

Bluegrass Region Porsche Club of America

August 2009

RUMBLE



Keeneland Concours d'Elegance Chairman Tom Jones announces Bluegrass Region PCA the winner of the 2009 Paddock Challenge to benefit UK Children's Hospital. Accepting the award are Mark Doerr, Ken Hold, Cole and Clark Harrison, and Bluegrass Region Paddock Challenge Chairman Tim McNeely. Concours Paddock Challenge Coordinator Ginny Blackson holds the Becke Cleaver Award.

Photo by Phillip Doty



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RUMBLE

August 2009 Vol. 7 No. 5

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President's Message



Kudos!

The Bluegrass Region has re-captured the Becke Cleaver trophy by making the largest club contribution to the paddock challenge at the Keeneland Concours.

A big, big thanks to all who participated and donated, but especially to Tim McNeely and Clark Harrison who chaired the event and led the effort. See other concours news elsewhere in this issue.

We don't currently have a big event planned for August; if you have any ideas let Mark Doerr know.

Are you reading this on the web (or downloaded 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 That's probably because your email address in the national database at pca.org is out of date or missing.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 So if your entry in the national database has no email listed, or if it's out of date, you won't get notified when the Rumble comes out (we won't be emailing the entire Rumble, just a notification with a link to this website.)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 and update your personal info.

Very soon the board will be forming a nominating

committee for next year's slate of officers. This year we also will be electing four directors, and we'd like to see some new faces at the board meetings.

Directors have no specific responsibilities other than attending meetings and having input in club decisions.

Please consider getting involved; let any of the officers know if you'd like to be considered.

— Gary Hackney

Editor's Notes:

More than commodities



Okay, I guess I got a little carried away in this issue with P2O photos, but I've done the work and I'm not pulling them, now. If you are growing weary of looking at photos of Porsches, let me know.

Frankly, I never tire of looking at these cars, any model. In fact, most Porsche models grow more handsome with age, as far as I'm concerned.

Looking at Porsches is like eating Fritos; a handful becomes an empty bag. Did I just say a Porsche is like an empty bag? Well, you know what I mean.

Viewing Porsches is an addiction, fortunately less harmful to one's health than Fritos and other addictions too grim to

mention.

Beyond the photos, this issue is rich with member contributions! Phillip Doty, Robert and Luke McClelland, Mark Doerr, Ken Hold, Brant Nystrom, Bruce Naude, Gerry Cooper, and Ken Partymiller have given us quite a bit to read, look at and think about this month. I continue to be impressed with member response to Rumble and enthusiasm for club matters.

Spending time with Bruce Naude and Brant Nystrom at last month's Cars & Coffee held at Porsche of Lexington reinforced for me what's so characteristic about the Porsche community, enthusiasm not merely for the cars but for all

that the cars bring together.

The Paddock Challenge, for instance, in part was a mission through Tim's voice to win against other car clubs to benefit kids, but Clark's comments drive home the benefit aspect of the Challenge more clearly.

Yes, we wanted Bluegrass Region to look good, and we had to sort through some details to reach consensus regarding board contribution, but in the end we did the right thing for UK Children's Hospital and for ourselves, as well.

As much as we love the cars and find ourselves spending so much time studying the many technical and aesthetic details of Porsches, whether on the wet, brick streets of Oxford,

Ohio, or in the pages of Rumble, we find that, as Bruce Naude points out, relationships are more important than commodities.

On the cover of this month's Rumble, then, we have the image of this element of Bluegrass Region PCA in the assembly of Tom Jones, Mark Doerr, Ken Hold, Cole and Clark Harrison, Tim McNeely, and Ginny Blackson, representatives of our unique community.

As we drive into late summer, let's stay focused on the cars, yes, but as we attend Cars & Coffee, the next social, the next drive or track event, let's remain focused on more than commodities.

— Paul Elwyn



Bluegrass Region PCA Club Officers



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Julie Woods
Historian

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Phil Doty
PCA RPM Chair
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BOARD MINUTES

*Porsche Club of America - Bluegrass Region
Minutes for July 6, 2009*

Location: Sawyer's Downtown, Lexington, KY

Call to Order: 7:00 PM

Board Members in Attendance: Gary Hackney, Mike Shepherd, Mark Doerr, JW Wilson, Tim McNeely, Paul Elwyn, Ken Partymiller, Ed Stevenson, William Glover

BGR Members in Attendance: Bill Fauconneau, Jim Brandon

Welcome Zone 13 Representative: Ken Hold
Minutes from June 1: Minutes approved.

