



May 2009

RUMBLE



Chris Martin's '82 SC PCA club racer

Inside

What's Happening?

President's Message
By Gary Hackney

Membership News
By Tim McNeely

April Board News
By William Glover

Activities Calendar
By Mark Doerr

Pack your toothbrush
TN TUBS BBQ & P20

New Club Activity
Cars & Coffee

New Club Resources
Experts List & Club Library
By Ed Steverson

Features in this issue

Trial by Fire By Chris Martin

Roadsters and planting seeds
By Paul Elwyn

New Regular Features

PROFILE meet members & their cars
TECH QUIZ
By Ken Partymiller



RUMBLE

May 2009 Vol. 7 No. 2

Table of Contents

4 President's Message By Gary Hackney
4 Editor's Notes By Paul Elwyn
5 Board Minutes By William Glover
5 Membership News By Tim McNeely
6 Calendar of Events By Mark Doerr
7 TN Tubs BBQ By Larry Woods
8 Porsches 2 Oxford July 25th

9 PROFILE members and their cars
9 Cars & Coffee May 9th
11 Roadsters & planting seeds By Paul Elwyn
14 Trial by Fire Part One By Chris Martin
18 TECH QUIZ By Ken Partymiller
19 Experts & Club Library By Ed Steverson

Cover Photo provided by Chris Martin

ADVERTISERS

10 Motorsports of Lexington, LTD.
10 ABRACADABRA graphics
13 Stuttgart Motors, Inc.
13 Ashley's Wheel & Brake Service
17 Paul's Foreign Auto
21 Porsche of Lexington

HOW TO ADVERTISE

To advertise in RUMBLE visit bgs.pca.org to download a form. Advertising rates:
Quarter Page \$15/month, \$120/year;
Half Page \$30/month, \$240/year;
Full Page \$60/month/\$400/year.
Classified Ads are free to members, free to anyone for Porsche-related items, \$15/month for non-Porsche items.

Paul Elwyn, Editor 821 Pecos Circle, Danville, KY 40422
bgs.pca.rumble@gmail.com

RUMBLE, published monthly and distributed via electronic means, is the official publication of the Bluegrass Region, Zone 13, Porsche Club of America, Inc., a non-profit organization registered in the state of Kentucky. Statements and opinions appearing herein are those of the author and do not necessarily represent the official position of the bluegrass Region PCA, their officers, or members. The Editor reserves the right to edit all material published. Permission to reprint any material published herein may be granted only after contacting the Editor. The Rumble is best viewed in an up-to-date Adobe-approved PDF viewer. For more information please visit adobe.com. PORSCHE®, the Porsche Crest®, CARRERA® and TARGA® are trademarks of Porsche AG. Unauthorized use of these marks is a violation of U.S. trademark law and may subject the user to prosecution and liability.



Visit us on the Web at www.bgs.pca.org

Bluegrass Region PCA Club Officers



Gary Hackney
President
ghackney@att.net
859.684.4093



Ken Partymiller
Vice President
Partymiller@aol.com



Mike Shepherd
Treasurer
mshepherd@ddfky.com



William Glover
Secretary
glarde2k3@yahoo.com



Tim McNeely
Membership Chair
TMcNeely@vp.com



Mark Doerr
Activities Chair
markdoerr@insightbb.com



Ed Steverson
Past President
ed@abracadabragraphics.us



Paul Elwyn,
Newsletter Editor
paul.elwyn@gmail.com



Chris Davis,
Webmaster
cdmcse@yahoo.com



Benson Miller
Track Chair
BensonM@lockner.com



J.W. Wilson
Safety Chair
jww3@ieee.org



Larry Woods
Director at Large
reddog911@gmail.com

Bluegrass Region PCA Photographer and Historian



Mary Doerr
Photographer



Julie Woods
Historian

National PCA Board Officers from the Bluegrass Region



Ken Hold
Zone 13 Rep
kendellhold@insightbb.com



Phil Doty
PCA RPM Chair
PHDoty@aol.com



President's Letter



Gary Hackney

Greetings from the President's Office!

(I have an office?)

We're very pleased to have Paul Elwyn as our new newsletter editor; this is his first issue. In the past Paul has done a good-looking newsletter for the local BMW motorcycle club. A PCA member since 2007, Paul is the owner of Becky Cleaver's red Carrera 4S, a car many of you may remember.

I'd like to point out that Paul's job isn't to write the Rumble, but to put it together. If you have an interesting--or boring?--Porsche story, please write up a few paragraphs, take a few photos, and send it to Paul. As an example, this issue contains the story of Chris Martin's venture into PCA Club Racing.

At April's membership meeting the revised bylaws were approved. The biggest change is that in this fall's election cycle we'll be electing four directors as well as four officers. This clarifies who is entitled to vote

at board meetings, and creates positions without specific responsibilities; a good fit for members who perhaps aren't yet willing to take on an officer's role.

