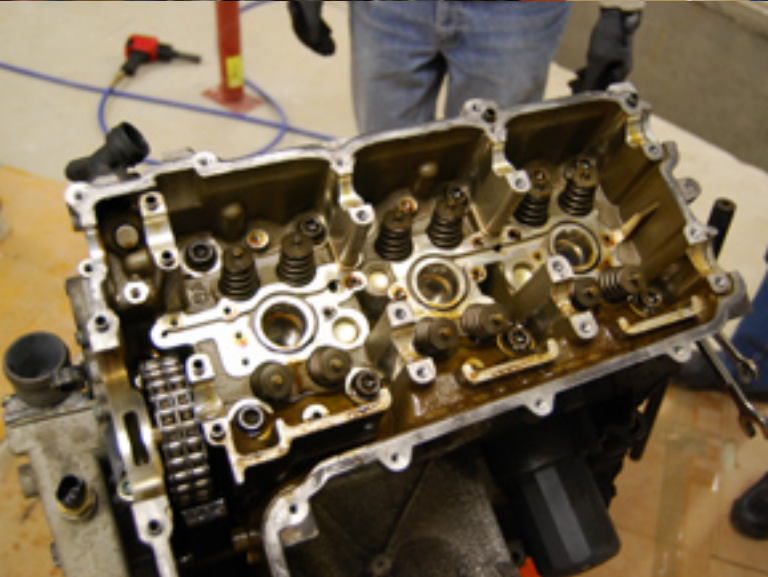
My original engine, if you remember, died on me in October of 2007 of causes we could only guess. The most logical answer was because of a crack in cylinder wall. Which is becoming far to common in the M96 lineage of modern Porsche engines. The M96 is a wet slump lubricated, water cooled engine with six flat cylinders. The engine was first seen in early boxsters in the form of 2.5 liters. The same M96 block is still used today, and has been seen in P-cars in sizes ranging from 2.5 to 3.8. Most think the block's potential will run out at 4.0 or 4.2 liters. The level of engineering Porsche had to put into this engine in the mid nineties to allow it to still be so potent at the end of this decade is extraordinary. However, they are not without fault. Depending on who you talk to, they are either Porsche's attempt to cheapen

engineering or an insightful piece of extraordinary engineering. Little is known of the problem which causes the failures in the engines, but the cause of the failure is usually the same. A crack in a cylinder wall causes a "D" shaped chunk to fall off causing leakage of coolant into the cylinder and eventual hydrolock if allowed to go that far.

In the case of my engine, when it died, it burnt its entire coolant supply instantly, but would turn over in flood mode, until it hydrolocked. We did not know what to expect when we tore the engine down, but we knew it wouldn't be pretty.

Big thanks to Judd and Kelly Cambell for hosting us in their new garage, Ken Partymiller and Jim Brandon for doing the heavy lifting, Ben Prewitt and Gary Hackney for moral support, Larry Woods for Comic Relief, and last but not least Brian Woldridge, whose knowledge was absolutely invaluable. And for those who are wondering, the engine is going to Jake Raby at flat6innovations of 914/6 fame for his own research. Enjoy the photos, and stay tuned for part three coming soon... once it warms up of course!





Starting at the top left to right: Valve cover removed to expose camsafts and variocam tensioners, pulling the spark plug from cylinder 4 was a sign of things to come, camsafts removed exposing the valve springs, the aftermath of hydrolock (notice the bent rod and pieces of cylinder wall), vavle head with missing exhaust valvles, and finally the “d” chunk crack of cylinder number 4.





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# Calendar OF Events

## February

**February 2, 2009:** Board Meeting, 5:30 p.m. Sawyers. For more details contact Gary Hackney 859-684-4093

**February 15, 2009:** Membership Meeting, 6:00 p.m. Location TBA. For more details contact Gary Hackney 859-684-4093

## March

**March 2, 2009:** Board Meeting, 5:30 p.m. Sawyers. For more details contact Gary Hackney 859-684-4093

**March 3, 2009:** Membership Meeting, 6:00 p.m. Location TBA. For more details contact Gary Hackney 859-684-4093

## April

**April 6, 2009:** Board Meeting, 5:30 p.m. Sawyers. For more details contact Gary Hackney 859-684-4093

**April 19, 2009:** Membership Meeting, 6:00 p.m. Location TBA. For more details contact Gary Hackney 859-684-4093

**April 25-26, 2009:** Peachstate Region HPDE at Road Atlanta. For more information please visit <http://www.peachstatepca.org/>