President: Gary Hackney

- Floor opened to discussion and motions for Keeneland Concours BGS initial charitable contribution. Tim McNeely motioned to contribute \$2000, second by Jim Wilson. Motion failed to receive unanimous vote. Tim McNeely motioned to contribute \$1500, second by Mark Doerr, Motion received Unanimous vote. Motion carried to Contribute \$1500 toward the Keeneland Concours Children's Hospital Charity.
- Floor opened for discussion and motion to apply for PCA Hospitality Subsidy. Ed Stevenson motioned to use subsidy for Keeneland Concours event, second by Tim McNeely.

Motion carried

- Floor opened to discussions of BGA sponsored charitable event. Event suggestions revolved around including other local car clubs and charitable opportunities within our region. Discussion open for motions during next board meeting

Treasurer: Mike Shepherd

- Treasurer Mike Shepherd has submitted resignation due to scheduling conflicts. Position opened for nominations to be voted on during next board meeting
- \$214 + \$125 used for Membership celebration.
- Current assets \$6800

Membership: Tim McNeely

- Tim has agreed to host the Porsche Paddock and BGS hospitality tent
- 1 transfer membership 4 new members

Activities: Mark Doerr

- Cars and coffee Saturday at Porsche of Lexington
- Membership meeting at Buddy's bar & grill 854 East High St Lexington
- Tim McNeely will again host the Porsche to Oxford drive on the 25th
- SCCA rally on the 25th, contact Garry Hackney for information

Meeting Adjourn: 8:30



William Glover
Secretary

MEMBERSHIP NEWS

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

Rodney & Connie Casada of Somerset,	2004 911
Amy & Tony Pignato of Lexington,	2008 Cayman
Brad & Laura Elswick of Georgetown,	1990 911
Sally Lawson of Lexington,	2008 911

We also had one member transfer in from another PCA region, let's give a warm welcome to:
Dan Hendrix from Carolinas Region, 1998 911

Our membership is at 127 Regular Members and 88 Family & Affiliate Members, making our total membership 215.

Also, please recognize the following Member Anniversary dates:

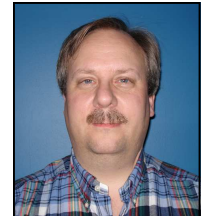
Tom McCullough	1993
Robyn D'Alexander	2004
Mike Fielden	2005
Jack Strifling	2005
Ben Prewitt	2006
Jim Sawyer	2007
Tony Talbert	2007
Ronald Gould	2008

Our Membership Tent at the Keeneland Concours had a lot of action, so I'm expecting to see several more sign-up's in the coming months. It's GREAT to see some growth!!!



Tim McNeely
Membership
Chair

CALENDAR OF EVENTS



Mark Doerr
Activities Chair

AUGUST

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, Buddy's on East High Street at Euclid, Chevy Chase, Lexington. 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.

ESCAPE TO THE BIRTHPLACE OF AVIATION

Dayton, Ohio

October 1 - 4

Register at <http://escape.ovrpca.org>



Bluegrass Region wins Paddock Challenge; \$11,512 raised to benefit Children's Hospital

Lexington, KY— Bluegrass Region of the Porsche Club of America raised a record-setting \$11,512 to benefit the University of Kentucky Children's Hospital during the 2009 Keeneland Concours d'Elegance Paddock Challenge, held July 18th in Lexington.

Included in the total amount are a Porsche Club of America \$200 Hospitality Grant and a Commonwealth of Kentucky matching gift.

Bluegrass Region PCA President Gary Hackney said, "Dedicated leadership by Tim McNeely and Clark Harrison, along with the many Bluegrass Region PCA members who volunteered, and Porsche driver donations from several PCA regions made this Challenge a rewarding experience that will benefit UK Children's Hospital."

"Not only has the Paddock Challenge raised significant funds, but the competition has been competitive and fun!" said Bluegrass Region PCA Paddock Challenge Chairman Tim McNeely. "In previous years the Central Kentucky Corvair Enthusiasts club won in 2005. The Bluegrass Corvette club won in 2006 and 2008, and Bluegrass Region PCA won in 2007.

"It's great to see our bar on giving to the Children's Hospital being raised each year with \$2,225 in 2007, \$4,346 in 2008, and \$5,656 in 2009. WOW! What a Club effort! We all need to thank the BGPCA Board for donating \$1,500 from our treasury, the Porsche Club of America for donating \$200 of their treasury to the UK Children's Hospital, and Clark Harrison for co-chairing this event," said

McNeely.

