

Bluegrass Region Porsche Club of America

July 2009

RUMBLE



Cover Photo
from 2009 Parade
by Mark Doerr

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RUMBLE

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President's Message

It's a busy month for Porsches!

First and foremost is the 6th annual Keeneland Concours on the 18th. Morgan is the featured marque this year, but there will be many other splendid examples of automotive engineering and preservation as well. Come out and support the Kentucky Children's Hospital, the concours' beneficiary. More concours information is available at <http://www.keenelandconcours.com>.

As usual BGS will have a Porsche paddock area; park (and browse!) among the other Porsches in attendance.

A fairly new event for us is Cars and Coffee, a morning Porsche gathering usually held on the second Saturday of the month. This month we'll meet at Porsche of Lexington at 9:30.

Our usual 3rd-Sunday-of-the-month social will be at a new venue for July; see elsewhere in this issue for details. We keep shopping around for the perfect place to hold this event. Pay attention; August's location may be different.

Porsches to Oxford (P2O) on July 25th is the month's other highlight; see www.porsches2oxford.com. The town of Oxford, OH closes its downtown streets to anything that isn't a Porsche, and they're expecting around 400 Porsches from PCA regions within 300 miles.

Thanks to Tim McNeely for leading the drive to this fine event again this year.

My SCCA responsibilities will keep me away from P2O this year. For dedicated rallyists, the local SCCA is putting



Gary Hackney

on a TSD rally also on the 25th. More info at www.ckrscga.org.

— Gary

Editor's Notes: A collection of voice can be all things, for all members

I hope you don't mind looking at Porsches, because this issue is loaded with images from several events, including the June Social that began at Porsche of Lexington, Ault Park Concours, Mid-Ohio Vintage Grand Prix, and Parade.

THANK YOU, Phillip Doty, Mark and Mary Doerr, Ed Stevenson, Tim McNeely, Ken Hold, Tom Jones, and Ben Prewitt for contributing to this month's issue!

Without member contributions, RUMBLE cannot exist. Well, it could, but it simply would not be as interesting, nor would it meet the spirit of the newsletter's mission, to communicate club information and provide an artistic, technical and aesthetic outlet for our members.

This is the third issue under my editorship, and although I am very pleased with the quality and quantity of member contributions, I also must say that with so many talented members, we are not anywhere

near our potential regarding newsletter content.

I'm curious, for instance, why no one contributed to the PRO-FILE feature again this month. Here is a space for members to say hello to the club with information about their car(s), themselves or family members, however they want to do this.

I'm open to suggestions, of course, so if you can show me how we can make this feature more palatable to members, let me know.

RUMBLE can be, in fact, all things for all members, if members contribute content. My job as editor is to encourage members and display their contributions in a manner that does justice to their efforts. I obviously am not as talented as full-time professional designers, photographers and writers, but I try to create readable pages that are attractive. Again, I'm open to guidance from members with more experience than I have.

You possibly have noticed that I continue to run my own writing, a series of articles I

wrote one week last August for Clark. My inspiration is Peter Egan, one of the best, if not THE finest moto journalist being published. Yes, I know, my work is far removed from Peter's, but the genre requires subject knowledge, audience awareness, a sense of humor, a philosophical bend, and a practiced craft of blending all of these elements into an entertaining work. Although I'm no Peter Egan and likely never will be, I had fun last summer writing, and intend to do more in the belief that if I continue to do so, my work may improve.

And what does all of this blather have to do with you? First, I'm no professional, but I am willing to work at my interests in the belief that even with inherent limitations, anyone can improve with practice and have fun doing so.

I have been told by members, "I'm not a writer." Hopefully, as an audience and as staff members of this publication we can accept one another's limitations and even celebrate one

another's efforts to share and enhance the Porsche ownership experience.

"Voice," in the most positive sense of the word, free of the negative, critical, bend of so much that we now see online that tears down rather than build up, can assume as many shapes as the individuals contributing. My efforts, such as "Safety" in this issue, may not appeal to all, and in fact may guide some as to what they would not do, and that's fine; no one can hope to be all things to all people through one contribution.

But the newsletter, itself, a collection of voice, can be all things, for all members.

Be brave. Step up. Write, photograph, reflect. Add your voice.

Let's build a newsletter that rocks, that builds individuals and Bluegrass Region PCA!

— Paul



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William Glover
Secretary

Board of Directors Meeting Minutes

*Porsche Club of America - Bluegrass Region
Minutes for June 1, 2009*

Location: Sawyer's Downtown,
Lexington, KY

balance \$6000

Call to Order: 7:00 PM

Board Members in Attendance: Gary Hackney, Ed Steverson, Paul Elwyn, Ken Partymiller, Mark Doerr, Mike Sheppard, William Glover

BGR Members in Attendance: Mary Doerr

Minutes from May 4: We have a quorum, Minutes approved.

President: Gary Hackney
Opened discussion of how to utilize the National PCA charitable subsidy. Motion to forgo application at this time for upcoming charitable events by Mark Doerr, Second Ed Steverson. Motion carried. Floor remains open for discussion of new BGS region charitable contributions. Email Consolidation and use of the nation registry has proved a success. Only 6 emails were returned invalid, those members will be contacted for address verification.

Treasurer: Mike Shepherd
Treasurer's report approved, current asset

Activities: Mark Doerr

Membership meeting moved to June 13 to coincide with the Member Appreciation Celebration. Motion to approve financial commitment up to \$500 for food and refreshments for the Membership Appreciation Celebration by Gay Hackney, Second Ed Steverson. Motion carried. Porsche of Lexington has graciously provided additional services and refreshments to kick off this event.

Cars & Coffee event scheduled for 9:00am June 20th at Coffee Pub on Harrodsburg Rd.

Porsche of Lexington to be the location of July 11th Cars & Coffee Parkette Drive In on New Circle Rd in Lexington selected for July social. Grayson's event scheduled for October 17th through the 18th

Newsletter: Paul Elwyn

Porsche of Lexington, Stuttgart Motors, Paul's Foreign Auto, & Abracadabra Graphics have pledged continued Rumble support for 2009. Submittal deadline for Rumble content is the last day of the previous month.

Meeting Adjourn: 7:55

MEMBERSHIP NEWS

No new members (zero, nada, zip) joined this past month. That's the bad news.

The good news is nobody dropped out.

Our membership stands at 123 Regular members and 84 family and affiliate members, making our total membership 207.