Some disappointing news: the opening of the long-awaited Bluegrass Motorsports Park track near Sparta has been delayed. A number of the early events have been cancelled, affecting many Bluegrass members who were anxious to turn a wheel on the new track. There is still final paving and tire barrier work to be done, as well as some environmental approvals. You can keep tabs on the latest at <http://www.drivebluegrass.com/news/events.html>.

Lastly, look for news on the chat about our new monthly "Cars & Coffee" breakfast social. Casual meet, eat, look at cars, and maybe go for a drive afterwards. C'mon out!

— Gary

Editor's Notes

First, I want to recognize Clark Harrison for producing a handsome newsletter for Bluegrass Region PCA, and I hope when you see him next you will convey your appreciation for the work he did while managing a difficult schedule.

Clark set the bar for me, and I hope I can meet everyone's expectations.

The task becomes more manageable, of course, when members join in the newsletter effort by submitting articles, photos, classified ads, and providing feedback to me to help me produce a better newsletter.

I've heard, "I'm not a writer," and I must say that most of us likely are not "writers" in the professional sense, but we do carry an enthusiasm and some level of expertise or experience that we can share.

That experience can be from having performed a satisfying DIY on the car, attended an event, toured on a getaway, joined in a club caravan, or from simply having arrived at some state of awareness regarding our common interests.

This first issue under my editorship exists, thankfully, because a number of club members contributed articles and photos.

Chris Martin in this issue shares his involvement in PCA club racing with his two-part feature, "Trial by Fire," in which he first details how he prepared his 1982 Euro 911SC for club racing. Part Two conveys his debut at Road Atlanta racing in the rain. You'll see that Chris does a great job sharing his experience with rich detail and exciting photography, especially in the rain on track.

Ken Partymiller offers a TECH QUIZ feature that de-

buts in this issue. The answers are upside down at the bottom of the quiz, so answer T or F and then see how you did. If you like this feature and want more, let Ken know. Also, if you have questions and answers for TECH QUIZ, send them to Ken for inclusion in a future TECH QUIZ.

Ed Stevenson introduces two new services for club members, the Experts list and the Club Library of resources available to members.

Board members **William Glover**, **Tim McNeely**, and **Mark Doerr** respectively provide April Board Minutes, Membership News, and the Calendar of Events.

Larry Woods provides an event overview and caravan/lodging details for the Tennessee Tubs BBQ & Concours event. Make plans now!

Ken Slone is the first to take advantage of the invitation to members to share information

about themselves and their involvement with their Porsches in the new feature, PROFILE. You also can write about another club member and submit that information and photos for PROFILE.

A new club activity, Cars & Coffee, begins Saturday, May 9th, at Ramsey's on Harrodsburg Road at 9:30 a.m. This event, to be held on the second Saturday of each month, provides time to breakfast and kick tires with fellow car crazies.

With the weather finally welcoming summer tires, and promising events with fellow members planned for the driving season ahead, this is a great time to be involved with Bluegrass Region PCA!

With your contributions, I'll do my best to make RUMBLE a valued part of that experience.

— Paul Elwyn



William Glover
Secretary

Board of Directors Meeting Minutes

Porsche Club of America - Bluegrass Region Minutes for April 6th, 2009

Location: Sawyer's Downtown, Lexington, KY

Call to Order: 7:00 PM

Board Members in Attendance: Gary Hackney, Ken Partymiller, Tim McNeely, Larry Woods, Mark Doerr, Ed, Steverson, Chris Davis, Paul Elwyn, William Glover

BGR Members in Attendance: Jim Brandon, Mary Doerr

Minutes from March 2: Minutes approved.

President: Gary Hackney

- Motion for compensation of expenses incurred during The Presidents meeting.

Move to accept: Tim McNeely, Second: Larry Woods, Motion carried

- Motion to accept the appointment of Paul Elwyn to the position of Newsletter editor.

Move to accept: Larry Woods, Second: Mark Doerr, Motion carried

- Membership Email list consolidation continues. Recommended use of National PCA as the master list for members and attaching requested Emails of non-members who wish receive the BGS region newsletter. Membership will be notified of the use of the national PCA email information by postcard to ensure all members have updated national PCA information.

- Bylaws changed to be voted on by membership at the membership social April 20th

Membership: Tim McNeely

Information provided related to national PCA resources for updating BGS Region membership information.

Activities: Mark Doerr

Recommended Christmas party held again at Fire Brook the 13th of December. Catering service to be provided by UK Catering

Canceled drive to speedway

New reoccurring activity suggested outside of monthly social. Early morning event held on the first Saturday between the board meeting and the membership social. The first event is tentatively scheduled for the morning of May 9th at Ramsey's on Harrodsburg Rd.