Paddock Challenge Co-Chairman Clark Harrison said, "The amount of help our \$11,500 will give is nearly immeasurable. If you were to try, it would be in terms of lives! And being a student at the University of Kentucky, I can tell you that knowing that I helped give toward this total makes me feel even better than having our club's name on the trophy. The Challenge in relation to our club is the largest Porsche gathering in the state of Kentucky. Having nearly 90 Porsche cars, with over half being from other Regions or new potential members, in our own backyard, we cannot deny how big this even has become for not only the Lexington area car culture, but also for Bluegrass Region PCA!"

McNeely added, "We registered 86 cars, but I suspect over 100 drove in. Of the 86 Porsches registered, 47 were in the Bluegrass Region, 16 from the Kentucky Region, 5 from the Ohio Valley Region, 2 from Mid-Ohio, and 2 from Musik Stadt (Nashville) Region. We had lots of action at the Membership sign-up desk and expect to be seeing new members soon."

Bluegrass Region PCA Paddock Challenge volunteers included Barry and Cole Harrison, Jamie Donaldson, J.W. Wilson, Paul Elwyn, Gerry Cooper, Bill and Pat Frohoff, Larry and Julie Woods, and Luke McClelland.

The Porsche of Lexington dealership drew attention to the paddock by providing Porsche banner flags and by displaying one of the six Porsche Cayenne S rally vehicles that won the top six places at the Transsybe-



Keeneland Concours d'Elegance Chairman Tom Jones announces the winner of the Becke Cleaver Award in the 2009 Paddock Challenge competition in which Bluegrass Region PCA raised a record-breaking \$11,512 to benefit the University of Kentucky Children's Hospital. Accepting the award are Bluegrass Region members Mark Doerr, Ken Hold, Cole Harrison, Clark Harrison, and Bluegrass Region PCA Paddock Challenge Chairman Tim McNeely. Keeneland Concours Paddock Challenge Coordinator Ginny Blackson holds the Becke Cleaver Award.

Photo by Phillip Doty

ria Rally that runs 4,460 miles from Moscow, Russia (all the way) to the Mongolian Capital of Ulan Bator.

Bluegrass Region members Ken Hold (Zone 13 PCA Representative) who served as the region's first president, and Vice President Becke Cleaver, who died in 2007, launched the "Challenge" to benefit the hospital in 2005.

The Keeneland Concours d'Elegance draws thousands of car enthusiasts to an event that began through the efforts of Bluegrass Region PCA members Tom Jones and Ken Hold

in 2002. "One of our Bluegrass Region members, Tom Jones, had had previous experience organizing related events for the Pebble Beach Concours. Tom's passion and the Bluegrass Region folks' perseverance got the Keeneland Concours going," explained Hold.

"Last year's Keeneland Concours was awarded a "Top 20 Event in the Southeast" by the Southeast Tourism Society and received a "Top Ten Kentucky Festival or Event" by the Kentucky Tourism Council," added Hold.

Keeneland Concours d'Elegance



Keeneland Concours d'Elegance



Keeneland Concours d'Elegance



Keeneland Concours d'Elegance



Keeneland Concours d'Elegance





Parade²⁰⁰⁹

Board of directors Meeting, Colorado Parade, Keystone, CO June 29, 2009

Compiled by Phillip Doty

- Sandr Meyr, Porsche AG (Stuttgart), advised Porsche family members were not attending their first Parade in many decades, due to the issues in Germany over PAG's attempt to purchase more of the VW shares. Hans Peter Porsche, who has attended over 20 Parades, was particularly upset over being unable to attend.
- Paul Gregor, Porsche Cars North America (PCNA) Atlanta, advised Porsche will be hosting Porsche-Platz hospitality areas at the Petite LeMans series, as well as the Corral at Barbour motorsports in July. Porsche will be at the Monterey Historics.
- PCA Secretary Caren Cooper advised that the Connecticut Valley Region will celebrate its 50th anniversary in November.
- Vice President Manny Alban advised he has been spending much time on the 4th generation of the pca.org website.
- President Kurt Gibson advised PCA has a new High

Performance Driver's Education (HPDE) insurance program, which has sold 61 policies already. In the works, is Club Racing version as well as an Auto-cross policy. **This insurance is now available at: www.pcahpdeins.locktonaffinity.com. Cost is as little as \$162 for a Porsche valued at \$30,000 according to press release at Parade.**