Also, please recognize the following Member Anniversary dates:

Phil Doty	1978
Stanley Cox	1999

Robert Howard	2005
Michael Brock	2006
Jay Million	2006
Bradford Bentz	2007
James Ferguson	2007
Steven Hopkins	2007
Ken Slone	2007
David Patrick	2008
Robert Rowe	2008
Joe Weiss	2008



Tim McNeely
Membership
Chair

CALENDAR OF EVENTS



Mark Doerr
Activities Chair

JULY

July 11, 2009: Cars & Coffee, 9:30 am, Meet at Porsche of Lexington 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. Come join us in the Porsche Paddock.

July 19, 2009: Membership Meeting, 5:30pm, Buddy's on East High Street at Euclid, Chevy Chase, 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. 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 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, 9:00 am, Meet at Coffee Pub 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

OCTOBER

October 5, 2009: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Sawyers. For more details contact Gary Hackney 859.684.4093

October 10, 2009: Cars & Coffee, 9:00 am, Meet at Coffee Pub on Harrodsburg Road for fun and lively discussion. For more details contact Gary Hackney 859.684.4093

October 17, 2009: Fall Drive to Grayson, Time 9:00 am. More details coming soon.

October 18, 2009: Membership Meeting, 5:30pm, Location TBA. For more details contact Gary Hackney 859.684.4093

NOVEMBER

November 2, 2009: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Sawyers. For more details contact Gary Hackney 859.684.4093

November 14, 2009: Cars & Coffee, 9:00 am, Meet at Coffee Pub on Harrodsburg Road for fun and lively discussion. For more details contact Gary Hackney 859.684.4093

November 17, 2009: Kentucky Speedway, Drive the Track Day. Spend \$40.00 in the gift shop and get 3 laps on the track. More details coming soon.

November 15, 2009: Membership Meeting, 5:30pm, Location TBA. For more details contact Gary Hackney 859.684.4093

DECEMBER

December 3, 2009: Lighting of the Distillery, Buffalo Trace, Frankfort. 5:30pm . For more details contact Ed Stevenson for details 502-320-2655.

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

December 13, 2009: Christmas Dinner and Membership Meeting. Firebrook Clubhouse. Time TBA.



Join the P2O drive to Oxford, Ohio from Georgetown Wal-Mart; 7:30 assembly

By Tim McNeely

For the fifth year in a row, I'll be leading a drive to the 2nd best Porsche Party in the USA (Parade gets the #1 vote)....Porsches 2 Oxford.

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.

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

From P2O organizers on July 4th:

With less than three weeks until Porsches2Oxford 2009, promoters announce that they are approaching 300 registered cars for this year's event.

Event planners report that registrations are running about 20% ahead of this same time last year and more than 30% of

those who have registered are first-time attendees.

"This year promises to be even bigger than last year: more cars, more sponsors, more door prizes (we're now going to be giving away more than 100 door prizes with a total value of over \$6000 – the odds of winning are better than one in five), more people's choice car show awards (over 60), and most importantly more money for charity (this year we are trying to raise more than \$7500 for the American Cancer Society)."

"The bottom line is that P2O promises to again be one of the premier Porsche events in the country."

"Your \$25 registration fee includes an event poster and event T-shirt as well as a great goodie bag. \$5 of your registration fee goes directly to the

American Cancer Society."

"The Sunday morning rally professionally managed by Scenic Road Rallies LLC still has a few open spots remaining. You can sign up for the rally on the P2O site when you register (additional \$30 fee for the Sunday rally)."

"Please consider joining over 1200 of your friends at P2O on Saturday July 25th."

Advance registration ends Sunday July 19th. On-site registration the day of the show does not include the event t-shirt and poster.



The next great event

By Ken Hold

Well it doesn't seem possible. A couple of Sundays ago I led a group of Bluegrass Region folks up to the Ault Park Concours. Seven years ago I had also led a Bluegrass Drive to the Ault Park Concours. Most of the folks who went with me then had never attended a concours. On the way back to Lexington, some of the folks decided that we needed to have a "car show" like that in Lexington. And that, fellow Bluegrass Region members, is how the Keeneland Concours d'Elegance got started.

One of our Bluegrass Region members, Tom Jones had had previous experience putting on feeder concours events for Peb-

ble Beach. Tom's passion and the Bluegrass Region folks' perseverance got the Keeneland Concours going.

It rapidly became obvious that the Bluegrass Region did not have the funds or dedicated resources to pull off a concours of the current size.

Tom recruited an expanded core team made up of mostly Bluegrass Region members and "gear heads" from other local clubs to put a unique concours together.

One of the unique ideas developed at Lexington is the incorporation of three shows. The center attraction is the 100+ judged concours class cars and motorcycles. The second tier of the show is the Car Club Paddocks. This is a "wash and show" spectacle that has displayed over 600 cars. The third tier is the area for Cars of Special Interest. This area is provided for event atten-

dees who want to park their Lambo, Ferrari, Aston-Martin, Triumph etc.

Basically you can gain 10 pounds on eye candy just walking through the event.

We are often told that another unique characteristic of the Keeneland Concours is the wide spread exhibition of Southern Hospitality. Several concours exhibitors spend lots of money to bring their cars to Keeneland just because they find the people at Lexington to be "just that friendly," and showing in Keeneland is a relaxing good time.

Well, five concours later and we seem to be doing it better.

Last year's concours was awarded a Top 20 Event in the Southeast by the Southeast Tourism Society. We also were awarded a Top Ten Kentucky Festival or Event by the Kentucky Tourism Council.

Attendance to the event runs

around 4,000+ folks. Over the past five years the concours has generated \$200,000 in donations to the Kentucky Children's Hospital and \$75,000 for National Public Radio. All donations from the Concours now go only to the Children's Hospital. Check out the article on how the Hospital is using our donations.

The event has come a long way! The involvement and support from Bluegrass Region members continues to make it happen. To check out all the activities for this year, go to the concours website:

www.keenelandconcours.com

If you have any questions, give me a call.

Hope to see you at the concours!

July 16-19: The 6th Annual
Keeneland Concours d'Elegance

A note from **Tom Jones**,
*Keeneland Concours Chairman and
Bluegrass Region Member*

**Dear Friends of the
Keeneland Concours,**

It's our 6th year for the Keeneland Concours d'Elegance—another year and another opportunity for us to showcase the world's finest and rarest of automobiles all displayed on the grounds of Keeneland Race Course, undeniably one of the most historic and beautiful settings in the country!