Newsletter: Paul Elwyn

Welcome the new BGS Region Rumble newsletter editor Paul Elwyn. Paul has some great ideas to continue the tradition of our region's newsletter. Previous editors Clark and Ed will be working with Paul to ensure the Rumble continues to inform and educate our membership.

On behalf of the PCA BGS region, we would like to thank Clark Harrison for his work as Editor of the Rumble over that last year.

Meeting Adjourn: 8:30 PM

Membership News

Five new members have signed so far this year. Please join me in welcoming:

Harry & Geraldine Hageman of Georgetown	2008 Cayenne
Chad & Heather Rainey of Louisville	2002 911 Turbo
Bill Fauconneau of Lexington	1999 Boxster
Bruce & Theresa Naude of Lexington	2008 911
Brant Nystrom of Lexington	2008 Cayman



Tim McNeely
Membership
Chair

Our membership is now at 121 Regular Members and 84 Family and Affiliate Members, making our total membership 205.

If you know anyone who owns a Porsche and is not a member, please invite them to join and participate, or get me their information and I will make contact. Our membership levels remain about the same, as each time we have a new member join it seems we also have one drop out. The season is here where we can all pull our P-cars out of hibernation and start having some fun. See you on the asphalt!!!

Calendar of Events



Mark Doerr
Activities Chair

MAY

May 4, 2009: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Sawyers. For more details contact Gary Hackney 859.684.4093

May 9, 2009: Cars & Coffee, 9:30 am, Meet at Ramsey's on Harrodsburg Road for fun and lively discussion. For more details contact Gary Hackney 859.684.4093

May 16, 2009: Tennessee Tubs, The Tennessee Tubs have invited us to a most memorable Porsche event at Cal Turner III farm in Kingston Springs, Tennessee. The event consists of Bar-B-Cue for the first 150 arrivals at \$15 each, Goodie Store and a people's choice concours of some of the best Porsche 356 anywhere in the country. The added bonus is Cal's private collection of early model 356 and 911. For more information contact Larry Woods at red-dog@webcats.net

May 17, 2009: Membership Meeting, 5:30pm, Location TBA. For more details contact Gary Hackney 859.684.4093

JUNE

June 1, 2009: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Sawyers. For more details contact Gary Hackney 859.684.4093

June 13, 2009: Cars & Coffee, 9:30 am, Meet at Ramsey's on Harrodsburg Road for fun and lively discussion. For more details contact Gary Hackney 859.684.4093

June 14, 2009: Ault Park Concours D'Elegance, Ault Park Cincinnati. This year will feature Excellence in German Design And Engineering. TBA For more information : <http://www.cincyconcours.com/>

June 21, 2009: Membership Meeting, 5:30pm, Location TBA. For more details contact Gary Hackney 859.684.4093

JULY

July 6, 2009: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Sawyers. For more details contact Gary Hackney 859.684.4093

July 11, 2009: Cars & Coffee, 9:30 am, Meet at Ramsey's on Harrodsburg Road for fun and lively discussion. For more details contact Gary Hackney 859.684.4093

July 18, 2009: Lexington Concours d' Elegance at Keeneland For more information: www.keenelandconcours.com

July 19, 2009: Membership Meeting, 5:30pm, Location TBA. For more details contact Gary Hackney 859.684.4093

July 25, 2009: Porsches to Oxford More details coming soon. For more information contact Tim McNeely or: <http://porsches2oxford.com/>

AUGUST

August 3, 2009: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Sawyers. For more details contact Gary Hackney 859.684.4093

August 8, 2009: Cars & Coffee, 9:30 am, Meet at Ramsey's on Harrodsburg Road for fun and lively discussion. For more details contact Gary Hackney 859.684.4093

August 16, 2009: Membership Meeting, 5:30pm, Location TBA. For more details contact Gary Hackney 859.684.4093

SEPTEMBER

September 7, 2009: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Sawyers. For more details contact Gary Hackney 859.684.4093

September 12, 2009: Cars & Coffee, 9:30 am, Meet at Ramsey's on Harrodsburg Road for fun and lively discussion. For more details contact Gary Hackney 859.684.4093

September 20, 2009: Membership Meeting, 5:30pm, Location TBA. For more details contact Gary Hackney 859.684.4093

Pack
your
toothbrush!



8th Annual BBQ and People's Choice Concours May 16th



By Larry Woods

The Tennessee Tubs 8th Annual BBQ and People's Choice Concours at Cal Turner III farm in Kingston Springs, Tennessee is Saturday May 16th.

The event consists of Bar-B-Cue at \$20 each and a people's choice concours of some of the best Porsche 356 anywhere in the country.

The added bonus is Cal's private collection of cars, early model Porsche 356 and 911, British cars, BMW and Italian. Cal's collection is always a surprise and definitely something you will talk about long after you leave.