- Vu Nguyen, PCA Executive Director reported his second quarter has also been taken up with the new website. The 2009 Raffle was a complete sell out and the winner will be announced later in the week. Forthcoming will be the VISA affinity credit card program, which will allow PCA members to actually design their own cards. Competitive rates were promised, along with some financial benefit to the national Club.
- Jill Beck, the new website Chair, took the floor next to provide some visuals on the new website. This is the 3rd generation, courtesy of an outside vendor. The Tech Forum will be the next aspect to be rolled out in July (2009). Fortunately,

the entire Tech Archives were NOT destroyed in the recent website meltdown, and will be resurrected soon! To be also upgraded will be the Document and Forms portion. There will be a new section, a la "Facebook." The entire website should be launched in the next month or so, and note, it will be interactive. It will also include auto "industry updates" with links to current articles in other periodicals. In response to a question, Jill indicated that the entire Panorama archives were also saved in the meltdown.

- Pete Tremper, the Drivers Ed Chair announced that the new DE passing rule has been changed.
- Bob Knight, the Finance Committee Chair advised that when any Region gets inquiries from the IRS or about IRS issues, it should contact him directly.
- Membership Committee announced that membership is most stable, in that PCA lost only 400 members in the last quarter, out of over 55,000. He stressed the absolute need for Regions to insure that all its



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

members have current up to date email addresses, so that the PCA emailer program can reach as many members as needed when it announces changes or makes announcements, such as the forthcoming information on the new PCA VISA card. The Region membership chair should also have access to all Region members' phone numbers and postal addresses.

- The Newsletter Committee announced that of the award winners this year, more than half were electronic submissions, a trend that is expected to increase.
- Long time *Panorama* editor Betty Jo Turner spoke next. Bad news: We had an 8.5 % decline in advertising revenue in the quarter. This is an 11% loss in page

Parade

continued By Phillip Doty

count of advertising, but the good news is that she will use the lost advertiser pages for more articles. Upcoming will be an article on the Panamera driving impressions, as well as driving comparisons be-

tween different models over the years. Regions are reminded to send ALL INFO about Region event to *Panorama* at the porpan address.

- Bob Gutjahr, editor of the *Regionfocus* management newsletter advised that there are new articles forthcoming.
- John Straub, coordinator for the Special Interest

Groups, advised that the Boxster Advocates have shown a 100% increase in its SIG.

- “Escape” for 2010 will be in British Columbia. (The 2009 “Escape” is near to Bluegrass Region in Dayton, Ohio.)

Tech Sessions

Chris Powell, the mid 911 Tech Advisor, hosted an interesting tech session: “*DIY or Professional Repair?*” Here he discussed aspects to consider in deciding the ultimate question as to who is repair your wounded Porsche.

Factors to consider:

For routine Maintenance, do you have the

- Tools
- Workspace
- Waste disposal access for fluids, filters, etc.

For Repairs do you have:

1. Workshop manuals
2. Patience to methodically analyze each subcomponent of a system (electrical, etc.)

One tool he recommended, if you do a lot of your own maintenance, is an infrared CO machine to set engine idle. A good one IS expensive, but costs could be shared with Region members.

In Troubleshooting a Problem:

- ASSUME NOTHING (repeat after me, assume nothing....)
- Observe every related component
- Know how the system, or subsystem actually works (!)
- Are all related subsystems functioning correctly? No assumptions here.
- Consider multiple problems occurring at the same time (electrical, fuel delivery, etc.)

- BE AWARE of prior incorrect repairs, by yourself or others, including other shops.

Resources:

- Factory manuals (costly, but....)
- Bentley manuals
- “Porsche 911 Performance Handbook” (version 3) by Bruce Anderson
- “101 Projects for Your 911” by Wayne Dempsey (Pelican Parts)
- Tech Committee Archives on pca.org.
Consider: Your ability vs. the complexity of the repair you are attempting:
 - YOUR mechanical ability (or lack thereof)
 - Tools needed (special ones, or usual hammer and brick?)

- Consequences of YOUR poor repair (fire, stalled engine, wheel falls off, etc.?)
- Satisfaction of doing it correctly and not causing a catastrophe in the meantime.

How to Choose a Porsche Repair Shop (correctly!)

- ASK OTHERS in Region for suggestions as to where they go
- Establish a personal relationship BEFORE you need them critically!
- (Stop by and observe their shop; discuss which models they repair on a regular basis; stock repairs or modifications, aftermarket parts/services available?)