Our mission in this Concours adventure is to continually im-

prove with age, and with that, events for the 2009 year are shaping up to be creative, exciting, and sure to please. Go to the "Event Schedule" for more details of the Bourbon Tour to Jim Beam, the "James Bond" Gala, what vintage airplanes will be at the Hangar Bash and where the Tour d'Elegance will travel. Click on the "Reservations Form" or "Online Form" to reserve your space for these events.

This year's Concours d'Elegance will be celebrating the iconic British Morgan in com-

memoration of its 100 years of automotive history. As we are always looking to increase the interest and awareness of transportation in general, a motorcycle class was introduced last year to rave reviews, and this year, we are including an historic truck class. Add the 100 Concours automobiles, special automotive exhibits, and of course, the ever-popular Car Club Paddock, and there will be close to 1000 vehicles of distinction for your viewing pleasure! Click on the "Merchandise" button to buy past years programs highlighting these beautiful vehicles.

I know I speak for everyone associated with the Keeneland Concours when I say that this event has positively affected us

all in a very personal way. From the generosity of our sponsors and the dedicated individuals who labor tirelessly, to the loyal following of our participants, and to the outstanding group of automotive collectors, YOU have all helped us support our beneficiary, Kentucky Children's Hospital, and thus ensure quality healthcare for all of Kentucky's children!

THANK YOU! We hope to see you the weekend of July 16th - July 19th here in Lexington, KY!

—Tom Jones, *Chairman*



2009 Porsche Boxster Raffle
Prize drawing July 18th at the Keeneland Concours

**Limit 1,000 Tickets
\$100 per Ticket**

Benefits Kentucky Children's Hospital

See www.keenelandconcours.com for more details.

The Paddock Challenge is on; let's beat the Corvette Club!



Tim McNeely
2009 Chairman
Keeneland
Concours
Paddock Challenge

The Paddock Challenge through the years has raised substantial money to benefit Kentucky Children's Hospital.

Last year Bluegrass Region PCA's effort raised \$4,345.59 against our closest rival, the Corvette Club, who narrowly won the challenge with \$4,495.30.

Total money raised last year, including \$838 from British Sterling and \$505 from KYANA was \$10,656.89.

According to Ken Hold, the total charitable fundraising ef-

fort from the Keeneland Concours last year was \$75,000. Children's Hospital received \$50,000 with \$25,000 raised by the Concours and \$25,000 in matching contribution from the Commonwealth of Kentucky. WUKY received \$25,000 from the Concours.

Mary Colliver's message in this issue of Rumble clarifies the significance of our challenge to benefit Kentucky Children's Hospital.

Bluegrass Region PCA members Ken Hold and Becke Cleaver launched this fundrais-

ing effort in 2005, the second year of the Keeneland Concours. Bluegrass Region PCA want to do more this year to raise the bar in Paddock Challenge, and we need the support of Porsche drivers.

Not only has the Paddock Challenge raised significant funds, but the competition has been fun!

Through the years the Corvair club won in 2005. The Corvette club won in 2006 and 2008, and Bluegrass Region PCA won in 2007.

This year we once again will

set up a welcome center at the Porsche pad-

dock where we will be asking Porsche owners to consider a contribution to this challenge to benefit Kentucky Children's Hospital.

We hope you will join us in this charitable event.

Let's beat the Corvette Club!

— **Tim McNeely**

Kentucky Children's Hospital beneficiary of Keeneland Concours

By Mary Margaret Colliver
Kentucky Children's Hospital
Off ice of Development

Spectators at the Keeneland Concours, – once they are able to take their eyes off the spectacular cars – invariably notice the men and women with Concours hats. These are the people who are clearly in charge. Ken Hold, one of the organizers, describes others who work to make the Concours a success as untiring, energetic, and driven. Dr. Tim Bricker, Physician-in-Chief at Kentucky Children's Hospital, describes their work for the Concours to benefit Kentucky Children's Hospital and WUKY radio as simply "inspiring."

"The Concours board and their many supporters are extraordinary professionals and community leaders who make great contributions to the Bluegrass State in their daily work. In addition to those responsi-

bilities, they put their skills and energy together to organize and run the Keeneland Concours. The energy and drive of the board and supporters come from their dedication to this community and to the two beneficiary organizations, Kentucky Children's Hospital and WUKY radio," said Dr. Bricker. "We are honored to have their support."

In 2006 fortifying their commitment to Kentucky Children's Hospital, the Keeneland Concours d'Elegance Board chose to create an endowment for neonatal research. Henrietta Bada, MD, MPH, Chief of Division of Neonatology at Kentucky Children's Hospital, leads the endowment research.

"The physicians in neonatology are involved not only in the day-to-day care of the very sick newborn and premature infants but also in clinical research. Dedication to research is im-

portant if the doctors are to continue to deliver state-of-the-art care to the sickest children in Kentucky and the world," said Bada. "The endowment from the Keeneland Concours d'Elegance makes this possible."

Through the endowment, supporters of the Keeneland Concours d'Elegance are helping physicians and researchers in the Neonatology Division of the University of Kentucky and Kentucky Children's Hospital find answers to the following questions:

How can we prevent the brain hemorrhages that cause cerebral palsy and developmental delays in babies born prematurely? How can we help newborn infants with respiratory problems and difficulty in oxygenation through evaluations of new medications in the treatment of diminished blood flow to the lungs (pulmonary hyperten-

sion)?

How can we minimize the manifestations of chronic lung disease among premature infants who have survived after treatment of their immature lungs?

What can we learn about the natural maturation of the rhythm of sucking, swallowing and breathing in premature infants with lung problems or with brain damage so that we can provide early intervention for these children and help make positive long-term developmental outcomes for them?

In addition to support from the Keeneland Concours d'Elegance, the Division of Neonatology has been awarded research grants from various agencies including the National Institutes of Health.



Parade

By Phillip Doty

Keystone, CO July 4, 2009—

The 54th Porsche Parade concluded tonight with the Victory banquet, rounding out a week of fun, great weather, wonderful friends, and.... a surprise unveiling earlier in the week of the forthcoming Panamera Coupe, just for Parade attendees. More on that later.

The Porsche Parade is the annual convention of the PCA. It is a six day, total immersion into all things "PORSCHE." This year's edition was hosted in the winter ski community of Keystone Colorado (elevation: 9,500 feet above sea level!! GASP!!) and 90 minutes west of Denver. Approximately 1900 PCA members and family assembled there from as far away as Alaska. (I arrived a day early on Saturday to help with the Concours planning.)