**April 25-26, 2009:** Peachstate Region HPDE at Road Atlanta. For more information please visit <http://www.peachstatepca.org/>

**April 25-26, 2009:** CIR Region HPDE at Bluegrass Motorsports Park. For more information please visit <http://www.cirpca.org/>

# Board of Directors Meeting Minutes

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*Porsche Club of America - Bluegrass Region  
Minutes for January 5, 2009*

**Location:** Sawyer's Downtown, Lexington, KY

**Call to Order:** 5:45pm

**Board Members in Attendance:** Gary Hackney, Ken Partymiller, Mike Shepherd, William Glover, Mark Doerr, Ed Steverson, Ken Hold, JW Wilson, Tim McNeely, Larry Woods

**BGR Region Member in Attendance:** Lee Wegner, Judd Campbell, Robert McClland, Jim Brandon

**Welcome New Officers:** President - Gary Hackney, Vice President – Ken Partymiller, Treasurer – Mike Shepherd, Secretary – William Glover

**Volunteer Chairs:** Membership Chair: Tim McNeely, Track Chair: Benson Miller, Safety Chair: JW Wilson, Activities Chair: Mark Doerr, Newsletter: Clark Harrison, Webmaster: Chris Davis

**Minutes from December 2009:** We have a quorum, Minutes approved.

**Welcome Zone 13 Representative:** Ken Hold

**Member at Large:** Larry Woods

**President:** Gary Hackney

- New meeting time of 7:00pm first Monday of each month
- Next BGR meeting time scheduled for January 18<sup>th</sup> at 5:30pm Location: "The Pub" in Fayette Mall, Lexington KY
- Requested a list of BGR Club assets, Ken Partymiller agreed to catalog inventory items and their location, Member at Large Larry Woods agreed to provide any needed storage of club assets
- Establish a Bylaws committee to review and if needed update BGR bylaws
  - Ken Hold
  - Jim Brandon
  - Ken Partymiller
  - Gary Hackney
- Discussed management of Club photo archive and web archive
- Proposed compilation of documentation for BGR historical archive Historian Julie Wood, Photographer Mary Doerr
- Opened the floor to shared events with other PCA regions / Clubs
- Opened the floor to proposals regarding BGR/POL relations, how can the BGR benefit our local dealer? Ed Steverson continues in the role of dealer liaison

**Treasurer Report:** Mike Shepherd

- Financial report for 2008 submitted to the board and approved
- Discussed accepting "Pay-Pal" for BGR financial transactions
- Opened the floor to BGR spending proposals
- Current BGR assets: \$5,839.61

**Activities:** Mark Doerr

- Activities calendar is open
- Rumble publication will resume this month

**Meeting Adjourn:** 7:00pm

# 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, Parade Chicago update, Ed Stevenson's belated Fairwell letter, BGS region experts, library contents, club property & more reincarnated boxster...





Flickr

# 6 Flat ~~Cylinders~~ Nuts

- So Porsche now for all purposes owns VAG... So does that make my old GTI more exclusive than my Porsche? This is crazy to me... it's like MTV buying the majority of CBS. (yeah I know viacom owns them both... but just think about it)
- So apparently there is a retired lawyer in New Jersey who had a M96 go out on him... guess what he did next? Yep you got it... he came out of retirement to open up a law firm just to handle blown engine cases against Porsche...
- The panamera is coming out soon... pictures are out... it looks good... I guess... engine choices are easily guessed as the same as the cayenne... you know what else is the same? the amount of people you can carry.... Yippee! So in case you are tired of hauling four other people in your cayenne, you can move them over to a panamera...
- Anyone else laugh when you see the Hyundai photos comparing their top of the line sedan to a base boxster by 0-60 times? I'd like to see a 60-0 comparison... you couldn't pay me enough to go 0-60 on public streets in that car!
- I'm not so excited for motorsports this year... ALMS is without the Penske Spyder, ACO is adding more regs... less power and more weight... Grand-Am should be fun with Penske running a Riley-Porsche, but backwards Nascars just don't get my fancy dancing... And don't get me started on F1 cutting costs....
- Sebastian Vettel will solidify himself as the best driver in F1 that isn't named Fernando Alonso

Porsche

Mercedes

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