PCA Interiors & Exteriors

By Tech Advisor John Paterek

- For cleaning leather interiors, use Mr. Clean’s, “Magic Eraser” (“*You will be amazed at the dirt you will pick up with this sponge.*”)
- Routine Leather care: Can use P21 Total Auto Body Wash or, Go Jo hand cleaner. For quality clean leather, use Surfex leather conditioner from “Color Plus.” (“Google” “Color Plus,” in New Jersey.)
- To recolor worn leather, use S.E. M. products. (“Google” this company also.)
- Scratches in paint (not too deep) Use spot of Blue Magic in middle of rag with P21 cleaner and use in linear motion until Blue Magic is completely worn down. Repeat until scratch is gone, then wax with P21.
- To really clean windows, use Wurth “Zebra Spray.”
- Go to WurthUSA.com to order, runs about \$20 per bottle, “but beats anything else out there.”
- To clean and treat vinyl, use Wurth’s Citrus Cleaner, then follow with Lexol.
- To repaint 911 wheels correctly, use Porsche “Arctic Silver” and a urethane top coat.
- In restorations of older Porsches, there is a new term to consider:

“Sympathic Restoration” which means restoration back to where the car shows some age and use and is not a return to “brand new everything.” Most restorations are now driven by owners who demand over restoration of heir Porsches, such that they exceed the factory standards in effect when the Porsche was originally manufactured, whether in 1955, 1985 or whenever.

Parade Observations

By Ken Hold, Zone 13 Representative



Have you ever been to a car event that left you breathless?

Well the 54th Porsche Parade in Keystone, Colorado left me and my spouse Adell, breathless. A part of that breathlessness was due to us lowlanders being at an elevation of 9,000 feet, but also there were the spectacular mountain views, beautiful cars, and 1900 of our closest Porsche friends. All together it was definately breathtaking!

Upon arrival, the first thing we noticed was that there were Porsches everywhere. The entire mountain resort town of Keystone was filled with Porsches. It felt like ``Heidi steps into Porsche Land`` You really had to be there to appreciate the feeling.

The second thing we noticed was that about 75% of the trees were dead. The Keystone local area has been subject to a Pine Borer Beetle infestation that has decimated the local forests. The backdrops to the forests destruction were fantastic snow covered mountains with peaks that soared into clear blue sky. It was obviously a great place to showcase beautiful cars and hold our Parade events.

Getting to events proved to be very easy by using the resort shuttle bus service. I never had to wait longer than 10 minutes to get a shuttle. As those of you who have attended Parade in the past know, there are many events and getting to them in a timely fashion is important. The bus service worked well.

I won't get into a long descripton of each event. I will

say that there were enough varied events held to cover PCA activity areas (Concours, Autocross, TSD Rally, etc.) for each enthusiast. In addition, there were several opportunities for networking and meeting with other members of similiar interest. And, we had some really geat social gatherings.

I would like to mention some positives for me at the parade:

Monday was mainly devoted to meetings with the Zone Representatives and the Board of Directors. This time was valuable for me as a new zone representative. It provided an opportunity for me to work some issues directly with National Committee members and also network with other zone reps. Our discussions included changes to the RPM, track insurance, 2010 Escape and 2010 Parade.

Tuesday was mainly for Concours. I believe this was the most beautiful setting for a concours I've ever seen. It was held on a golf course located on a high plain that touched mountains in the background. The crisp clean air was refreshing and the sun caused the entire area to glisten. There was a roving bagpipe player making the entire scene surreal.

Another highlight on Tuesday was the Zone 13 Gathering at the Wolf Rock Bar. The turnout was super with over 40

folks attending. For several folks it was a great opportunity to meet fellow zone members who have similar interests. I heard many invitations to come attend neighboring region events. It was a great opportunity for me to meet several region members for the



first time. Many thanks to Jack Stephensen for doing all of the hard work in arranging the Gathering.

An outstanding event on Wednesday was the Concours Banquet. It was really neat to see Betty Jo Turner (*Panorama* Editor) recognized there for 40 years of service to PCA. Another fantastic recognition went to Laura Prellwitz, President of the Fox Valley Region, for being PCA Enthusiast of the Year. Congratulations to Laura! This was a well desreved award. In my book she should win Enthusiast of the decade! Many of the approaches Laura has used to make Fox Valley a successful region are models

for the rest of us. Thank you, Laura.

A third occurance that made the Concours Banquet special was a surprise showing of the 2010 Panamara. Although the initial North American rollout of this four-door hatchback is not scheduled until mid-August at Pebble Beach, Detlev von Platen, PCNA CEO, arranged for Parade to get the first unofficial look! With a listed acceleration of 0-60 mph in 3.7 seconds and a top speed of 188 mph, the car is quite impressive.