So, you need more to convince you this is an event you don't want to miss? If you are an excellence magazine subscriber check out page 153 of the October 2008 edition. Or you can check out You Tube ([Tennessee Tubbs Porsche Cook-out 5-19-07](#)). Or go to

[Tennessee Tubs web site](#).

Still not convinced? Look at the speed limit sign that greets you as you drive up Cal's driveway. This is my kind of car guy.

The event runs from 9:00AM CT to 2:00PM CT (or 10:00AM ET to 3:00PM ET).

You have two options.

Option one is to go down on Friday night and stay in Bowling Green, then get up Saturday morning and caravan with Richard Hughes and the Kentucky Region folks to Cal's farm.

We would meet Friday night at Keeneland around 5:30 PM ET and then drive to Bowling Green and stay at the **Country Hearth Inn** ((270)783-4443) at exit 28 on I-65 south across from the Corvette museum.

This is not the Ritz Carlton but, it is a place to sleep and the cost is reasonable.

The second option is to get up Saturday morning to drive from Lexington to Bowling Green to hook up with Richard

Hughes' caravan.

The drive from Lexington is approximately 2.0 hours to Bowling Green but, you gain an hour with the time zone change.

Richard typically meets at the Shell station at exit 22 on I-65 south between 7:30AM CT and 8:00AM CT (8:30AM ET and 9:00AM ET).

There is also a Cracker Barrel at exit 22 if you arrive early enough to have breakfast.

Richard usually departs for Kingston Springs around 8:15AM CT (9:15AM ET).

The drive from Bowling Green to Kingston Springs is approximately one hour, provided you do not stop and talk to the local police like some of

the folks did one year.

If you are interested in attending please contact Larry Woods at (859)254-7761 or send me an e-mail:

[redog911@gmail.com](mailto:reddog911@gmail.com)

Richard typically meets at the Shell station at exit 22 on I-65 south between 7:30AM CT and 8:00AM CT (8:30AM ET and 9:00AM ET).





porsches **2oxford**

Saturday July 25, 2009

'A CASUAL PORSCHE PARTY'



Photo's courtesy of P2O
<http://porsches2oxford.com>

Bluegrass Region PCA members under the tour leadership of Tim McNeely once again will caravan to Oxford, Ohio, this year on July 25th, to join in the fun of the 5th annual P2O.

According to the P2O website, "last year 396 Porsches arrived from 17 states and Canada. Event planners this year expect 500 Porsches to adorn the quaint brick streets of uptown Oxford.

For a \$25 per car entry fee (with \$5 of that going to the American Cancer Society), each car gets an event poster,

T-shirt, and goodie bag. In addition, throughout the day, \$3,500 worth of door prizes will be awarded.

A 'people's choice' car show features awards to more than 50 cars."

P20 website news, week of April 15th:

"Official pre-registration numbers cracked the 100 mark for Porsches 2 Oxford this week, the earliest point in the event's five years that plateau has been reached. All the more impressive is the fact that P2O 2009 pre-registration started nearly

three months later than 2008, making the gains even more exciting. Marylynn's Row sold out in the blink of an eye and pre-registrations for Sunday's driving tour with the professionals at Scenic Road Rallies, LLC, is on pace to break records as well. First-time participation is over 20%.

Pre-registration for the fifth annual Porsches 2 Oxford event is now officially open at

<http://porsches2oxford.com>.

"P2O organizers have reserved extra street space in anticipation of 500 cars for this year's

event so no matter where you decide to park, you'll find a great spot among your Porsche friends.

Consider signing up for our Sunday road rally with the professionals at Scenic Road Rallies. Ask anyone who has participated in a prior P2O rally and they will have you convinced to sign up and give it a try.

Stay informed by returning to the P2O web site for further news and updates in the coming months. If there's something you need to know, you'll find it here!"

PROFILE

Say hello to the club with information
about yourself and your car.
bgs.pca.rumble@gmail.com



Attached is a photo of my 1997 Porsche 911. This is my personal favorite of the 911s.

I love the stance and the curves over the rear tires. Also, with just a little tweaking you can easily get 300 HP out of the engine.

I have been a Porsche Club member in the Bluegrass Club for about two years. I am planning to attend the Porsche Parade in Keystone, Colorado in June and drive the 993 in the autocross.

I look forward to being more involved in the Club now that I am retired.

— Ken Slone

**Cars
and
Coffee**
Second Saturday each month



9:30 a.m.
Enjoy
breakfast and
tire kicking with
Bluegrass Region
at **Ramsey's**
on **Harrodsburg Rd.**

MOTORSPORTS OF LEXINGTON, LTD.