On Sunday afternoon, I assisted John Takehara and Ron Gordon at Registration. We had, at that time, about 130 cars registered for that event, and careful planning and a wonderful computer program enabled us to track each entrant's Group, Division and Class flawlessly up to the awards presentation.

On Monday, I attended the Board of Director's meeting in my role as the Procedures Committee Chair. (More on that in a separate article.) The Welcom-

ing Party that evening officially started Parade off at the host hotel's Terrace. Friendships were renewed, hugs exchanged and talk turned to the current state of Porsche and the current financial crisis. Attendance is usually down for this start of Parade as the serious Concours entrants remain with their cars, deep in the hotel garages doing final prep for the next day's battle.

Tuesday: "O dark: thirty" AM arrives. This is rough, but I roll out and drive the dark mountain road to the Concours site, one which upon sunrise, rivals any Concours that I have ever attended for sheer breathtaking beauty: A golf course, all to ourselves, where the cars are framed by beautiful snow capped mountains, a spring lake and an endless expanse of green grass leading to heavily forested mountains. Approximately 95 cars did complete the three-mile drive to the Concours site. Former PCA President Prescott Kelly assembled 50 Historic Porsches for a display that rivaled the famous collection he put together for the Hershey Parade (100+ there). To add to the festive atmosphere, several Porsche TRACTORS were staged in front of the Historics. ("Schlepper" is the German word for tractor, so we "schlepped" around a bit that day.)

Just outside the Concours and Historics field were about 250-300 Porsches owned by the entrants who had placed the

cars on the field the day before and who rode the shuttle busses from the hotel to the Concours site on Concours day. Due to the single narrow road leading to the Concours site, this was the only way we could accommodate them on the field that day. (Think of some fancy valet parking scheme, just spread over two days.) At the end of the day, they were allowed to leave the site in their Porsches and return to the hotel.

While I did not partake in the Rally, I understand the views of Colorado were spectacular, but the course was difficult. Instead, I attended a Tech Session by John Paterek, PCA's Interiors and Paint Technical Expert, and caught part of the Tire Panel. (See separate article on the Interiors/paint tech session.)

The Concours Awards Banquet was held the day AFTER the event in the main convention dining room. This banquet has the horrible reputation of dragging long well into the next day, but experienced PCA emcee Mark Shevitz kept it moving along.

Betty Jo Turner, *Panorama's* 40 year editor received a well deserved recognition of her work with an insightful photo montage of her many years of service to the Club. This included photos of her over the 40 years, interviewing nearly everyone significantly connected to Porsche's manufacturing, development and racing accomplishments in Germany and the US. She was clearly



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

shocked by the award and was very nearly speechless.

Region of the Year, Enthusiast of the Year, and other national awards were also presented, along with speeches from factory personnel. Usually, either Hans-Peter, Oliver or Wolfgang Porsche represent the factory, but this year, each of them was staying in Germany, due to the financial crisis relating to Porsche's recent attempt to purchase a larger share of Volkswagen.

Instead, we received a wonderful speech and a surprise from Detlev von Platen, PCNA's new CEO, who is a real "car-guy." (*Panorama* will include the text, so I won't recap it here.)

A red GT3 on a ramp near the main speaker's podium helped frame the presentation and draw our attention.

Parade *continued*

Panamera Surprise!

The CEO from PCNA began describing the forthcoming Panamera four-door hatchback to be released later this year.

Then, to everyone's surprise, he announced that he had brought one to Parade, and low and behold, the curtain drew back and in drove a 2010 Panamera, driven by a PCNA rep, and in the back were the President of PCA Kurt Gibson, and his wife, Angie! Yee Haa!! Who just gave the kids the key to the candy store??!!

As they say, "the crowd went wild!" We were told we could touch, sit in, look at, admire, drool over and generally do whatever 1,800 car crazy folks do when given access to a dream car that the Porsche dealers have not even seen in person. PCNA reps told us that they would stay in the banquet room, for as long as was needed for everyone to see and sit in the car and to answer any questions.

Early comments from the attendees who examined the Panamera were incredibly favorable to the car: It is large, but not oversized. To me, the previous press photos do not do it justice, as it is a car that is better "in person" than in photos. I had forgotten the car is a four door HATCHBACK ! The trunk could engulf two sets of golf clubs. With room to spare.

The seats in the rear are actually like the bucket seats that we see in 911/997s, while the front and rear foot and headroom are very large. The largest PCA member could enter and

exit without bumping head, knees, or other vital body parts.

My good friend Bob Gutjahr told me that when the four doors were all closed and he was inside, the quiet was overwhelming. For a man with six Porsches in his garage, he simply said after climbing out, "I want one."

The Panamera will come in three versions, but the technical info on it is downright super-scary: 0-60 mph in the 4 second territory for the top of the line version. Boys and girls, that IS fast.... The brake calipers seemed to reach out from behind the wheels, enticing drivers to match wits with it.... I left an hour later, and the car was STILL "velcro'd" with PCA members, two deep....

The Panamera will come in three versions, but the technical info on it is downright super-scary: 0-60 mph in the four second territory for the top of the line version.

Yeah, Porsche hit a homerun with this presentation, energizing 1,800 Porsche ambassadors to go forth and spread the word about this incredible automobile.

Thursday was a slack day, for me at least. (Well, anyone would need a day off to recover from the Concours, the awards banquet, with the Panamera being the featured guest!) I visited the Parade Hospitality suite (free coffee, soft drinks, rumors, alibis, plus many Parade Sponsors' tables), and caught up with some friends in the afternoon to attend the Beerfest in the convention cen-

ter. This was a new event: a Parade logo glass beer stein for you to keep, hot pretzels, and two refills of your new stein.

That evening brought the Parade Rally Awards banquet, which was different; Entrants were encouraged to explore Colorado's many area restaurants for dinner, and then reconvene back at the Convention Center at 9:00 PM for "Desserts and Awards."

Ah, Friday, and the (in) famous PCA Tech & Historic Quiz. Another golden opportunity for yours truly to embarrass himself in front of all my friends!!! Well, maybe not that bad, but I did poorly, finishing 5th of 12 in the mid-911 class. (I SHOULD KNOW that my 911 has a 20 gallon tank, not 19.6!! AARRGGGHH!!)

This Parade included most of the scheduled tech sessions for the attendees immediately after the Tech Quiz. I was able to

penny, as it is a very detailed history of the company and its dedication to the "Porsche Way."

