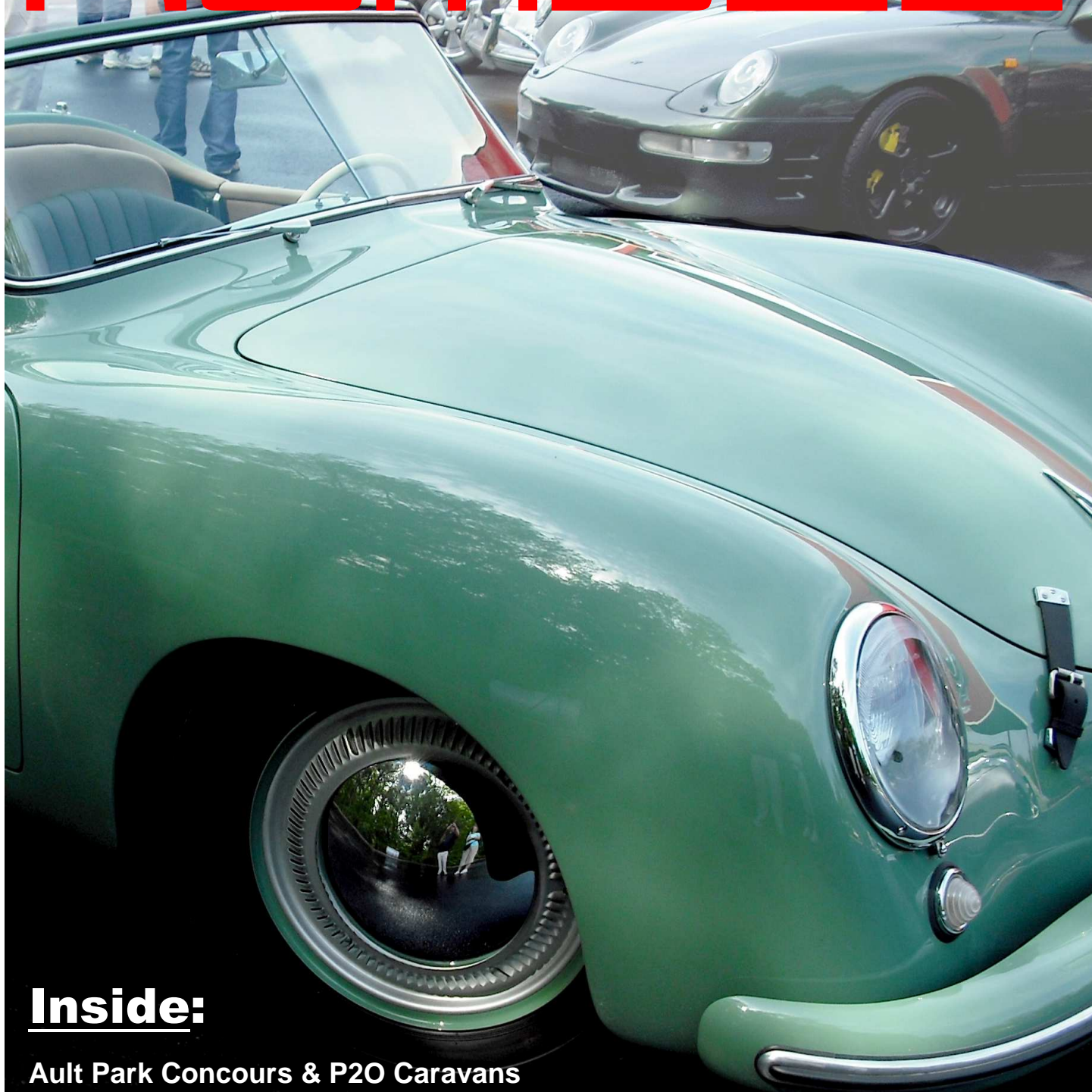


**Bluegrass Region Porsche Club of America**

**June 2009**

# RUMBLE



## **Inside:**

**Ault Park Concours & P20 Caravans  
Membership Celebration June 13th  
The Kentucky Mistress & TN Tubs**

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**Buffing Up the 1969 911E**

**By Robert McClelland**

**PCA Perceptions & Reality By Phil Doty**

**Cars Can Live Forever By Paul Elwyn  
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**TECH QUIZ By Ken Partymiller**

**May 9th Cars & Coffee @ Coffee Pub**



## **Bring your sports car to the June Summer TuneUp.**

The Porsche of Lexington Summer TuneUp will be a day dedicated to helping all sports car owners get the most fun out of their toy this season.

**Saturday June 13th, 9:00am - 1:00pm.**

- FREE - Hand car wash
- Porsche Gold Meister Level Premier Technician available for consultation
- Vendors and technicians on site for
  - Paint and chip repair - Paint by Numbers
  - Paintless dent correction - Dent Tech of Lexington
  - Wheel repair - The Wheel Guy
  - Vehicle restoration - South Broadway Collision
  - Interior and coach works - Leather-Vinyl-Velour of Lexington
  - ClearBra and window tinting - Auto Trim Design
- Lunch catered by SouthVan - 11:30a - 1:00p

### **Visit our showroom:**

- Build your own 2010 Porsche Panamera in our PVA Fitting Lounge
- Experience the new Porsche PDK Dual-Clutch Transmission during the First Mile Test Drive Event
- Plus, automobiles from local collectors will be on display including

*2009 .*  
*Premier*  
Porsche Dealer

### **Porsche of Lexington**

859.335.1111  
1868 Plaudit Place  
Lexington KY 40509  
[www.porscheoflexington.com](http://www.porscheoflexington.com)





# RUMBLE

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To advertise in RUMBLE visit [bgs.pca.org](http://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.

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[bgs.pca.rumble@gmail.com](mailto:bgs.pca.rumble@gmail.com)

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## President's Message

### Lots of Porsche activities going on this summer!

See more details inside on the Member Appreciation party (& monthly social) 6/13, at the Salato Wildlife Center in Frankfort, with free pizza!

The annual trip to the Ault Park Concours in Cincinnati is 6/14, and our new Cars & Coffee event is 6/20 (normally the second Saturday, but moved out a week to avoid the pizza party).

Coming up soon is the Keeneland Concours 7/18 and

Porsches to Oxford 7/25, both great events.

See all the details on the calendar inside, or on the web, or in individual articles in this issue.

Also upcoming is the annual Porsche Parade in Keystone, Colorado, starting June 29th. Information is at [www.porscheparade2009.com](http://www.porscheparade2009.com), and registration is open online until 6/15 at [www.pca.com](http://www.pca.com).

Are you reading this on the web (or downloaded it from the web) but didn't get an email notifying you that there was a new Rumble? That's

probably because your email address in the national database at [pca.org](http://pca.org) is out of date or missing.

Bluegrass Region is no longer trying to maintain a separate email distribution list for the Rumble; we're using the one that national provides. So if your entry in the national database has no email listed, or if it's out of date, you won't get notified when the Rumble comes out (we won't be emailing the entire Rumble, just a notification with a link to this website.) Please log on to [www.pca.org](http://www.pca.org) and update your



Gary Hackney

personal info.

If you have an idea for an event or activity, please contact any member of the board and let us know. We want to organize events that our members want.

— Gary

### Editor's Notes

One of the benefits of editing Rumble is that I am meeting new members and learning more about the make-up of this group.

One of our members, however, is a familiar face to me from the early days of the Bluegrass Beemers Motorcycle Club based in Lexington. **Robert McClelland** made my day at the first Cars & Coffee by telling me he had an article for me about the paint work on his '69 911E. Robert does a great job in "Buffing Up the 1969 911E," providing insights into how he has improved the finish of his car.

**Jamie Donaldson** provides a special overview of the Tennessee Tubs BBQ & Concours experience Jamie and his father, Jim, shared in the 914-4 Jim bought new in 1973. The weekend provided a memorable trip for father and son, one that celebrates Jim's 89th birthday.

**Chris Martin** shares his experience as a rookie in PCA club racing at Road Atlanta in the rain in Part 2 of "Trial by Fire."

**Ken Partymiller** offers another Tech Quiz. I inadvertently dropped the answer to number 10 in last month's issue, so we're repeating number ten this month.