BMW • VW • AUDI • VOLVO

Factory Trained Technicians Dedicated To Service Excellence



1044 WEST HIGH ST.
LEXINGTON, KY
859.259.2801



ABRACADABRA
graphics

Design Printing Promotional

502.320.2655

Roadsters and planting seeds

By Paul Elwyn

Last year when I dropped the 993 at Porsche of Lexington for service, Duane kindly handed me the keys to a new Boxster Special Edition, the orange version with Alcantara interior trim and some other goodies you can read about elsewhere.

This was my first Boxster drive, and it was an eye-

between the roll bars, side windows up, and seat heater on, I remained comfy and unruffled.

With very little hair to ruffle, I wasn't too concerned about a blustery cockpit, but for my wife, Maureen, that would be very important. I'm always thinking about Maureen's welfare, of course, when meditating on the merits of a new-to-me car.

Maureen and I owned nothing but roadsters for the first 20 years of our marriage until we

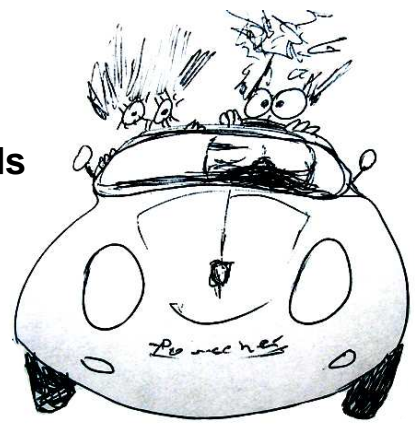
with manual windows, no A/C, limited slip, close ratio gearbox, and tall gearing. On rough pavement the doors would shuffle back and forth against the A pillar revealing a far less rigid structure than that of the Boxster. But what an engine!

Our British cars for the most part tried to rip our heads off windows up or down, and the heaters were marginal, so we had to bundle up even in spring and fall weather. Still, we drove top down through the winter.

I recall one Saturday morning in December of 1976 when we were idling at a traffic light in our '75 TR6 in Illinois when a young woman yelled at us, "Tacky, Tacky!" and laughed at us.

We laughed back at her for her ignorance and motored on wondering if she would live a full life or find herself one day desperately apologizing to some sociopathic roadster driver for what she had said.

She appeared to be one of those anti-car people who quickly stereotypes car enthusiasts as adolescent. I have a friend who takes every opportunity to tell me that he outgrew his interest in cars back in high school, and I always wonder why he feels compelled to share that with me every time I say anything to him about a car. Some day I'm going to ask him what's up with that.



At any rate, roadsters have been a big part of our lives. They haven't always been the most comfortable or reliable cars for us, most of them having been British products of the '60s and '70's, but they always were entertaining. My new '73 MGB nearly croaked when the thermostat stuck on the Interstate with less than 1,000 miles on the MG's odometer. My new '75 TR6 stopped the fun when the clutch release fork broke at 13,000 miles. Surely the hole shots hadn't broken that little fork. It must have been faulty from the factory.

Despite their failings, roadsters have managed to make us grin. As a reporter for a daily newspaper in Illinois in 1972, I had to write headlines for the sports wire copy beginning at 5:00 a.m. I arrived on time alert and in a good mood after having driven 30 miles to the office in our



opening experience, one that brought back 20 years of roadster memories.

Entering I-75 at 8:00 a.m. on a perfect April morning, I headed south in light traffic giving me time to acclimate. First priority was absorbing the feel and sound of the Boxster at speed.

First, roadsters with tops down tend to generate feelings that can favorably color modest mechanicals, but the base Boxster really isn't so base. The 2.7 performs beautifully, the 5-speed is a perfect complement with suspension, steering, and brakes providing all of the feedback an enthusiast expects. With the windbreaker in place

became parents, and the Boxster nailed all that I like about an open car. The base Boxster sounds great and makes enough power to entertain this 993 pilot.

The Boxster ranks with the elemental and brutal '69 Corvette roadster that we once owned in terms of cockpit air management. We drove that 350 horsepower creaky bad boy for eight years in part because we could run top down in the dead of winter at Interstate speeds in comfort. The rear deck blocked cold air backwash, providing the same protection as the Boxster windbreaker.

The Corvette was all business



'72 MG Midget flat out, top down with Lucas driving lights blazing a path

Roadsters and planting seeds



through the morning mist and darkness straight through the winter regardless of the weather at 90 miles per hour.

That cackling screamer ran 29,000 miles in nine months before the alternator grew weary of feeding the Lucas lights, but that was its only failing. Maureen and I have many fond memories of that first new car, packing bicycles as large as the car on the trunk rack, and practically living out of the car when not at work.

My future father-in-law saw me for the first time in 1969 when I drove to his front door with the top down in the rain in a '66 MGB. He stood by with an incredulous smile on his face

as I asked his daughter to go for a drive in the rain, top down. That was an important day, a soggy one, and the roadster played its part well.

Running fast in the rain with the top down is entertaining, watching the rooster tail behind the car, you know, good stuff like that.