The Autocross Banquet brought us Bib, the (inflated) Michelin Man who assisted in the award presentation and photo opportunities. Some incredible times were posted at the Parade Autocross. I attended the last Autocross session, and personally, I was very impressed by the Cayenne SUV on the twisty course. The SUV did not lean much, had much more power and control in the corners than I had expected. It was very manageable by the drivers, and had a deep, throaty exhaust sound on the straight-away leading to the finish line. Most of the older "plaid shirt" PCA members who claimed Porsche should never have never made an SUV were not in attendance... Too bad. Quite a showing. Almost as impressive as the all white Cayenne Turbo S that PCNA had lent us for display that week at the conference center. As you walked up the steps to the conference center, it looked like a Great White land shark with its W I D E open radiator openings.... Yeah, I want one.... In white, of course.

Saturday is the final day of Parade. The Gimmick Rally was the hit of the day, although it was longer than normal, most entrants told me. The Volunteer Party, just for the many hundreds of Parade week volunteers, brought us a great lunch, lots of door prizes, and the sad realization that the Parade was winding down.

That night was the Victory Banquet. Not sure why it is called that. Perhaps to acknowledge that for those that survived the week, this was no small victory in itself. Several national awards were given out that night, including life membership for outgoing President Prescott Kelly and the Zone

attend sessions on "DIY or Use A Professional?," an unveiling of the new DVD, "The Porsche Way" by Porsche AG (Germany) (Excellent; **** stars!!), 911 Lubrication System Upgrades by Al Caldwell (a detailed study in how many places from which your 911 can bleed oil...). The "Porsche Way" DVD is available from the Porsche Museum in Stuttgart only, but based on the reviews, Sandr Myer from Porsche AG said she will push harder for more copies to be sent to the USA. Cost was not announced, but believed to be in the \$40 range. Worth every

Parade

continued

Representatives' Award for PCA Track/DE Chair Pete Tremper. Bob Miller, PCA's ambassador at the racetracks was also honored for his service to PCA.

Then, Leonard Turner, Panorama's photographer stepped to the microphone to recite the Irish Prayer, which is PCA's traditional informal benediction for a Parade. And, suddenly, the magic Shangri-La that is Parade week ended.

Next year Parade will be in St. Charles, Illinois, near Chicago. Dates are July 3-8, 2010. Details will be in Panorama in February 2010, but those familiar with the facility tell me it is resort. The Con-

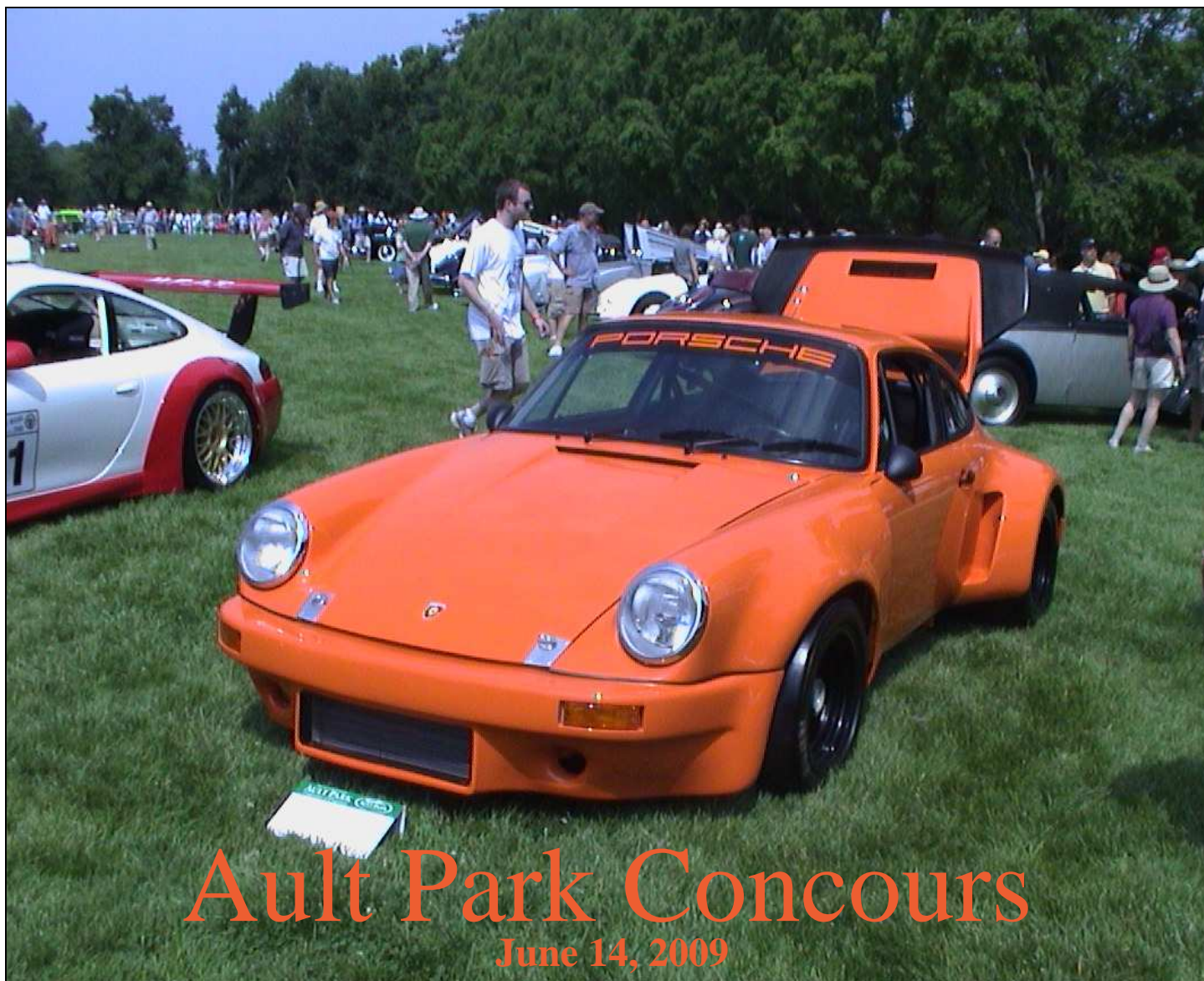
cours will be on site, not remote like this year.

Ten Bluegrass Region members attended the Keystone Parade. Perhaps this could be in-

creased significantly next year, given the relatively closeness of the venue?



Photos by Mark Doerr



Ault Park Concours

June 14, 2009

Text & Photos by Ken Hold

Okay! Whose idea was it to meet at 7:30 on a Sunday morning? And what could be a better meeting place than the Georgetown Wal-Mart parking lot? Well it was worth it!