Board members **Chuck Glover**, **Tim McNeely**, and **Mark Doerr** are back with Board Minutes, Member News, and the Activities Calendar.

**Ed Stevenson** has put together a special event for Bluegrass Region members. See Page 7 for Ed's overview of the Pizza Party to be held on June 13th.

**Tim McNeely** on Page 9 provides details on the 5th annual Bluegrass Region caravan to P20, the second largest gathering of Porsches in the nation.

**Phil Doty**, one of our two national PCA board members, provides national survey results that you will find dispel mis-

conceptions about our members. Also, thanks to Phil who is cleaning out his garage, we have classified advertising in this issue.

The first Cars & Coffee, a monthly event for members to gather for breakfast and kick tires, drew 13 members. We gathered at Coffee Pub with breakfast served on the patio and had a great time talking cars. Join us on June 20th at 9:00 a.m. at The Coffee Pub on Harrodsburg Rd. for the next breakfast gathering.

This issue also features photos from the TN Tubs BBQ & Concours. Although a rainy drive down, the sun appeared and remained out for nearly three hours during the show. Many Bluegrass Region members joined **Larry Woods** in Bowling Green and under the tour leadership of Bowling Green PCA member **Richard Hughes** caravanned to Cal Turner's farm for the event where Richard video taped the show so that his members

would have entertainment next winter.

RUMBLE is growing with member contributions and also in advertising, thanks to **Ed Stevenson** who began this month in his capacity as advertising liaison.

I'm pleased to see so many members contributing to RUMBLE, and I hope this trend continues as we move through the summer driving season.

I welcome your suggestions regarding RUMBLE, so don't hesitate to say something to me.

And, again, you don't have to be a "writer" to contribute to RUMBLE. This is your publication, and like any life activity, the more you engage, the more you will value the experience!

See you down the road!

— Paul Elwyn



## Bluegrass Region PCA Club Officers



**Gary Hackney**  
*President*  
ghackney@att.net  
859.684.4093



**Ken Partymiller**  
*Vice President*  
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**Mike Shepherd**  
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**William Glover**  
*Secretary*  
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**Tim McNeely**  
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**Mark Doerr**  
*Activities Chair*  
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**Ed Steverson**  
*Past President*  
ed@abracadabragraphics.us



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**Chris Davis,**  
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cdmcse@yahoo.com



**Benson Miller**  
*Track Chair*  
BensonM@lockner.com



**J.W. Wilson**  
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**Larry Woods**  
*Director at Large*  
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## 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



**William Glover**  
*Secretary*

# Board of Directors Meeting Minutes

*Porsche Club of America - Bluegrass Region Minutes for May 4th, 2009*

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

**Call to Order:** 7:00 PM

**Board Members in Attendance:** Gary Hackney, Mark Doerr, Ed Stevenson, Paul Elwyn, Ken Partymiller, William Glover

**BGR Members in Attendance:** Mary Doerr, Jim Brandon

**Minutes from April 9:** Minutes approved.

**President:** Gary Hackney

Old Business: Membership E-mail lists. Board has concluded to utilize national membership information available through PCA.org combining this list with our local advertisers and BGS affiliates from the chat to create a complete Rumble distribution list. Board will monitor first distribution and follow up with Zone 13 representative Ken hold for additional information.

New Business: The BGS PCA newsletter, The Rumble, is being reintroduced with Editor Paul Elwyn. Old advertising contracts have expired. Motion to seek new contracts with Ed Stevenson as liaison carried.

POL has offered to provide space on their website to inform visitors of the Blue Grass region PCA.

**Activities:** Mark Doerr

Fist Cars & Coffee scheduled for May 9th 9:30am at Ramsey's on Tates Creek Rd

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

Next club social scheduled for Sunday, May 17th at BD Mongolian Grill

Ault park Concours d'Elegance on Sunday, June 14th

P2O registration is open, Event is scheduled for Saturday, July 25 rain or shine

New summer event opened for discussion. Membership appreciation social "Pizza in the Park" tentatively scheduled for June 21st. Location TBD. Vote scheduled for June 1st to approve expenditure.

**Newsletter:** Paul Elwyn

All club resources transferred and the 2009 issues of The Rumble will return to scheduled releases in May.

Request to continue flow of content to Paul.

**Meeting Adjourn:** 8:00 PM

## Bluegrass Region Membership News

**Two new members signed this past month! Please join me in welcoming:**

**Robert Keck of Lexington**      **1989 911**  
**Mike Ryan of Lexington**      **2003 911c4**

**We also had one member transfer from another PCA region. Let's give a warm welcome to:**

**James Wells,**  
**Florida Citrus Region**      **2005 911 Turbo**

**Our membership is at 123 Regular Members and 85 Family & Affiliate Members,**

**making our total membership 208.**

**Also, please recognize the following Member Anniversary dates:**

<b>Tim McNeely</b>	<b>2003</b>
<b>Chris Davis</b>	<b>2004</b>
<b>Mark Kidd</b>	<b>2004</b>
<b>Billie J. Miller</b>	<b>2005</b>
<b>Mike Spirito</b>	<b>2006</b>
<b>Grant Allen</b>	<b>2007</b>
<b>Neil Fisher</b>	<b>2007</b>
<b>Kelly Ison</b>	<b>2008</b>



**Tim McNeely**  
*Membership Chair*





# **Member Appreciation Celebration at Salato Wildlife Center**

**June 13th 2009**

**FAST cars, FREE car wash, FREE grilled lunch, country CRUISE to Frankfort, Wild Animals, and FREE dinner.**

**Did I get your attention? Yes it is all true and is part of The Bluegrass Region Porsche Club of America's Membership Appreciation Celebration.**

**We will start our day with our generous friends at Porsche of Lexington at 11:30am. They will hand wash our cars and feed us lunch at their summer tune-up. From POL we will caravan through central Kentucky's back roads to Frankfort and Salato Wildlife Center. I have reserved the largest shelter. Once there we can tour the wild animal exhibits where we will see bald eagles, bears, elk, snakes and more. The tour is free! There also are two ponds to fish in, so don't forget your pole!**

**Around 5:30 I will have pizza and refreshments at the shelter compliments of Your Bluegrass Region PCA.**

**A free car wash, FREE lunch, FREE dinner, and Wild Animals, you don't want to miss this one.**

**So put June 13th on your calendar and come to any or all of the activities and meet some new club members. This will replace the monthly social for June.**

**Please RSVP to Ed Steverson at 502.320.2655 so I can get a count for food.**

**Drive it,  
Ed Steverson**

# Calendar of Events



**Mark Doerr**  
Activities Chair

## JUNE

### June 13, 2009:

- Summer Tune-up , 9AM - 1PM, Food and fun cars at Porsche of Lexington. For more details contact Duane Jones 859-335-1111 X201
- Buddy Guy live at Elk Creek Winery, 7PM. Caravan from Porsche of Lexington to the show with dinner and VIP parking. VIP Tickets \$100. For more details contact Bruce Naude 859-335-1111 X110
- Member Appreciation Celebration at Salato Wildlife Center, We will start our day with our generous friends at Porsche of Lexington at 11:30am. They will hand wash our cars and feed us lunch at their summer tune-up. From POL we will caravan through central Kentucky's back roads to Frankfort and Salato Wildlife Center. We have reserved the largest shelter. Once there we can tour the wild animal exhibits where we will see bald eagles, bears, elk, snakes and more. The tour is free! There also are two ponds to fish in, so don't forget your pole! Around 5:30 I will have pizza and refreshments at the shelter compliments of Your Bluegrass Region PCA. Please RSVP to Ed Stevenson at 502.320.2655 so he can get a count for food.

**June 14, 2009:** Ault Park Concours D'Elegance, Ault Park Cincinnati. This year will feature Excellence in German Design and Engineering. For more information: <http://www.cincyconcours.com/> . Meet on Sunday morning June 14 in the Georgetown Wal-mart parking lot at 7:30 a.m. We will leave the lot at 8:00 a.m. and head up to Ault Park. We will go up as a group. Individuals will leave on their own time schedule. For more details contact Ken Hold 859-396-3502.