Snow driving top down is cool, too, as long as you don't slow down, same as with rain running.

Fog driving top down is okay, especially with yellowed, plastic side curtains, although more than once I ended up plowing through someone's front lawn wondering what had happened to the road. This kind of activ-

ity took place in my youth, of course. I don't do that sort of thing today, and I hope my daughter doesn't read this.

Today we have so many options, all reliable and comfortable. How many Boxsters are on the road? And they all look great, probably all have efficient A/C, eagerly run to redline, brake hard, corner flat and START on first attempt and run until switched off every day.

Amazing!

We were taking a break in the Boxster well south of Danville in the knobs while I talked with Duane about the 993. At one point he asked me if we were enjoying the Boxster, and he asked if we had tried the Sport button.

Sport button?

Yee, Haw!!!!!! We may not have been going faster in Sport mode, but I never again drove the car without pushing that button. And I used to crawl underneath to remove the muffler on my 1960 MGA!

I wish we could have afforded for Brian to work longer on the 993. I really hated to turn the Boxster back in. I still think about the experience. I like that orange, especially on the GT3. (Who cares what color a GT3 is?) And the Alcantara trim felt great! Back in



the seat of the 993, all was fine, except that sunroof now seems very small.

This spring once again the 993 was in for service and Duane provided us with another Boxster, this time the 2008 RS 60 Spyder, a very nice car well removed from the base model in both features and MSRP.

Once again the spring weather was perfect, and Maureen and I spent the day top down enjoying the S package. Once again, we hated to give the car back to Porsche of Lexington, and I was high enough from euphoria to consider a purchase.

But the 993 is paid for, and that's a feature we need with our modest resources possibly being called into play to support our daughter who is half way through college, maybe.

Loaners make good sense, though, as far as I'm concerned. Duane planted a seed, and some day that planting is going to cost us a lot of money.



Porsche

Mercedes

Jaguar

Land Rover

BMW

VW

Audi

and **More...**



EXPERIENCE IS EVERYTHING.

859.255.7278




ASHLEY'S
WHEEL & BRAKE SERVICE
139 East Third Street
Lexington, KY 40508

Stan Eldridge
President
stan@ashleys-wheel.com

For All your **PORSCHE** wheel and tire needs.

Tires offered: Michelin, BF Goodrich, Dunlop, Pirelli, Toyo, and Hoosier Competition .

859.252.2975

Wheels offered: Champion Motorsports, ROH, Forgeline, BBS, Kinesis, Fikse, and HRE

888.391.7905

Alignments set to factory or custom and competition specifications.

Trial by *Five*

Preparing a Euro SC for PCA competition and racing as a rookie in the rain at Road Atlanta Part 1: Preparation



By Chris Martin

7

or some reason I waited a year and a half to take my first Porsche, a 92 911, to the track.

That track was Road Atlanta, and with little more than a helmet and the required long sleeve T-shirt, Jack Striffling and I drove our cars to Atlanta to get a taste of the PCA

driver's education program. Members we talked to prior to the event would say, "Wow, Road Atlanta for your first DE? You're jumping in with both feet aren't you?" That hot weekend in June opened our eyes to a subculture we never knew existed.

One of my favorite parts of going to the track is looking at all the eye candy; Porsches old and new are parked everywhere. Back then my car was pristine with barely a scratch and I was intent on keeping it that way. I saw other beautifully clean cars that weekend but there were also other cars, race cars, that were very different. Most of them were really

loud, some had graphics, and very few were drivable on the street. I remember watching them come around turn 12 onto the front straight making all kinds of racket, then pulling into the pits with stone chips, tire marks, and bugs splattered all over the front. I said to Jack, "I don't want my car looking like that."

Two more DEs that year at Putnam Park and eight more the following year (five at Mid Ohio, two at Putnam, and one at Carolina Motorsports Park) brought me to decision time. I was turning into a track junkie and I knew that I was going to want to eventually get into club racing. It was time for my pris-

tine car to go. I decided on what class I wanted to race in, found the perfect car (an '82 non sunroof Euro SC), and bought it sight unseen from a PCA member in California. Other than having been lowered, it was basically stock and had been tuned to pass strict California emissions standards.

I spent the next year and a half slowly getting it ready with all the required safety items and some racing-specific parts.

Aside from the safety items, most of the parts I bought used, and I did most of the work myself. When I come to something I don't think I can do or can't risk screwing up I take it

Trial by *Five*



Chris began with a stock 1982 Euro SC from California.



Very used fiberglass front bumper needed repairs

to Paul's Foreign Auto where Danny Puchalski takes great care of the car.

To pay for it all I've sold many of the stock parts from my car and I work as many overtime shifts as I can fit in.

I've borrowed tools and

bought used parts from several Bluegrass Region members including Larry Woods, Benson Miller, and Richard Lane.