If that were not enough for a Porsche lover, it is also roomy and comfortable! Several folks, including Adell, got to sit in the car. She says it is very comfortable. I'm not sure that's a good thing for me!

Adell and I were able to take some of the Parade identified drives in our rental car. They were all amazing! It was really great to cross over mountain passes with summer snow and panaramic views!

Well the Parade fun is over for another year. Now we are focusing on attending Escape in Dayton, Ohio, October 1-4. And for those of you who are interested, several of Tom Brown's 2010 Parade Organizers are looking for volunteers. Remember, the 2010 Parade will be held in Chicago, so many of us will have opportunity to participate.

Well, I'm still in Germany. My next event is visiting the Porsche Museum in Stuttgart.

Bis später, (See you later!)

Cars & Coffee

July 11th, Porsche of Lexington

Next C&C:
August 8th, Coffee Pub, 9-10:30 a.m.



Bluegrass Region PCA members attending the August 11th Cars & Coffee at Porsche of Lexington include John Downs, Ken Hold, Jim Brandon, Ken Partymiller, Gary Hackney, Jamie Donaldson, Bob Lovejoy, Gerry Cooper, Bill Fauconneau, Paul Elwyn, and Ben Prewitt.



Rally winner at C&C

At Cars & Coffee, Porsche of Lexington displayed one of the Porsche Cayenne S rally vehicles that won the top six places at the Transsyberia Rally that runs 4,460 miles from Moscow, Russia all the way to the Mongolian Capital of Ulan Bator.

Porsche has decided to develop a limited edition version of its SUV that will be unveiled at the Paris Motor Show. Like the vehicles that took the first six places at this year's Transsyberia Rally, the special edition model is based on the Cayenne S but comes equipped with the Cayenne GTS' more powerful 4.8-liter V8 that produces 405 HP at 6,500 rpm.

Pit Row Sports launches at Road Atlanta



From the Pit Row web site:

“Pit Row Sports is an independent web site by auto enthusiasts in support of our racing team. The PRS staff is inclusive, and we seek to expand our team to include a variety of racing-minded individuals. Feel free to browse our pages, and to contact us to take part in our racing activities. We have room for casual fans, pit support crew, and even novice racers!”

The Pit Row Sports team came into being during the Porsche Club of America's Driver's Education event at Road Atlanta this past June. We supported a variety of drivers from novice to professional throughout the racing weekend.

“What a great way to get into serious road racing. I had the best time, and look forward to future events with Pit Row Sports!” - Brant Nystrom, Group 2 Driver

“Cars are commodities. More important than the cars are the relationships developed around the cars,” said Bruce Naude regarding the motivation behind Pit Row Sports.

“For people who race out of Porsche of Lexington, or people who are considering getting



Left: Bruce Naude (standing) of Porsche of Lexington and Brant Nystrom, web site designer and Group 2 driver with Pit Row Sports, have created a web site to coordinate track activity and services for local enthusiasts.

involved but have not taken the next step, we offer Pit Row Sports, people with a common interest in Porsche cars and track activity. We are building a community of enthusiasts who are willing to help others with any task, such as cleaning windshields to changing tires.

“Pit Row coordinates the whole nine yards for PCA members from technical preparation to track and lodging arrangements. Pit Row is the single entity for anybody who has an interest in Porsche motorsports,” explained Naude.

With nine events planned, the next track outing for Pit Row Sports will be at Road Atlanta August 14-16.



Right: Coordinated by Bruce Naude, Pit Row Sports prepared this surprise for Sarah Dawson to be presented on Sunday, July 12th, at Putnam.

Sarah did not expect her 964 Turbo to be ready for track day, but Pit Row spent five hours doing what normally would have taken days to accomplish to get the car ready to go including new slicks from Ashley's.

Peachstate Region DE, Road Atlanta, June 6-7



Pit Row Sports team member Brant Nystrom becomes more familiar with his Cayman S at Road Atlanta.

**Report by Brant Nystrom
with photography
by Glenn Kelly**

Our Lexington-based Pit Row Sports team members Bruce, Glenn, Brian, Hyter, Bob Lovejoy and I assembled at POL at 6am Friday morning. We loaded cars, gear, clothing, helmets, drinks, tools, etc. and headed off to Road Atlanta.