**June 20, 2009:** Cars & Coffee, 9:00 am, Meet at Coffee Pub on Harrodsburg Rd. 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 at Porsche of Lexington. For more details contact Gary Hackney 859.684.4093

### July 18, 2009:

- Lexington Concours d' Elegance at Keeneland For more information: [www.keenelandconcours.com](http://www.keenelandconcours.com). Come join us in the Porsche Paddock.
- Keeneland Concours d'Elegance *Porsche of Lexington Hanger Bash at Air51*, 7PM-11PM. Live music, food, cars, airplanes and motorsport fashion. Tickets \$25. For more details contact Muhammad Saifullah 859-335-1111 X111

**July 19, 2009:** Membership Meeting, 5:30pm, Parkette Drive In on New Circle Rd., Lexington . For more details contact Gary Hackney 859.684.4093

**July 25, 2009:** Porsches to Oxford. Meet at Georgetown Wal-Mart at 7:30 am. Leave at 8:00 for caravan to Oxford. See Page 9 for more details. 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, 9:00 am, Meet at Coffee Pub on Harrodsburg Rd. 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





## Join the drive to the 2nd best Porsche Party in the USA

By Tim McNeely

**F**or the fifth year in a row, I'll be leading a drive to the 2<sup>nd</sup> best Porsche Party in the USA (Parade gets the #1 vote) ....Porsches 2 Oxford.

The Mid-Ohio Valley PCA Region hosts this fabulous event each year. It's a "can't miss" Porsche experience. This year they are expecting 500 Porsche cars in attendance!!! The date is Saturday, July 25.

**We'll meet at Wal-Mart in Georgetown (I-75 Exit #126 off I-75). Plan on getting there at 7:30 a.m. We'll need to be on the road by no later than 8:00.**

We'll drive the same route we took last year (143 miles of curves), a 3½ hour commute via the twisty fun roads. That gets us there about 11:30 so we can have the better part of the day to check out the 500+ anticipated Porsches attending.

Show up with a FULL TANK of gas and an EMPTY

BLADDER. PLEASE do this before you get there. We will make one stop in Northern KY about 90 minutes into the drive.

We will drive up and arrive as a group. Stay as long as you want and depart on your own schedule. The direct route back is 108 miles and mostly interstate.

Send me an e-mail or give me a call if you plan to make the road trip with us. If going, while not a requirement to attend, I highly recommend you go to the website [www.porsches2oxford.com](http://www.porsches2oxford.com) and pre-register. Your \$25 registration fee is a real bargain considering it gets you a goodie bag including an event T-shirt, event poster, and on the list for prize drawings that go on all day long.

Join us. I guarantee you'll be glad you did.

To give you a flavor of the event, I'm ending with Chuck Glover's article from the Rumble last year:

**T**he Porsches 2 Oxford drive & event was a fantastic experience for us and something we are already looking forward to next year.

The route was filled with twisting roads lined with trees and scenery that provided a backdrop to our caravan that would rival any Porsche sales video. Watching the cars ahead of me flow through the turns as the sunlight reflected from the lines of each different Porsche model I occasionally had to remind myself I was driving, not watching.

The drive began right on time from Georgetown with 12 Porsches ranging from a fantastic 356 convertible to a beautiful green Cayman.

Tim took the lead and Jim volunteered to bring up the tail of our dragon. The weather was fantastic & the distinctive sound of Roberts air cooled 911 behind me cycling

through the revs kept my windows down for the whole drive.

There were a few missed turns quickly followed by messages over the radio (with some humor). We did loose David in his 911 as a left turn snuck up on him but his car later ticked cool along side the rest of the group in Oxford.

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

We stayed to watch the awards but mostly to participate in the tour through the Hueston Woods State Park. A leisurely paced drive celebrating the event that began just as the rain decided to fall.

Although far from the exciting pace Tim provided earlier it was a perfect ending to our trip.

—Chuck Glover

# Cars & Coffee

May 9th, The Coffee Pub

**This month:**  
June 20th, Coffee Pub, 9-10:30 a.m.

Thirteen members turned out for the first Cars & Coffee event, held May 9th at the Coffee Pub adjacent to Ramsey's on Harrodsburg Road.

Everyone parked in front of Ramsey's where the event was originally planned to take place, but because the Coffee Pub was open and Ramsey's was not, the group settled in at the Coffee Pub outdoor dining area.

Breakfast and service were very good, and with two issues of *Hemmings Sports & Exotic Car* making their way around the table, everyone enjoyed car talk, comfortable air and mo-

ments of sunshine.

Heavy conversation prevailed led by questions such as, "What are the specifications of a 964-based Cup car? I'm taking my father to the TN Tubs event. What's the setup like? How did you find this car?"

Following breakfast, the group adjourned to the parking lot where conversations regarding paint repairs and various technical issues of cars present and previously owned entertained some attendees until nearly noon.

Drive your P-car and join us on June 20th for coffee and tire kicking.







Drivers pictured with their cars are (top right) Gerald Cooper with his '06 Cayman S, Bill Fauconneau with his '99 Boxster, and Robert McClelland with his '69 911E.



# The **Kentucky Mistress** and Tennessee Tubs

‘Dad, Mistress and I have another adventure to remember,  
for whatever time we have left, to tell and retell.’

By **Jamie Donaldson**

**I**t was a dark and stormy morning, not a promising start for a Saturday of antique P-car adventure.

I was prepared to drive my 914 to Tennessee Tubs, and my Dad had driven down from Ohio the previous day to participate. He is the original owner of the 1973 914-4, and until I purchased it from him 6 yrs. ago (for \$1) it had been his garage queen, thus saving her from the typical 914 fate of “death by rust.” She is now called “Dad’s Mistress,” a time capsule in original condition, and this trip would roll the odometer over to only 50K miles.

Dad recently turned 89 and was primed for any opportunity for adventure, to roll back his memory clock to earlier days when he would remove the targa top and take Mom for a drive with the wind in their hair.

But now reality was a weather forecast of moving fronts and heavy rains, and we had decided to go rain or shine, although we both hated even the thought of getting Mistress soaked. I assured him I would give her a good blow dry in the garage when we returned, so the plan was in motion.

We met fellow BGR member David Patrick in his Carrera on the Bluegrass Parkway at 7:45AM, and headed this



Jim Donaldson stands alongside his “Kentucky Mistress,” the 914-4 he bought new in 1973, now owned by his son, Jamie, seated behind the wheel having just arrived to let his father out at the Tennessee Tubs BBQ and Concours held at the farm of Cal Turner,

unlikely two-car convoy West. David had agreed to keep cruising speed below 80 MPH at my request, and he was a faithful leader, or did other drivers see a little green car chasing a sleek silver car down the highway?

We encountered a few rain showers and light traffic until we merged onto I-65 S, then the traffic density increased significantly. As planned, we made a stop at the exit 22 Shell station, only to find that the other P-car gang had been using a central time zone schedule, so we pressed on South toward Music

City.

This was the first time I had transferred my portable GPS to use in Mistress, and it worked just as well as in my Cayman, obviously a modern miracle! We arrived at the TN Tubs location without drama, and the sun broke thru the clouds as we parked down the lane of various P-cars assembled on the hilltop. As expected, our early gang was there to greet, then the real auto examinations began.

As I walked thru rows of 356’s of all vintages and colors, I was struck by the thought that

most of the assembled cars were older than mine for a change, and it was humbling to see such evidence of the loving care they had received.

In addition to the 356’s were many other Porsche flavors, from early to state of the art, and in all levels of tune and preparation. Some like the RUF’s looked like power monsters when compared to their earlier brethren, and it is this story of engineering evolution which adds to my enjoyment and respect for the Porsche brand.

# The Kentucky Mistress



Jim Donaldson inspects a Speedster on display at the Tennessee Tubs BBQ and Concours held at the farm of Cal Turner, III, on May 16th. In the background is David Patrick who traveled with the Donaldsons in his '06 Carrera.

Dad and Grandpa D. were engineers, and I grew up in an environment that nurtured my appreciation of a PDM, Precision Driving Machine.