We had a small but classy group motor up I-75 to Ault Park, Cincinnati. Six members made the drive in four P-cars: a Boxster, a Carrera 997, a Carrera Turbo, and a Cayenne Turbo S.

The weather was perfect and the drive was most pleasant. Driving up Observatory Avenue to Ault Park gave us a dis-

play of really neat older Cincinnati homes and neighborhoods. We got a fun surprise when our cars were met by Ted Hunter, Past President of the Ohio Valley Region. Ted got us parked in the most premium location. We were on the "Circle" immediately next to the main pedestrian entrance. It sure pays for the Bluegrass to keep good relations with OVR! Thanks Ted. Our cars got lots of attention from the folks entering the show.

And what a show it was! I guess it should not have been a surprise to see the biggest turnout of Porsches my last six Ault Park Concours. After all, the theme of the show was

"Excellence in German Design". There were certainly a number of fantastic examples of Porsche design. To name a few: a 2007 Cayenne S Transsyberia Winner (a favorite of mine), a 1964 904 Carrera GTS (a Lexington car), a beautiful 1974 911 RSR, and the list goes on.....

For folks who have never attended the Ault Park Concours, in addition to the Featured Marque they typically have several other groupings of cars. One usual grouping is the 40's thru 70's American Iron. There you see great examples of cars such as Stutz, Olds 442, Mustangs, Chevy's, big Fords, and Plymouths to name a few.

Then "up the hill" there is typically a display of classic big fender cars and early antiques. A special display this year commemorated the 100th Anniversary of the Morgan. Presented were 13 Morgans that ranged from the earliest three wheeled version to today's latest wooden structured vehicle. If you'd like to see these beautiful exotic cars close up and personal, the Morgan is the Marque for our July 18 Keeneland Concours.

What a day!!! What a show!!! If you missed it and you want so experience a super concours come on out to Keeneland.

Ault Park Concours

June 14, 2009 . Photos by Ken Hold



Ault Park Concours



Ault Park Concours



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Membership Appreciation, June 13th

Photos
by Mark & Mary Doerr



By Ed Steverson



What a day! The first Member Appreciation Celebration attendance was great.



We started the day with our friends at Porsche of Lexington. While there our car was washed and

we were fed lunch all compliments of POL.

After leaving the dealership we made our way to the scenic Old Frankfort Pike and traveled through Millville and past the historic Old Crow Distillery alongside the Kentucky River

and to our first stop at Kentucky Vietnam Veterans' Memorial.

After experiencing the memorial, the tour's next stop was Daniel Boone's grave in Frankfort's Cemetery with a beautiful vista of the Kentucky River, The State Capital, and Downtown Frankfort.

Next was the State Capital grounds and a quick photo with Porsche cars in front of The Capital.

We then drove through downtown Frankfort and across The Singing Bridge which was erected in 1894 and through St. Clair Mall while looking straight ahead to the Old State Capital where William Goebel the 24th Governor of Kentucky was assassinated in 1900.

Our final destination was at The Salato Wildlife Center where we enjoyed the sites of



Membership Appreciation



wild animals native to Kentucky, two fishing ponds and the tasty pizza of Rocco's Pizza compliments of our Porsche club.

The weather was perfect and many attended some or all of the events. It was a Celebration of our members and history of Frankfort and the State of Ken-

tucky.

Please thank the generous people of Porsche of Lexington the next opportunity you have.

I hope to make a Membership Appreciation Celebration an annual event.

Drive it!



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July 11th



9:30-10:30 a.m.
Enjoy
breakfast and
tire kicking with
Bluegrass Region
at Porsche of Lexington



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PORSCHE

Safety: Size doesn't matter, and other stuff



By Paul Elwyn

A neighbor once volunteered his opinion that all of my cars, including the C Class Mercedes sedan, were too small to be safe.

He drove an American truck-based SUV and a ¾ ton four-wheel drive king cab work truck tall enough to knock a school bus on its side.

I'm not certain his vehicles, although larger than mine, could crash better given the many variables in accidents, but

as a motorcyclist and car enthusiast I generally do not buy vehicles based on their ability to crash well.

I care about safety and try to be safe in my driving practices. When I ride a motorcycle, I suit up in \$1500 of safety gear regardless of weather conditions, and I do not wear my tires to the very outside edge in the twisties. I enjoy spirited driving in my cars but never to the point that I'm exploring the limits. I'm cautious, if for no other reason than I respect the nature of deer who are capable of flying out of the woods into

the road where they stop in front of the oncoming car. You know, the deer in the headlights thing.

To follow my neighbor's advice would mean that we all should be driving tractor trailers, the largest vehicles available.

The safety neighbor believes the best car is the one that crashes best. The irony is that he came down to my place to look at my motorcycles and to ask my advice, because he was considering buying a motorcycle. I didn't try to tell him that motorcycles do not crash well,

Safety:

Size doesn't matter, and other stuff

that any other vehicle on the road crashes better, that even a possum can take down a motorcycle.

This same safety-conscious neighbor tailgates, impatiently passes in double yellow zones and more than once risked taking out the right front quarter of my BMW to pull out in front of me in the subdivision. But that was cool for him, because his truck or SUV could crash well into a BMW sedan if necessary.

My neighbor still has not bought a motorcycle, thank goodness. He likely finally got past the look-at-me urge and thought about safety as he understands the concept, which is a good thing, because he was leaning to the cruiser type of motorcycle and shockingly admitted that he guessed he would buy a helmet but would not want to wear a full-face helmet. Hitting pavement face down without a full-face helmet is not fun, I imagine. Every time I have hit the pavement, the chin bar of my full-face helmet has been chewed up, saving my jaw in the process.

My neighbor's position on safety mirrors that of many people, and I understand and even quietly agree to some extent. But the entire dangerous vehicle/road paradigm is a curiosity. Every day we see scenic roads being replaced to become straight with minimal elevation changes and wide runoff areas. This approach to safety holds a grim conclusion for anyone who enjoys motoring and works at improving driving skills.

The ultimate scenario once all

technologies are in place will be automated transport in which computers handle all driving and navigation tasks. Imagine the interface with model year 2018 Porsches.

Driver: "Scenic drive in Sport Mode, Lexington to Deal's Gap."

Porsche: "Deal's Gap no longer exists. Please enter a new destination."

Driver: "Lexington to Robbinsville, North Carolina."