For me, this would be my first PCA DE event, I was nervous with concern and anticipation. As with most new racers, I worried if I would be lost, if I would fit, if I would embarrass myself, but that is part of the beauty of Pit Row

Sports. As a team participant, you are surrounded by a full support team with tons of DE experience. Their support helps to minimize anxiety, and concern over logistics. The PRS guys will be sure to keep everything in order for their drivers and know the issues first-timers face.

We arrived in Atlanta after hours of colorful discussion and bonding in the Car Hautel transport vehicles. The first order of business was to check into the local Holiday Inn Express - then off to the track! Having great knowledge of Road Atlanta (watching race

events on TV and excessive lapping in Forza Motorsports on my Xbox 360) I was in awe of the track just over the fence. Soon we met up with the Dawsons, David Ratliff, and Gary Hackney. This was a great comfort to a new driver - many kind, experienced, and smart instructors to provide support and confidence to my forthcoming weekend. To add to my concern was the driver groupings. Having been on track before, many years ago, and having confidence in my new Cayman S, I decided to begin in group 2 - I hoped this would not be a

Peachstate Region DE, Road Atlanta, June 6-7



David Ratliff in his GT3

mistake.

After a sleepless night, we arrived at the track early Saturday morning (driver's meetings began at 7:30 am). By the way, the folks from the Peachstate Region did a superb job of running a well-organized and con-

fidence inspiring event. Soon we were engaged in driver's briefings and track tours.

Drivers in groups 1&2 received dedicated instructors. My greatest concern was who my instructor would be. As it turned out my instruc-

tor was a cool guy named Eric Zimmermann. He knew the track, drove a killer 997 GT3, and instantly became a trusted friend of mine (good thing, as I firmly believed our lives were in his hands). After a few sessions training and building confidence, I began to turn it up a bit. I was pleasantly surprised at the capabilities of my Cayman S and my instructor's ability to get the best out of me (Note: little credit given to myself). By the middle of the first on-track day, I was hooked!

Worse yet, not a day since has gone by, without thoughts of lapping, spending money on car upgrades, or just the occasional stupid grin drifting off to the track during dull work meetings.

At the beginning of day one, Eric jumped into my car, and asked what I wished to accomplish. I recall saying that I hoped to leave this event with my car and self intact; to feel good about myself and the weekend; and not to embarrass



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GINGERMAN
RACEWAY

will be near the shores
and cooling waters of
Lake Michigan, in the
pleasant summer resort



Professor Faunce acknowledges the vital
assistance by the corner crew . . .

Peachstate Region DE, Road Atlanta, June 6-7

myself to the point of never wanting to return.

Now day two! Eric asks what do you wish to accomplish today? Hmm, let's get my technique honed, build more confidence attacking turn 12, pass as many of my fellow group 2 counterparts as possible, and get me into group 3!

Sunday was fantastic! My goals were all achieved, and it was capped off with a session riding with Eric for a change in

his race prepped GT3. I likely learned as much as a passenger as I did driving.

All in all, we had a great weekend, built a new group of friends, and have the best new hobby.

This is where Pit Row Sports comes in. Our goal is to help individuals get on track and to have as great a time as I had.

You have folks around you to help with all the logistics of getting signed up and to the



Sarah Dawson's GT3 is ready to go.

track. Additionally, you get access to a group of drivers and instructors of all levels to help you through every aspect of the event weekend. All that's asked of the PRS team is that you come with enthusiasm and excitement, and help play a team role (washing or crew work on team vehicles, timing laps, rolling and installing tires, and other generally fun track activities).

cepting, fun yet professional, and the best mentors one could imagine. I am indebted to them for their exorbitant hospitality and helping me find the greatest hobby I have ever known.

Brant D. Nystrom
Director, R&D
Lexmark International, Inc.
(Maybe more interesting: Co-founder, Pit Row Sports)

Item to note: The Dawsons were the best hosts ever. Sarah and Bob are approachable, ac-

Left: Bob Lovejoy in his 996 and Bob Dawson in the ZR1 at Road Atlanta



Lexington team attendees and Pit Row Sports supported personnel:

Glenn Kelly	Team Photographer
Bob Dawson	Driver
Sarah Dawson	Driver
Gary Hackney	Driver
Bob Lovejoy	Driver
Brant Nystrom	Driver
David Ratliff	Driver
Brian Wooldridge	Chief Mechanic
Bruce Naude	Team Captain & Car Hautel Transport
Hyter Lancaster	Car Hautel Transport

The Road Atlanta Grand Prix Road Course is one of the most challenging tracks in North America with 12 turns laid-out over 2.54 miles of rolling terrain.