About noon it was time for "bar-b-que" with fixin's under the big white tent. Delish after such hard drivin' and lookin'! As we were finishing the food and assorted tall car tales, the rain bucket overflowed and there was a mad rush to close car windows, mine included.

The concours awards were presented, and as the rain subsided many headed their rides for the roads to home.

Dad, Mistress and I hit I-40 about the time that the bottoms of heavy rain storm clouds fell at once, and our only protection

from drowning were the 36 yr. old gaskets and seals all around us! But I had packed a few towels for such an occasion, and we passed thru Nashville and merged onto I-65 N in the flood, thankful for those new Michelin Pilots under us.

The rain subsided as we drove North, and gradually the sky brightened with peeks of sun here and there. We were sailing along with the flow of traffic at about 75 MPH when I heard a sharp "POP," and in the rearview mirror a trail of BLUE SMOKE! I immediately pulled to the side of this very busy highway and rolled to a stop, only to find a trail and growing puddle of blue transmission oil forming under the rear of the

crippled car. That was it- no more driving Mistress today.

Somewhat fortified by the knowledge that I had recently renewed my AAA Plus coverage, I dialed the AAA-HELP numbers, but could barely hear anything but cars and trucks roaring by. Then good Samaritans arrived in a Camry Hybrid, Mark and Mary Doerr to our rescue, with quiet and A/C!

The tow truck arrived in about an hour, and as they dragged my wounded girl up onto the tilted bed, a flood of oil spilled out of a now visible quarter sized hole in the side of the transmission case. She had spilled her guts for us, and I was both heart-broken and somewhat relieved. At least I

now had an indication of the cause, and a dropped valve, broken cam or some other major engine failure could have been much worse, maybe?

We sent the Doerrs on their way with many thanks, and climbed into the truck cab for the final leg of the journey up the BG Parkway to home. The driver was an agreeable host, knowing that I had his expenses covered, and deposited the 3 of us in the home driveway only 3 hrs. past ETA.

Poor Mistress, sitting alone in the dark outside her home overnight, with wet carpet and puddles of water in places I know from experience.

But Sunday was sunny and warmer, Dad headed back home to Ohio, and attention to drying aided by the breezes soon had her carpets, padding and puddles dried out. Then Monday morning another tow truck delivered her safely to Dan at Stuttgart Motors, and she is in good hands that already know her only too well.

Although the story is not yet concluded, the outcome much different than I had intended, Dad, Mistress and I have another adventure to remember, for whatever time we have left, to tell and retell. Of such is woven the fabric of our family, and future holidays and vacations will have new material which adds to the richness of our lives.

"Dad's Mistress" will run the roads again, and we will have more adventures to recall before our travels end. Good night old girl, and I slept well.









## **Classified Advertising**

*Free to members!*

**Send photo, description with price and contact information to  
BGS.PCA.Rumble@gmail.com  
Deadline last day of each month**

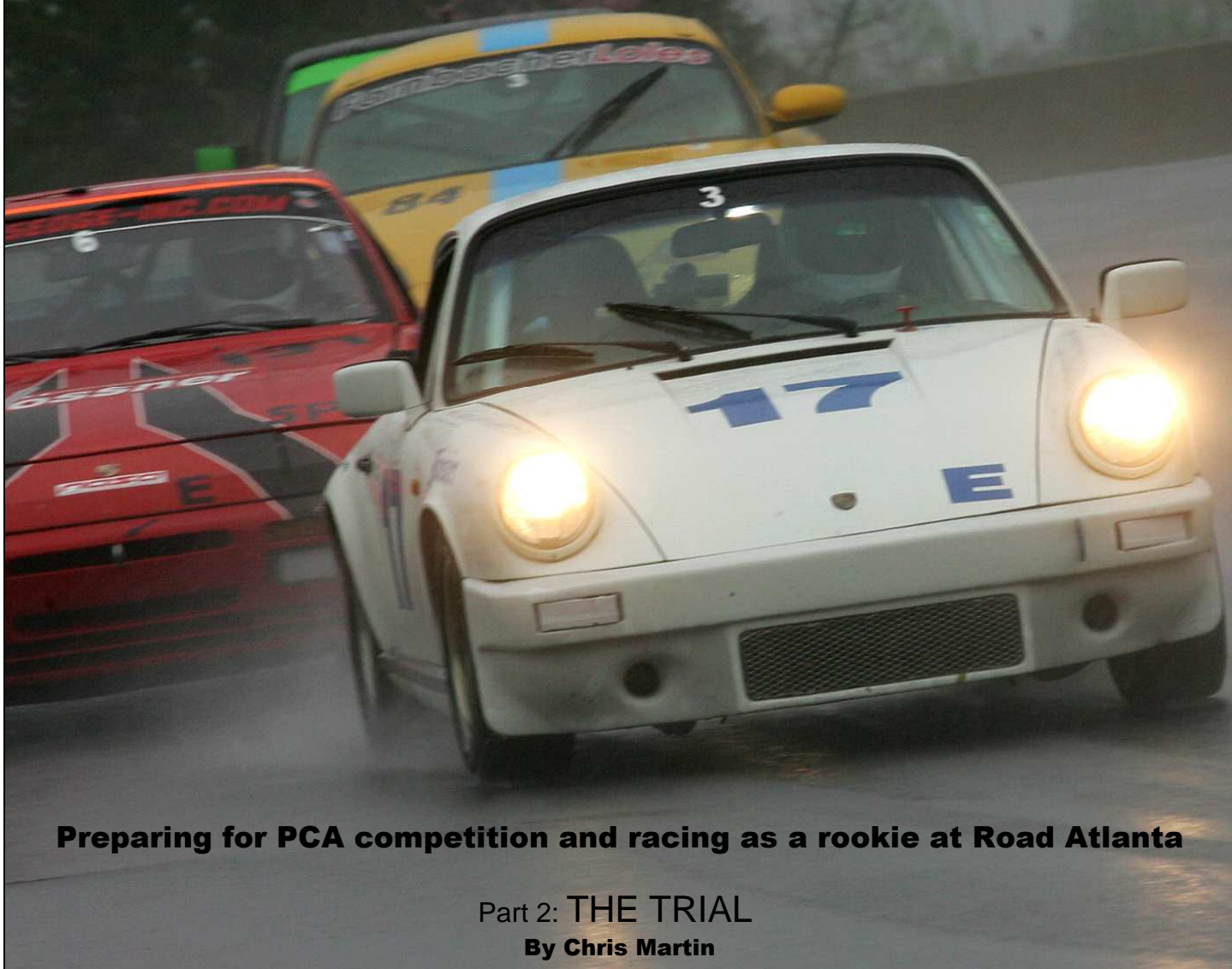




Bowling Green PCA member Richard Hughes videotapes the event to provide winter entertainment for club members.



# Trial by Five



**Preparing for PCA competition and racing as a rookie at Road Atlanta**

## Part 2: THE TRIAL

**By Chris Martin**

---

**On three hours of sleep after a rough night at the fire station, I loaded my trailer and drove seven hours through the rain to Road Atlanta.**

---

Part of the rookie weekend is having a mentor, and I was lucky enough to have one of the top racers in my class offer to be mine.

We met at the registration area at the track then he showed me the spot in the paddock he had saved for me.

It was raining hard and the forecast wasn't looking good. Luckily he had an enclosed trailer which would be our shel-

ter from the elements all weekend.

I attended the required rookie orientation meeting that night and finally got to my hotel room at 10.

All rookies are required to complete the three sprint practice sessions and the sprint practice start without incident in order to complete the rookie school.

It hadn't stopped raining



## Trial by *Fine*



since I arrived but I was due on the track at 8AM Friday morning. I knew if I went off the track, hit a wall, or hit another car I would be done for the weekend and going home without having earned my racing license.

Luckily I had invested in racing rain tires and they were installed on my car ready to go. I got into the car and couldn't see out the window because of the fog and condensation. I wiped all the windows as best I could but still could barely see out the windshield.

Unlike just about every race car out there I still have heat in my car so I directed the hot air onto the windshield and headed for the grid.

They waved me onto the track and off I went squinting into the downpour. I hadn't made it half a lap when cars started blazing past me seemingly going faster in the wet than I could in the dry.