Porsche: "Thank you. Scenic drive from Lexington to Robbinsville, North Carolina, selecting the most exciting route available, the ten-lane-wide I-75 South, via Porsche Sport LogisticRam. Estimated travel time ten hours, 13 minutes in Hands Free Mode. You may touch the controls at any time to enjoy the sensations that are uniquely Porsche. All attempted driver interventions will be corrected by LogisticRam per U.S. Federal Safety Standards of 2018. For further information on how you can enjoy your Porsche equipped with LogisticRam, please consult your e-manual."

How cool is that? We still will be able to touch the controls and feel the magic of Porsche refinement, computer enhanced, of course, but to ensure safe transport, all "driver" operations will be controlled by Porsche technologies, compliant with federal standards.

All previous technologies from model year 2018 back will be obsolete and illegal for use on public roads, vehicles legally restricted to track use only, to be equipped with a DOT-approved GPS Safety Monitor to ensure owner compliance.

I'm confident that Porsche will make best use of the mandated technologies, but imagine what other manufacturers will

offer for the rest of the "driving" public, maybe a version of Microsoft SafeTravel software updated weekly for best performance featuring a wide range of interaction modes such as Safe, Safer, Safest.

These measures may seem extreme, but driver interaction (free will) lies at the heart of all public motoring challenges and must be addressed. But 2018 is a long way off, and maybe if those of us who care about driving begin today to work at improving the driving experience, we can postpone the inevitable. Whether the rest of the world will follow the U.S. example is unclear at this point, but certainly Germany, for example, exists as a historical model of common sense as applied to motoring.

German engineers in designing the Autobahn back in the 1930's understood the issues of driver interaction and boredom. They avoided the perfectly straight road and designed the Autobahn with sweeping curves to nurture driver engagement and to raise aesthetic value. Following this issue further, driving is an activity that requires practice. Driving in a straight line requires less skill than driving through curves.

Those who engage in Driver Education are way out in front of the safety issue. They know their car and personal skills better than those of us who have not been on a track at speed with an instructor. Perhaps we should look into legislating more aggressive driver education for the general public?

I can imagine what my neighbor would say regarding driver education on a track.

"Speed kills!"

Safety
continued on Page 29

**Porsche
LogisticRam:
"Deal's Gap
no longer
exists.
Please enter
a new
destination."**

An 'average guy' can have a really enjoyable motor racing experience, fairly economically, in *Vintage racing*



Vintage racing requires much time in the shade contemplating strategy for the next track session.

By Paul Elwyn

Maureen and I again “crewed” for Bluegrass Region PCA member and vintage racer Ben Prewitt at this year’s Mid-Ohio Vintage Grand Prix. As usual, we had a wonderful time with Ben and his wife, Gail, the “umbrella girl” who also times laps and takes pictures to record race weekends.

We also enjoyed talking with other racers and crew members. The Saturday evening dinner underscored the camaraderie of people who are competitors in a way that ensures exciting racing with utmost respect for the drivers and their special cars.

We backed up veteran crew member Jim Brandon who is well versed in essentials such as where to place the folding chairs to allow Ben to swing his racer back into the pit without having to use reverse gear.

The technical side of crewing for Ben, as we have observed

from several race weekends, requires merely checking oil and fuel levels, air pressures, and possibly charging the battery. Last year Ben experimented with different wheels and tires, requiring a little work which we missed by showing up late on Friday.

I’m not an expert on vintage racing, but for years we have enjoyed the atmosphere, the cars and the people of vintage racing, and I thought PCA members would enjoy hearing from a fellow member who can provide personal reflection on the sport. I asked fellow PCA member Ben Prewitt to share some thoughts.

He replied, “An ‘average guy’ (or slightly below) can have a really enjoyable motor racing experience, fairly economically, in vintage racing.

“That is, a car can be prepared for reasonably safe and reliable genuine wheel-to-wheel racing, against some beautiful and historically sig-

nificant cars, on some beautiful and significant tracks—for a surprisingly modest amount of money,” said Ben.

“Admittedly, I have made a point of buying cars at the right price and not spending much more than necessary to pass tech, but I actually enjoy the pursuit of these economics.

“Other would-be racers can expend more effort and expense to have prettier, or faster, cars, but that isn’t necessary to have a thoroughly good time.

“I think that it is a matter of

“In the case of the MG TD that I am building up, I may be subconsciously trying to keep a ride that looks appropriate to my graying hair and beard.”

— Ben Prewitt

Continued on Page 28



Jack Poteet, 70, of Morganton, N.C. stands with the 1962 Morgan 4/4 he pieced together 20 years ago. Jack continues to run a very competitive pace in Group 3, finishing in 5th place in the Optima Battery Sprint Race of the 2009 Mid-Ohio Vintage Grand Prix with a best lap time of 1:48.885 against the winning time of 1:45.331. He recently added aluminum wings to replace the fiberglass fenders because the alloy pieces simply seemed more correct for the car. The entire body, with the exception of the steel bulkhead, now is aluminum.

Vintage racing



With “umbrella girl” Gail Prewitt standing by, Bluegrass Region PCA member Ben Prewitt starts his 1964 Austin Healey 3000 MKIII for a practice session at the June Mid-Ohio Vintage Grand Prix.

diversity of personalities, but vintage racing seems to offer more opportunity for driving enjoyment, from any position in the pack, than most forms of motorsport,” said Ben.

“My low cost vintage racing has put me on historic tracks, such as Road America, VIR, and Mid-Ohio, alongside great cars, such as Ferrari GTO, Birdcage Maserati, Porsche RSK, Bugatti 35, etc...”

“The Bugatti driver was having some gearbox problems and tried to wave me by, but it was so pleasurable to watch him

circulate VIR that I kept my Sprite about fifty feet behind him for most of a lap.

“I have met notables, such as John Fitch, Brian Redman, David Hobbs, and Peter Egan. And, of course, the other racers and their crews tend to be interesting and pleasant people, with a mutual interest that makes for easy conversation—witness Jack Poteet, our Morgan driving buddy, and his friend/crew chief.

“Gail and I have been racing the ‘67 A-H Sprite since April Fool’s Day, 2000. Jim Brandon



Prewitt overtakes Geoffrey Tedder’s 1966 Sunbeam Alpine heading to the start/finish line at Mid-Ohio.

was along on that inaugural trip, as well. The Big Healey first hit the track in late April, 2004.

“I generally race with a couple of low-key groups, VDCA and VSCDA, but there are other groups which emphasize either newer or older cars.