I bought racing seats and 5-point harnesses and installed them according to the guidelines in the PCA club racing

rulebook. I found a used DAS roll bar and installed it. I bought a racing steering wheel, two extra sets of wheels, adjustable sway bars, turbo tie rods, and a front strut brace.

My car was running hot on track so I bought a large front-mount oil cooler which required a new front bumper and replacement of a crimped oil line. I found used front and rear fiberglass bumpers in

rough shape and Benson Miller taught me how to do fiberglass and bondo work. Benson also helped me install new rear sway bar mounts as the stock ones are prone to fail when larger bars are installed.

During all of this, the latest set of PCA club racing rules came out and now mandated full roll cages. I contemplated buying a bolt-in cage but after seeing the gorgeous custom cage Danny Puchalski built for Jack Strifling I decided to go that route. First I had to strip the entire interior; all carpet, the headliner, and vinyl trim pieces inside the car had to come out. I spent hours and hours trying to remove the carpet glue that had been in my car for 27 years.

I then painted the interior white to match the outside of the car and dropped the car off with Danny. Four weeks later I had an awesome custom cage built to my specifications.

The sad part? My car is not even close to being prepared to the limit of the rules as far as



Interior stripped and repainted



Roll cage by Danny Puchalski of Paul's Foreign Auto



Completed interior



Door panels by Chris Martin

performance modifications go. I still have the stock exhaust, largely stock suspension, and wheels one inch narrower than I am allowed to run. The projects will never end!

Next I installed an onboard fire system, a kill switch, the required timing transponder, and bought some used racing tires. Used tires aren't as fast as new ones but they're about 1/4 of the cost.

I took my car to Bluegrass Region member David Ratliff's business where I drove it onto his scale only to discover that the stripping of the interior and use of the fiberglass bumpers had put my car 100 pounds under the required weight. I found four 25-pound plates from an old weight set at a garage sale and bolted them to the floor.

Jack Strifling applied all of

the vinyl graphics and numbers and by February of 2009 my car was legal for PCA club racing.

I filled out all the paperwork and submitted my application to Susan Shire, the club racing program director. She asked at which event would I go through the rookie candidate school.

"Road Atlanta."

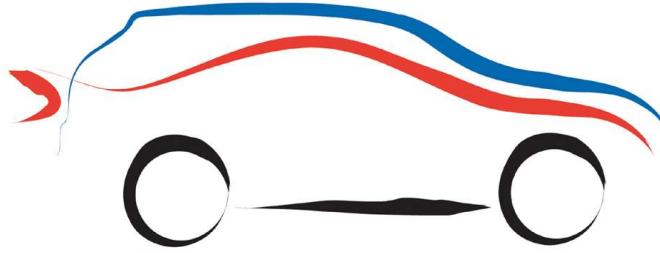


Test fitting the bumper

Next Month

In Part 2 of **Trial** by *Five*

Racing as a rookie *in the rain* at Road Atlanta!



PAUL'S FOREIGN AUTO

**Complete Service including most
up to date Porsche diagnostic equipment**

Diagnosing:
Motor Electronics
ABS
SRS
Tiptronic
Climate Control
Alarm
and more

Danny Puchalski
Porsche Specialist

218 N. Martin Luther King Blvd.
Lexington, KY 40507
859.253.9900 859.254.6219 fax

Simply, Service Excellence



TECH QUIZ

By Ken Partymiller



Tech Quiz #1

If you like this column, please let the Rumble me know and I will try to include one in every issue. Answers are upside down at the bottom of the page.

True or False:

- ☐ 1. The reason Porsche has a horse in its crest is because Ferdinand Porsche started his automotive career working for Ferrari.
- ☐ 2. Some Porsche 911's had 4 cylinder engines.
- ☐ 3. Porsche engineering designed the Harley Davidson V-Rod motorcycle engine.
- ☐ 4. Red is the most popular Porsche color for the 911.
- ☐ 5. Porsche Boxsters are all 2 wheel drive.
- ☐ 6. All Porsche 914's had 4 cylinder engines.
- ☐ 7. 2009 Cayman can be ordered with a sunroof.
- ☐ 8. All Porsches, since 2001, have been made in Germany.
- ☐ 9. The 1989 Porsche 964 was available in both 2 and 4 wheel drive.
- ☐ 10. The most powerful street Porsche is the Cayenne Turbo S.

Answers: 1. F, 2. F, 3. T, 4. F, 5. T, 6. F, 7. F, 8. F, 9. T, 10.



Additional member benefits:

List of Experts, Club Library Now available to members

Ed Steverson
Past President



During my recent Presidency, I initiated two additional benefits for all Bluegrass Region members. I want to take a minute and present both to the club.