It wasn't long after that I saw a standing yellow from the flag station which meant caution/no passing and soon I saw a tow truck out on track. There was a car into one of the concrete

walls and I could see the puddle it had gone through as well as where it had slid through the grass before making impact. The driver was fine, they hauled the car off, and I finished the session without any incidents, glad to be pulling into the paddock with my car in one piece.

The next two practice sessions were similar with pouring rain, limited visibility, and more cars getting towed off the track.

Then came the practice start and fun race which was very eye-opening.

We went around the track very slowly in 2<sup>nd</sup> gear in pairs and when we crossed the start/finish line the green flag dropped and everyone took off. I couldn't see twenty feet in front of my bumper because of all the spray coming from the cars ahead.

I was just hoping someone would put their brakes on so I could see something, anything! As I approached turn 1 everyone slowed down, and I was finally able to see.

The rest of the session went well, I had completed all the

required rookie sessions, and was cleared to race on Saturday. We would start with a warm-up, then a qualifying session, and finally two sprint races in the afternoon. It was still raining.

I woke up Saturday morning and it was still raining. I completed the warm-up then went out for the qualifying session. During qualifying you basically go out, heat your tires up, do the fastest lap you can, and

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**There was a car into one of the concrete walls and I could see the puddle it had gone through as well as where it had slid through the grass before making impact.**

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**I had  
completed the  
weekend  
without any  
incidents, my  
car had run  
great, and I  
had some new  
Porsche club  
friends.**

---

come in.

I went out, did one lap, and there was another double yellow flag. As I came over a rise on the back straight I saw a tire in the middle of the track, then a bumper a little further down, then up against the wall yet another car. The driver was OK but the cleanup took most of the session and we were black-flagged back into the pits. The session was over.

My one qualifying lap had put me 17<sup>th</sup> out of 31 cars. Both afternoon sprint races were in the pouring rain, and I survived them without incident. The forecast for Sunday was looking better, and I was anxious for some dry laps.

By Sunday morning it had finally stopped raining and other than some wet patches here and there the track was dry.

Everyone in the paddock was busy removing their rain tires and installing brand new racing slicks. I took off my rains and put my used Hoosiers on.

We had a 30 minute sprint race in the morning then a 90 minute enduro in the afternoon. I had never driven on the track for more than 30 minutes, so 90 sounded like it was going to be tough, but it went by very quickly.

I drove for about 55 minutes,

took my required five-minute pit stop, then finished the race.

As I loaded my car onto the trailer a guy came up and introduced himself. He had a big smile on his face and asked if I had been driving #17. I said yes and he told me he had followed me for at least 10 laps trying to pass me and that it had been a blast. We shook hands and I told him I hoped to see him at Mid Ohio in May.

I found out later I had come in last in my class and 32<sup>nd</sup> out of 47 who started the race.

By that point I didn't care what place I had come in or who I had beaten or been beaten by.

I had completed the weekend without any incidents, my car had run great, and I had some new Porsche club friends. I was going home with a PCA racing license and by my standards the weekend was a success.

My mentor Doug Crossman told me how proud he was that I had completed my rookie weekend in what he called "the worst conditions I have ever raced in."

## Thanks!

I would like to thank all of the following people for inspiring me, helping me, giving me parts, loaning me tools, working on my car, taking my money, and answering my countless questions:

Jim Brandon,  
Anthony Cristello,  
Doug Crossman,  
Sarah Dawson,  
Bob Dawson,  
Garrett Guess,  
Gary Hackney,  
Larry Herman,  
John Hora,  
cousin Dicky Martin,  
Joe Martinez,  
Benson Miller,  
Ken Partymiller,  
Danny Puchalski,  
Julie Puchalski,  
Paul Purcell of Paul's Foreign Auto,  
Richard Lane,  
David Ratliff,  
Curt Richards,  
Robert Salley,  
Jack Strifling,  
Larry Woods, and  
Tony Young.

I hope I've inspired some of you to join Jack and me in PCA club racing, and if you have any questions please don't hesitate to ask.



—Chris Martin

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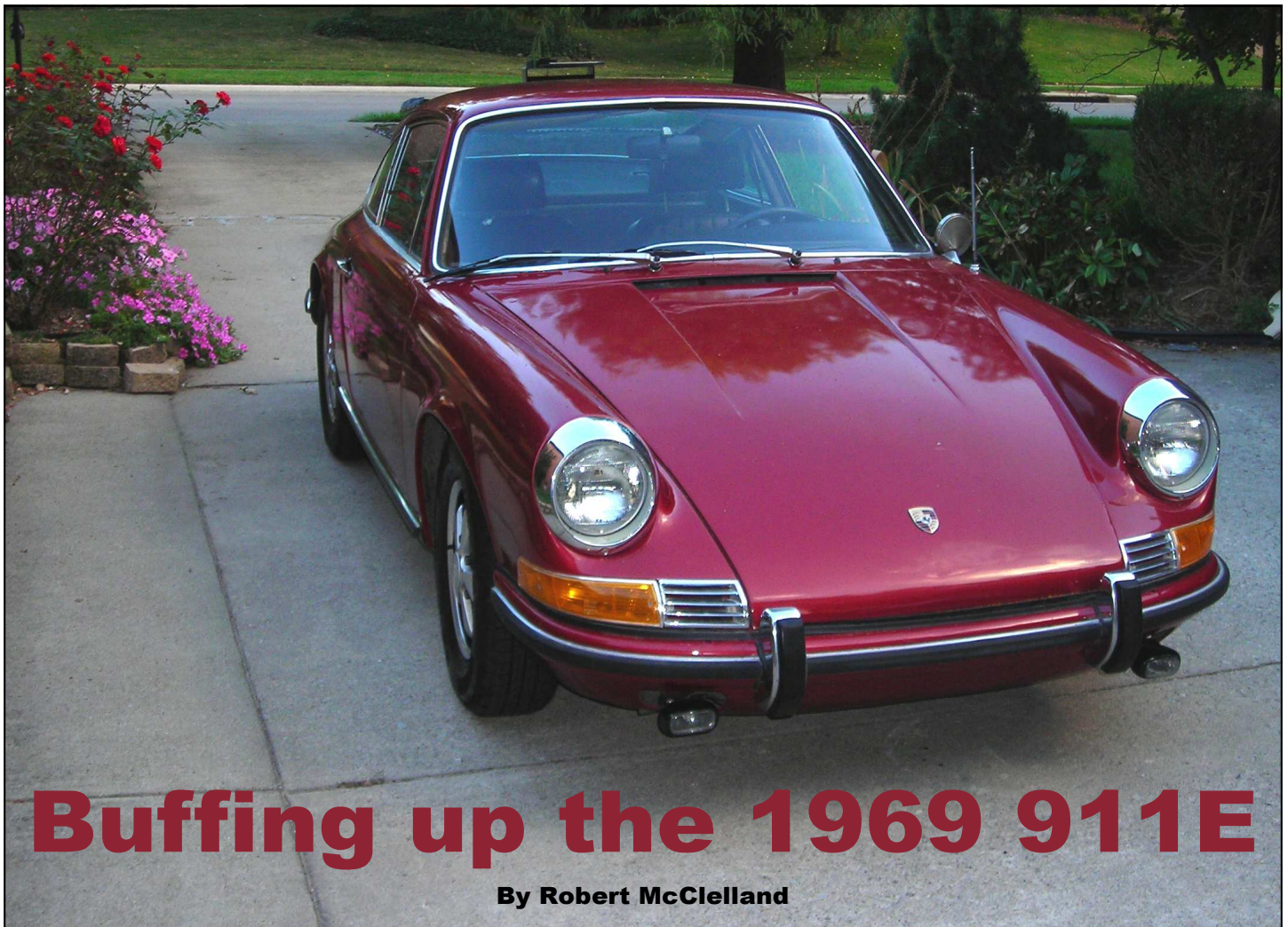
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**PORSCHE**





# Buffing up the 1969 911E

By Robert McClelland

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**I bought my  
1969 911E  
because I  
wanted it.  
I can't give a  
better reason.**

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I bought my 1969 911E because I wanted it. I can't give a better reason. I didn't "need" it, as I have a very nice 1986 928S/2 that satisfies my "need" for a Porsche and my desire to own a car that others could appreciate and find unique. No, I just wanted it.