“I’ve often heard that people tend to be most interested in the cars of their youth: teens and early twenties. So, someone a bit younger than you and I could still find a vintage race group for the later model Porsche that they prefer. And one does seem to see older drivers

in the older cars; although, obviously, attrition may slowly change that make-up.

“In the case of the MG TD that I am building up, I may be subconsciously trying to keep a ride that looks appropriate to my graying hair and beard.

“Some race associations combine their races of pre-WW II cars with the old-looking slab-sided MGs and Morgans of the early fifties.

“I intend to run my lightly prepared TD in those races. Maybe I can follow Bugattis

Continued on Page 29



Ben Prewitt poses with a 1959 RSK, one of six built by Porsche, making it one of the rarest Porsche racers. The RSK makes 160 hp from the four cylinder 4-cam engine, giving the 1180-pound car a top speed of 152 mph. This example suffered a failure on Friday of the Mid-Ohio Vintage Grand Prix, dumping oil on the track.

Safety: Size doesn't matter, and other stuff

continued from Page 26

That's a fair simplification, but I wouldn't be surprised to learn that as many accidents are caused by slow driving as by fast driving given the impatience of many drivers caught behind slow vehicles. The slow driving doesn't cause the accident, of course; the driver who

makes a mistake in trying to get around the slow driver causes the accident.

So we have much to ponder. Having pondered a bit, I believe safety remains more a matter of effective equipment, reasonable driver skill, attention to traffic conditions, and driver responsibility, of course, rather than vehicle nature or size.

Nothing new in that overview, but that's as powerful as my pondering gets, especially when I mosey out to the garage and gaze at the gentle sweep of my Porsche's galvanized flanks.

So for those of you fretting about safety, stop it!

To linger over safety issues beyond reading this most excellent feature, that is without taking some proactive stance to address safety, runs the risk of rendering performance motor-ing and all other life activities beyond the living room too risky to contemplate.

So let's do something, such as talk to our neighbors about the nuances of safe, spirited motor-ing in cool German cars. Otherwise, we'll be better off staying home and watching life through the living room window. And that can expose you to ultra-violet rays and possible skin damage, so wear your UV

glasses and sun block while peering out the window.

Okay, maybe I'm a little severe in my assessment, but that's my job, to ensure we are properly focused on that which affects our enjoyment of Porsche cars.

Still, I'm not one to take unnecessary risks, so from this point forward I'm going to wear safety gear, including helmet, armored jacket, gloves, and armored leather pants, and armored boots in my Porsche, just in case my neighbor's timing is off a bit when he hits the road for work next Monday.

Vintage racing

more often.

"I'm not sure what a Porsche enthusiast could do with the older car group, but, if I'm overtaken by a racing Auto Union or Cisitalia, I'll definitely wave them by and move aside.

"Porsche 356s, 911s, 912s and 914s can still sometimes be bought reasonably in race ready shape, or built-up to whatever level is desired, using more direct sweat equity," notes Ben.

"I've seen a very pretty, and nearly stock, 912 driven to the track, where race wheels/tires were unloaded from the cockpit! A short time later, the car having passed tech, the driver

seemed to be enjoying herself aplenty, dicing with highly prepared cars on track.

"I keep my cars road registered, though I need a closer track to eliminate the costs of truck and trailer," said Ben.

Ben's courtesy on track is part of vintage racing ethic that sets this motorsport apart from others.

With Jack Poteet and Ben as representatives of vintage racing drivers, PCA members considering a track experience may want to consider vintage racing.

Hey, I seriously considered buying a '59 Bugeye Sprite that was rust free and race ready for \$6,000. Now *that's* economical



entry-level racing! And the car just has a happy look about it.

Those with deeper pockets and an interest in Porsche, however, might want to go with a

Porsche racer such as one of the many pictured starting on the next page in this issue of *RUMBLE*.

2009 Porsche Boxster Raffle
Prize drawing July 18th at the Keeneland Concours
Limit 1,000 Tickets
\$100 per Ticket
Benefits Kentucky Children's Hospital

Porsche racing eye candy from the Mid-Ohio Vintage Grand Prix



Mid-Ohio Vintage Grand Prix *continued*



Mid-Ohio Vintage Grand Prix *continued*



At the Mid-Ohio Vintage Grand Prix, John James Racing (www.johnjamesracing.com) owner Jim Hendrix took time to share two products available from his company. Custom racing wheels in black, bronze or custom anodized color finishes offer the 917-style 5-spoke design in sizes ranging from 16x6 inch to 17x17 inch featuring either five-lug or center-lock mounting. Also offered is a race baffled alloy oil tank to increase oil capacity by 5 quarts. JJR has 30 years of experience restoring and building cars to concours or race condition.

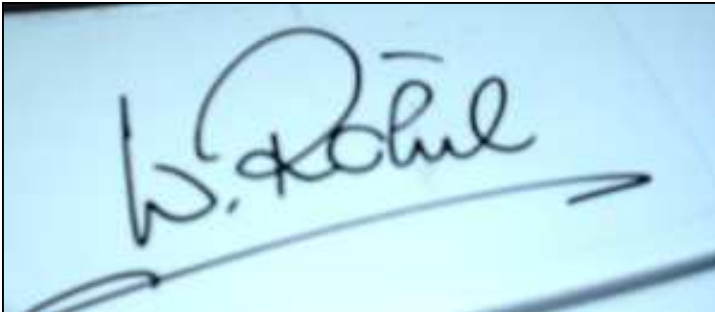
For \$85,000 John James Racing will provide a turn-key RSR clone similar to the units being raced at the Mid-Ohio Vintage Grand Prix.



Mid-Ohio Vintage Grand Prix *continued*

Factory Cup Sport #136 signed by Rohrl

Eric Weyls races a factory Cup Sport,
#136 from the 280 examples built by Porsche.
Eric bought this authentic Cup Sport from the
Ferdinand Piech family
in Germany.





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 into photo of the 944. Dry mounted, clear coated, 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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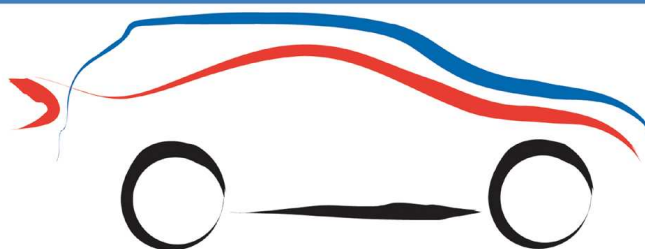
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