The Bluegrass Region now has a **List of Experts**. This list consists of club members who are experts with each of the series of Porsche cars. The ex-

pert either currently owns the specific model in which he is an expert or obtains a vast amount of knowledge for that series or both.

I have contacted all of these individuals and they are eagerly awaiting your emails. This is a great way to get more information on your current Porsche or a model that you may be interested in the future. So,

contact the experts and widen your knowledge of your car!

I also want to thank all of the experts for accepting their positions.

Bluegrass region now has a **Club Library**. The contents are listed below and will be posted online at bgs.pca.org.

I'm currently the keeper of the library and everything is available to any BGR member for a

reasonable amount of time for free.

Contact me at bgslibrary@gmail.com for all requests.

If anyone would like to donate or loan the library any Porsche-related materials, I would gladly accept them, also.

I hope you have an opportunity to enjoy one or both of these new benefits soon.

BGS PCA EXPERTS

Model	Expert	Contact Information
356	Brad Smith	
Early 911	Larry Woods	reddog@webcasts.net
914	Jamie Donaldson	jdonaldson14@aol.com
924/944	Judd Campbell Chuck Glover	juddcampbell@gmail.com glarde2k3@yahoo.com
968	Ed Steverson	ed@abracadabragraphics.us
928		
964/993 series 911	Jim Brandon Ken Partymiller	jb993@roadrunner.com partykm@aol.com
Boxster/Cayman	Clark Harrison	Samuel.clark.harrison@gmail.com
Late 911 (996 & 997)	Tim McNeely Larry Woods	TMcNeely@vp.com reddog@webcasts.net
Cayenne	Benson Miller	BensonM@locknet.com
GT3 RS	Jas Dhillon	sikherdoc@yahoo.com
Carrera GT	Jas Dhillon	sikherdoc@yahoo.com

Bluegrass Region PCA Library Inventory

bgslibrary@gmail.com

BGR Library Inventory	Donated by	On Loan by	Checked out
356 Registry "The first ten years"	Ed Steverson		
Clymer 1976-1980 Porsche 924 Shop Manual	Gary Hackney		
Haynes 1976-1982 Porsche 924 and Turbo Shop Manual	Gary Hackney		
Porsche 944 Maintenance VHS	Ed Steverson		
The Rewards of winning DVD	Ed Steverson		
Porsche knowledge training DVD	Porsche of Lexington		Ken Partymiller
2 Disc set, Auto Detail Pro DVD	Brian Wooldridge		
Paintless dent removal DVD	Brian Wooldridge		
#143 Excellence, December 2005 (market update 928)	Ed Steverson		
#144 Excellence, February 2006 (market update 1989-1998 911)	Ed Steverson		
#151 Excellence, November 2006 (market update 914) How to buy a 993	Ed Steverson		
#154 Excellence, April 2007 (market update 924,944,968)	Ed Steverson		
#156 Excellence, June 2007 (market update 356)	Ed Steverson		
#157 Excellence, August 2007 (market update 1974-1989 911)	Ed Steverson		
#158 Excellence, September 2007 (market update 986 & 996)	Ed Steverson		
#161 Excellence, December 2007 (market update 928)	Ed Steverson		
#167 Excellence, September 2008 (market update late 911 & boxster) GT2 vs GT3 RS	Ed Steverson		
April 2008 Road and Track GT#rs vs viper vs lambo vs ferrari	Ed Steverson		
April 2008 Sports & Exotic Car 914-6 vs Ferrari Dino	Ed Steverson		
October 2008 Sports & Exotic Car Porsche 959, 20 years later	Ed Steverson		
June 2008 Sports & Exotic Car 1986 911	Ed Steverson		
January 2009 Sports & Exotic Car 944 vs alfa gtv6 remembering Paul Newman	Ed Steverson		
Christophorus 321 Aug/Sept 2006 , New 911 Turbo	Ed Steverson		
Christophorus 324 Feb/Mar 2007 , The New Cayenne	Ed Steverson		
Christophorus 325 April/May 2007 , Race cars still built by hand	Ed Steverson		
Christophorus 326 (2 Copies) June /July 2007 , The Boxster	Ed Steverson		
Christophorus 333 Aug/Sept 2008 , The New 911's	Ed Steverson		
Christophorus 328 October/November 2007 , Cayenne S, Through Tiger Country	Ed Steverson		
Christophorus 335 December 08 /January 09, Panamera	Ed Steverson		
July/ August 2007 Drivers Freedoms,Red light camers go to court	Ed Steverson		
November/ December 2007 Drivers Freedoms, Laser Jammer test	Ed Steverson		
May/June 2008 Drivers Freedoms, Lane Courtesy Month	Ed Steverson		
July /August 2008 Drivers Freedoms, The Ticket Fighting Process	Ed Steverson		
September/ October 2008 Drivers Freedoms, The Truth about Speed Traps	Ed Steverson		

January 04 2009

POL ad