Thirty years ago, my third Porsche was a 1967 911S and it was everything you would think it was. The cams do make a difference. I also had a very nice 1977 911S Targa in the 80's. Three years after I sold it, I received a call from a fellow who had just purchased it and he wanted to thank me for having done all the necessary upgrades, such as updating the chain tensioners. It really

was babied, though. The '77 was very nice with its removable top, air conditioner and full leather interior. But it was a very different car from the '67S. There is simply something unique about early 911's that cannot be felt from any other seat. So when I saw Brian Cunningham driving a yellow '73T one afternoon near POL, I was again tempted. Brian had two early 911s and wanted to sell one to combine the investment. The other was the '69E. It had been sitting outside at Stuttgart Motors waiting for Dan to go through it.

I love yellow early Porsches and Brian warned me that Dan would try to convince me to take the '69. He did, too. "No rust," he said. "You just don't

see them like that anymore." The '69 was dark red metallic [its official color when I got the Certificate of Authenticity]. But it was very short on detail. Body seals were missing, or over-sprayed, tires looked like they were from Wal-Mart's truck section and the interior carpets were out. The front windscreen had a star crack. Both front and rear window seals leaked and needed to be replaced or the car moved inside immediately. There was a puddle of water in the back right jump seat.

I usually look for potential and found it very promising in this car. I did not want a Concours early 911. My 928 is a low mileage car and I am too tempted to keep it that way so I find that it stays in the garage

too much. I wanted a car I could drive without fears of stone chips and concerns for getting caught in the rain or snow. But I wanted it to represent the breed well. I work too much at the office so it was to be a project car, but, a project that was running when I went out to the garage. Dan was right, though, "No rust."

When I first went to look at the car, Dan tried to start it. He ground the starter until I thought the battery would need to be charged. No comment from Dan. As it turned out later the fuel injection needed some serious attention. But it did seem to run fairly well once it hit. The shop bill from a small Porsche shop in Utah indicated that the engine rebuild had only about 7,500 miles. Brakes had been re-built along with the pedal cluster and transmission, although a 4-speed, was smooth with no noise. What I wanted most was to avoid having to immediately invest in the mechanics of an early [or any] 911. So, I felt relatively safe with this car if I couldn't get one I was intimately familiar with. I do tend to make the necessary amendments to keep my toys healthy.

My initial list for starters was as follows: Adjust the mechanical fuel injection for easy cold starts, new tires, fresh carpets, correct body seals [installed or replaced (renewed)], windshield, front and back window seals, dash cover [this was really bad], seat belts (retractable), 5 speed transmission, chain tensioners [I couldn't believe they didn't do this when they rebuilt the engine], paint the trunk lid which was in serious need of stripping, new seat upholstery, and the overall the paint needed love (lots of love) but it looked like it had possibilities. I thought that maybe in five years I might invest in a good paint job.

The paint was a cheap job, I could see the circles showing through from the lower layers that had been sanded through to prepare for what was sprayed on top. But over-spray always bothers me as does "orange peel," although I have seen Porsche factory paint with orange peel. I knew this was one place that a little elbow grease would go a long way.

I bought a book at Barnes and Noble and went to work. Actually, I bought three books: HP Books: *Automotive Paint Handbook* at B&N; *Professional Tips and Techniques for Touch-Up & Dent Repair* ("do-it right) purchased at "Half-Price Books" where they have a very good selection of odd, out of print car nut books; and *Griot's Car Care for the Perfectionist!* (the manual that comes with

missing or over-sprayed and by doing so, magnified the need to address the paint. It simply needed to be smoother and the edges that were created by breaking overspray needed to be sanded and colored.

I was most concerned with the hood. It was just badly done. Its shortcomings detracted from the entire car. I could own a '73 RS and this hood would keep the world away. I was determined to strip it and learn to spray paint by the numbers, unless.... I could get a shop to do it for less than \$300. [My time is worth something] I called one shop and got a quote of \$800. I think when they heard "Porsche" this shop knew the difference between "porch" and "Porsche." But I knew the difference between \$800 and doing it myself

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**I was  
determined  
to strip it and  
learn to spray  
paint by the  
numbers,  
unless....**

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their orbital buffer starter kit.) I won a \$25 Griot's gift certificate at "Porsches 2 Oxford" three years ago and I confess that I am hooked on their catalogue (and "speed shine" spray).

With the help of Performance Parts and Stoddards, I replaced all of the body seals that were

with the help of Harbor Freight and HP Books: *Automotive Paint*. But I also thought I would give a pro one more try, so on a Tuesday I loaded the hood into my wagon and on the way down town stopped at Tags Body Shop. I had no experience with Tags but I also knew that if the paint on the



hood looked like art work, then the rest of the car would need to be painted and there would be no end. The bid: \$350 and completed in three days. The hood was left with them. I recognized that if I could have my car back on the road by the

sand” would do. I was impressed. It was totally smooth. He said, “Paint is thicker than you think.” He also said, “If you don’t let me fix it, I’ll come and get it from your house.” I had read that in my books but until that moment had a little trouble with the idea.

Two months later, I did take it back to see if he could improve it. He could and did. He kept it a day and it was once again art work. Now I had to do something to the rest of the car. So I did. I set out to wet-sand it myself. The entire car would get attention (except the hood, of course). My books encouraged me with “it is not as hard as you think.” And it isn’t if one is patient. I set out in the driveway one Saturday morning, to work as long as it would take. It took me seven (7) hours (the “first” [emphasis] time). I ended up doing this twice and may go over it a third time. I learn a little more every time.

When I told Phil Doty what I was planning, he cautioned me to sand only in one direction (lengthwise). I did and it was very effective. Here is what I did:

I had a hose in my one hand with a constant dribble stream on the area I worked. I also used a little detergent in a bucket of warm water. The detergent helps keep the residue lubricated. I used 1000 grit sand paper first and finished with 2000 grit. Any area with orange peel got some 800 grit to begin with backing off with finer grit as I went. I was careful with edges because it is apparently easy to sand through the paint at an edge. Any edge of a cracked overspray (such as at the edge of a replaced seal with overspray) was sanded with some 600 first, then working out again to a fine finish. I simply used my hand to hold

the special black wet-sand paper. This was available at any good auto body shop and paint store. As I look at it under fluorescent light, I am going over it at least once more.

When the sanding was finished the surface was as dull as could be. What had I done? But I used Griot’s polish #3 with their orbital buffer after the sanding was completed and the shine came out like gangbusters. Then a coat of Griot’s Best of Show wax and I was as happy as I could be.

I had gone to the Sherwin Williams auto paint store on Palumbo Drive to get a small aerosol paint can for touch-up. They matched it up well with my paint that Tags had used. I wanted to spray a couple of rough, uneven areas and it worked well. Although the car already attracts its fair share of attention, as I hinted earlier, I think another session with this paint project will make a real difference.

The 911 made for great company to the Parade in Charlotte last summer. My kids enjoy driving it and choose it before the 928. I think it may be pointed to Colorado this June. Larry Woods and I are slowly going through a 901 /5 speed for it and hope to have it in sometime before summer.

The 928 air conditioning is tempting though when I think about crossing Kansas.

In a later article I will list the numerous other projects this fine example of an early 911 has experienced. But that is a look ahead. This paint project is one that we all can do and trust our talents to. It will take that old oxidation out of some tired paint.



## **Robert McClelland**

**1960 356  
Super 90 coupe**

**1966 912  
(cams, upgrades,  
Webers and 8000 rpm)**

**1974 911  
(off the showroom floor)**

**1967 911S  
(radar tested by WV  
state police at 137mph)**

**1972 914 1.8**

**1977 911S Targa**

**1986.5 928S/2 (5 speed)**

**1969 911E**

weekend, it was worth an extra \$50.

When I picked up the hood, it was art work. They had sanded it to a smooth finish and puttied the deeper spots, then sprayed the top. After I finally got the hood on and adjusted (an article in itself) I drove it for three weeks. After the third week, I noticed that as the paint cured, some sand marks were becoming visible through the cover coat. Over a two-month period, more sand marks appeared and eventually I drove it over to Tags and showed them the interesting developments. I really didn’t want it repainted, it was fine considering what it had been and actually, as I mentioned, a great paint job on the hood made the rest of the car look worse than it had.

But the owner was adamant he wanted me to leave it with him so he could sand it out. I doubted it was possible and said maybe later. He had one of the technicians get some 800 grit paper and a bucket of water and he showed me what a “wet-

# Cars can live Forever

By Paul Elwyn



**O**lder Porsches have worked well for me, but in looking back, I probably enjoyed good luck mixed with common sense.

Well, good luck, anyway. Still, the cars have earned a reputation for being durable. Add to that reputation the dedication of owners who spend money and time to ensure the cars deliver on the promise, and it's not surprising that we see many older Porsches on the road, looking good.

But as with any marque, there are examples to avoid and others that may appear nearly used up but are ready to perform with a little tender loving care. My mind protects me from remembering all of the details, including the asking price, but the ad on July 1, 1996 went something like this:

"For Sale, 1986 Porsche 911 Carrera sunroof coupe, 50,000 miles, must see. \$xx,xxx or best offer." The price was low, as in you would spend the same money for a car six years older. The pictures looked good. I was intrigued.

After two days of studying the online pictures and reading the description, I called the number. A man for whom English was a distant language answered.

A little artistic license reconstructs the dialogue:

"Hello, I'm calling about the '86 Porsche listed for sale. I would like to know more about

the car," I said.

"I understand."

"Has the car ever been in an accident or has the car been repainted?"

"This is not my car. I am selling the car for a friend. The car is very good. You must see it to believe it."

"So, is the paint original? What shape is the interior in?"

"Everything looks very good. You must see this car."

"How does the car run? Does it need any repairs?"

"Everything is good. You must...."

"Are you authorized to sell the car?"

"Yes. You must see the car. You will want to buy it."

I wasn't comfortable, but I had nothing better to do than to drive to Chicago and look at the car. I thought if it truly were good looking and drove well, I would find someone to do a PPI and run a background check. If it looked bad or did not run well, I would just chalk the trip up to research.

So, with cash in hand and the eternal optimism of Car Fever, we pointed the '87 535iS north and hoped for the best.

As soon as we pulled into the drive leading to the car, I stopped and said to my wife, "It's junk."

"You can tell that from here?" she asked.

"Yes, but we're here, so let's look it over."

As we approached the car, a



# Cars can live forever

gentleman walked out the back door of the house to meet us. When he spoke, I knew he was the same man with whom I had talked on the phone.

"This does not look good," I said as I stared at the worst paint I had ever seen. I don't know how many paint jobs were on that car, but the cracks in the paint were deep enough to hold a dime on its edge. The finish resembled tortured road surface.

Rubber seals that remained were cracked, but all door seals were missing. The black leather was badly cracked and tinted red on the bolsters to match the exterior.

The bottom of the engine was concealed by black goo, many years of oil buildup, perhaps, or ancient, black spray undercoating. Who knows.

I didn't bother to open the trunk or engine lid, and I didn't have the courage to test drive.

"This isn't what I'm looking for," I said, and headed back to the car.

On the road, I grew more annoyed with how the car had been misrepresented and began to say so to my wife who had been smiling at me for the past ten minutes.

"You should have known from the price that it was going to be rough," she said.

She was right, of course. I hate it when she is right, which is most of the time.

But you never know. Hey, maybe the owner had just been through an ugly divorce and had freaked out, climbed on his leaking BSA and run away,

leaving the nasty 911 behind.

Maybe the owner was in prison and had to sell everything he had left for his appeal?

A week later embraced by cool morning air, I stared at a 113,000-mile white 1979 SC sunroof coupe with rear factory spoiler, black partial leather with squashed driver's seat, and 6 & 7 inch Fuchs.

It was properly lowered and sounded good when the owner had exited I-64 to dive down the exit ramp to within three feet of my feet, spraying gravel that found its way inside my shoes.

The white paint was flaking off the hood, but the white paint underneath looked factory slick and undamaged by any pre-paint preparation. A car wash might wash away the bad paint to leave a flawless factory finish? Come on, work with me, here.

A three-digit number was displayed top center on the windshield. The tachometer was rotated so redline was at

noon with a red piece of tape marking redline. A DE ride.

I drove the car, and it felt good except for the sloppy shift linkage, the flat driver's seat and warm A/C.

White paint overspray faintly covered the dash and instruments. Other than those issues, the car looked like it would do the job and look decent after a little rubbing.

We did the deal with the seller driving us back to his place in West Virginia from where I would drive home to Kentucky.

We entered I-64 at about 90 mph and moved directly to the left lane where we remained for the 50-mile drive to the seller's home. I don't think we dropped below 110 mph. He flashed his lights, cars pulled into the right lane, and he blew by with his right hand waving in the air to accompany whatever he was saying. The car was quiet and composed at triple digits and required only one hand on the wheel with little correction nec-

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**The cracks  
in the paint  
were deep  
enough  
to hold a  
dime  
on its edge.**

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# Cars can live forever

essary.

I thought, "How can this be a bad car to be running so fast with so little effort?"

I don't recall anything he said except his answer to my question: "Now that we have done the deal, is there anything that might scare me about this car that we have not discussed?" "Everything about this car should scare you," he answered as he downshifted to first gear before flinging us into a right-hander up a hill to his house.

The drive back to my house at legal speeds was uneventful. Two weeks later, I had wet sanded the body with 2000 grit paper to remove mysterious black speckles that would not polish out otherwise. Machine and hand polishing made the white finish look good. The body actually was fairly free of blemishes. The flaking hood paint sanded off without complaint leaving a presentable stock white finish that looked appropriate given the miles on the car.

The white overspray on the black dash wiped off with lacquer thinner, and all responded well to cleaning and treatment.

The instruments cleaned up like new, and I rotated the tach to the original position.

Foam stuffed into the left seat bolster at least gave the appearance of support.

Following routine service and an alignment, that 911 served well as my daily driver for two years in rain, snow, and on dreary days when I otherwise would have dreaded hitting the road.

Keeping the gas tank full provided a little better steering response in the slickest weather. The lack of cabin heat for the first 15 minutes of each morning was discomforting, but that 911 provided great service every day without a single failure.

I recall one morning on Bluegrass Parkway headed to Lexington loafing along at 80 mph wondering how it's possible for such an old car to feel so good, so full of character and satisfying on most levels.

For some reason I sold that car, to a retired nurse who loved it for many years. Her only mechanical glitch was the shift linkage that came apart, requiring little more than fresh

hardware and adjustment, she said.

I saw that car last year south of Danville, so someone continues to drive it. Lately I have been hungry for a project, and that car would be a good candidate, possibly, likely ready for some serious TLC.

The Chicago car I was afraid to drive possibly is on the road today drawing admiring glances and providing satisfaction to the owner. On the other hand, it may be alive only through the parts donated to better cars.

We see abused and neglected Porsches that appear to be beyond restoration, yet they often end up as pristine show cars.

Cars can live forever.

We mortals, on the other hand, aren't so lucky even with unlimited budgets. Given that sobering truth, we shouldn't be too critical of the oldies awaiting tender loving care; they, after all, likely will be running the roads long after we are gone.



**I don't recall anything he said except his answer to my question: "Now that we have done the deal, is there anything that might scare me about this car that we have not discussed?" "Everything about this car should scare you," he answered as he downshifted to first gear before flinging us into a right-hander up a hill to his house.**

## Rumble or Burgoo? That was the question

**Q:** From where did the name "The Rumble" originate for Bluegrass Region's newsletter?

**A:** According to Phillip and

Cheryl Doty, the first editors of "The Rumble" in 2003, the name was actually the second one selected. The first one was, courtesy of Cheryl, "Burgoo," since that was a uniquely Ken-

tucky food item, and consists of many different ingredients.

However, since it is not well understood outside our state, the current name, "The Rumble" was selected instead, as

being representative of the collective sounds of all those Porsche owners in Central Kentucky who wanted another Region in the state.



# TECH QUIZ

By Ken Partymiller



## June Tech Quiz

Match the Porsche models in the first column with the correct number of cylinders in their engine. The number of cylinders in the list may apply to more than one Porsche model but each model has only one correct answer. We are not looking for the obscure or exceptions, just the 'usual' number of cylinders.

1. \_\_\_\_ 356
2. \_\_\_\_ 550
3. \_\_\_\_ 901
4. \_\_\_\_ 908
5. \_\_\_\_ 911
6. \_\_\_\_ 912
7. \_\_\_\_ 917
8. \_\_\_\_ 924
9. \_\_\_\_ 928
10. \_\_\_\_ 930
11. \_\_\_\_ 934
12. \_\_\_\_ 944
13. \_\_\_\_ 956
14. \_\_\_\_ 968
15. \_\_\_\_ 986 (Boxster)

Place the # of Cylinders  
on the corresponding line.

2  
4  
5  
6  
8  
10  
12  
16

Extra Credit:

16. \_\_\_\_ 87
17. \_\_\_\_ 205

Answers: 1. 4 cylinder, 2. 4, 3. 6, 4. 8, 5. 6, 6. 4, 7. 12, 8. 4, 9. 8, 10. 6, 11. 6, 12. 4, 13. 6, 14. 4, 15. 6

Extra Credit: 87 = 4 (Kubelwagen), 205 = 16 (Maus tank)

*Editor's note: The answer to the last question in last month's quiz was dropped but should have read:*

**TRUE or FALSE**

10. The most powerful street Porsche is the Cayenne Turbo S.      Answer: T

# PROFILE

Say hello to the club with information  
about yourself and your car.  
[bgs.pca.rumble@gmail.com](mailto:bgs.pca.rumble@gmail.com)

We have no PROFILE contribution this month, so I'm filling this space with a shot of Ed Steverson's stunning 968 being washed at Porsche of Lexington's Spring Tuneup.



# Cars & Coffee

June 20th



**9:00-10:30 a.m.**

**Enjoy  
breakfast and  
tire kicking with  
Bluegrass Region  
at the Coffee Pub  
on Harrodsburg Rd.**





# Perceptions and Reality

**By Phillip Doty**

Porsche Club of America is the largest single marque sports car club in the world. Since the 1950s when it was started, it has been perceived to be many things, by many people.

Recently, PCA undertook a survey to learn more about its membership and its interests, and I thought I would pass along some of the findings, which may surprise you, as it did me. (Many of these conclusions are from the PCA survey, as well as the observations by PCA National Vice President Manny Alban at the recent Zone 4 PCA Region Presidents' Meeting, as reported in Ohio Valley Region's May 2009 newsletter, "The Bent Pylon." Some were also discussed in a recent edition of PCA management publication, Regionfocus, under the topic, "What's Hot, What's Not!")

## **Misperception #1: PCA members only drive old cars.**

52% own late model Porsches; 18% own Boxsters (out of over 52,000 families. THAT is a lot of Boxsters. You do the math!).

## **Misperception #2: PCA members don't buy new Porsches.**

44% of our members bought a new Porsche in 2005-2007.

## **Misperception #3: PCA members are just interested in Social events.**

Actually, Social events are only sixth on the list of interests. The list:

1. Technical information (75%)
2. Panorama (73%)
3. Region newsletter (61%)
4. Discounts (58%)
5. Drivers' Education events (56%)
6. Rally, Tours, and Social events (43%)
7. Club Racing (26%)
8. Autocross (23%)
9. Meetings (19%)

## **Misperception #4: PCA is a part of Porsche Cars North America, the US importer.**

PCA is INDEPENDENT from PCNA, with only four paid employees. While we exchange information on a regular basis, we do not supply PCNA with any information on our members, or their Porsches. Copies of Panorama are sent to the Factory on an information-sharing basis. By the way, the copies of Panorama ARE reviewed extensively in Stuttgart for information on how American owners are using their Porsches. Visitors to Stuttgart have reported seeing "dog-eared" and well-used copies of Pano in the executive offices.

## **Misperception #5: Panorama costs more to publish than any other car magazine.**

Panorama costs about \$10.00 per family, per year.

## **Misperception #6: Panorama advertising is PCA's largest source of income.**

The main sources are:

- Membership dues
- Panorama advertising
- Porsche Parade surplus (after sharing with host Region/Zone)
- PCA Club Racing
- The PCA Club Raffle (now held annually for a new Porsche)

## **Misperception #7: Members don't participate in Region events because they are snubbed or ignored.**

The survey showed the following reasons for not participating:

- 65% are too busy with other obligations (family, business, etc.)
- 23% don't know any in the Region
- 16% live too far away from the events
- 14% don't feel "welcome" \*\*
- 13% are shy or have "newbie jitters"
- 12% have other reasons.



**Phillip Doty**  
**PCA RPM Chair**  
**and Charter Member of**  
**Bluegrass Region PCA**

\*\* While this is relatively low on the list, every PCA member should make a special effort to welcome any new or transferring member to our Region.

The survey of course covered more areas than these, but the "perception" that PCA is really run by, or populated by "some old guys in plaid shirts, who believe the last Porsche was made in 1965," as was once told to me, is simply WRONG. Our membership is technologically astute, (98+% are on the internet, many use Twitter, Facebook, and RSS) and they DO purchase and own many newer Porsches.

So, the next time someone starts to tell YOU about PCA, you now have the information and opportunity to correct some "misperceptions."

Porsche

Mercedes

Jaguar

Land Rover

BMW

VW

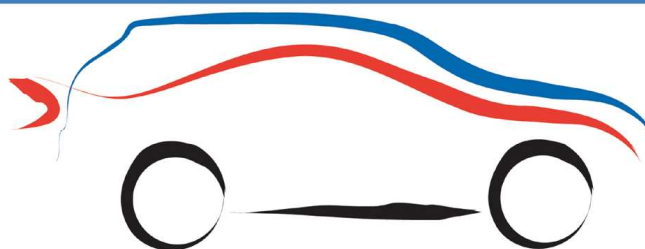
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# Bluegrass Region PCA

PORSCHE CLUB OF AMERICA

## Classified Advertising

**Classified Ads are free to members, free to anyone for Porsche-related items,  
\$15/month for non-Porsche items.**

### OK, spring house cleaning:

- I have located two (2) slightly used (< 2,000 miles) Pirelli Super Sport tires which were on my '87 Carrera. Size is 205/55ZR16. One tire has 8 mm at center tread, the other has 7 mm. These tires ARE somewhat out of round, due to a bad shock absorber that was undetected on the car until it was too late. There is enough tread left which can be shaved and still be usable. Good for spare tire, also. Cost is \$40 OBO for both.
- Poster, 25" X 36", Classic Porsche works intro photo of the 944. Dry-mounted, clearcoated, on creosote board. Some delamination at the corners. Easily repairable. Got a 944? You gotta have this. Long out of production. \$10.
- 911 door edge guards. Black. Pressure fit. Keep the edges from chipping. Easy to install or transfer later. Looked bad on my white 911. Will look good on your darker model. \$25 pr.
- Old posters: "Rennwagen Stuttgart" (race cars from Stuttgart) and "Sportwagen von Stuttgart" (sports cars from Stuttgart) Both show detailed side views of the significant cars in each category. Maybe your car is on there. Dry mounted, but both are slightly bowing. Both in nice aluminum frames. Posters are showing age, like this owner. Some stains, but no blood, I promise. Wonderful garage art, though. \$10. each
- Late 911 ('87-89) rear reflector. Smaller " P O R S C H E " script in red reflector. Installation possible. No cracks, chips, etc. From my 1987 911 when I upgraded to the reflector with integral fog lites. MAY fit earlier models. Replace that ugly cracked one on your car with this one from an O/C owner's car. Be seen. \$200.
- 924 Service Manuals. 4 volumes. In factory red binders. Complete set. (OK, some every garage has some really old stuff!) Make offer. No greasy stained pages, either.

All this is in Louisville, but can be delivered in near future, as I travel to Lexington frequently. Prices are "Or Best Offer." Except for the reflector. Well, maybe. Cheryl says it all has to go, or I go....

**Phillip Doty 502/244-0478**

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