The course hosts several major racing events each year including the Petite Le Mans, Historic Races, and SCCA events. The original track was constructed over 35 years ago, and was refined in 1998 & 1999 and again most recently in 2007.

The Peachtree Region event on June 6-7 had over 150 participants across five groups of racers.

Chicago Region Performance Drivers Education, May 22-24



By Gerry Cooper

**Road America,
Elkhart Lake, Wisconsin**

After taking the plunge and buying a slightly modified Cayman S from Porsche of Lexington, I decided, as many new Porsche owners do, to see how well the car and I would perform on a track.

As the BMP drivers weekend had been cancelled, I settled on the next event, hosted by the Chicago Region PCA and held in Wisconsin at Road America, Elkhart Lake. The town of Elkhart Lake is relatively small and has been hosting race fans and teams for many years, with Siebkens Resort/pub being the focal point.

Road America is a four-mile circuit which has been used for Can Am, Indy, etc series racing as well as hosting the Milwaukee Region SCCA events for many years. I was particularly keen on taking the Porsche

around this track as my father raced Porsches and Road America was his home track.

Being a novice, I signed up for the three-day event, arriving in Elkhart Lake on Thursday afternoon and going straight to tech inspection, held outside Siebkens. A mandatory drivers briefing was attended by all novices and their instructors at the resort meeting room, and after a good night's sleep all (well nearly all) were ready for the first sessions on Friday.

After attending the track drivers briefing, I headed off for the first session in the classroom, hosted by Skip Barber Race School and presented by a legend of the RA circuit, Duck Waddle.

From the classroom we headed off for our first in-car event, slalom around the cones. I had attended a couple of advanced drivers courses which featured slaloms but always find it a challenge, especially in a new car. From the slalom I was ready to head out with my instructor, Ray, a native of Chicago and a two-Porsche owner,

a modified Boxster for track and a 911 for shopping. I liked the in-car communications he provided, and after the first two laps where he drove, I couldn't wait for my turn.

I must admit, the first few laps were a blur, with so many things to take in, and by the end of the first day I was exhausted and looking forward to a good night's sleep.

By mid-day the following day, I was more comfortable and more confident in both my ability and the Cayman. I did, however, have a few problems, mostly with trail braking, which ultimately lead to brake fade and a hasty brake flush.

Saturday afternoon saw the skies darken and heavy rain descend. I was keen to venture out again on the wet line and managed a session without incident, although some guys on slicks were less fortunate. The weather cleared and during the last session of the day, my brake warning light came on; I'd worn the pads out!

During the later part of Friday and all of Saturday I was acti-

Chicago Region Performance Drivers Education



vating the ABS and more importantly, activating traction control on corner exit. Apparently, the traction control utilizes the ABS to apply braking to the rear wheels, speeding up brake wear. Fortunately, I found a Cayman S owner who had a 50% worn set of Pagid Orange pads for sale and after some negotiation, I found a mechanic who would change the pads and flush the system before the first session on Sunday.

I was signed off for solo driving on Saturday afternoon, so Sunday was all my own, and what a blast I had! I don't think the smile left my face all day (except maybe for a couple of OS moments).

The last session of the day was spent in pursuit of a Carrera 4S, which could at times

out accelerate me, but couldn't out brake or out corner the Cay-

man.

On the last turn before the main straight, both the 4S and I (behind) were held up by an older Carrera. I managed to stick to the 4S and actually drafted him up the straight, to the point where he waved me past, which I declined.

Overall, this weekend was one of the most enjoyable I've spent driving. The organization by the Chicago Region PCA was superb, and I had an excellent instructor. I think the most surprising thing was the capabilities of the Cayman S. I couldn't believe the handling and suppose with 'sticky' tires it would be astounding.

I'm definitely hooked on track driving and can't wait until the next event – Labor Day weekend at Road America again.



TOP TEN PORSCHE OWNER ENVIRONMENTAL TALKING POINTS



By Paul Elwyn

Given rising fuel costs and the public focus on consumption and the desire to address the economic and environmental pressures facing the world, the time has arrived for Porsche people to prepare their public response to those who harbor attitudes regarding Porsches.

First, I want to say that the red Prius pulling away from me at 80 mph two weeks ago must have been modified. And I got caught in the wrong gear. Anyway, I don't think it was smart to be running above 80 mph in a 55 mph construction zone on I-75. Just because you get 45 miles per gallon in the city and on the highway doesn't give you license to disobey the law! Had I chosen to do so, I could have made that

Prius disappear without wrecking my average of 22 miles per gallon in the process.

Okay, I feel better having said that. Let's get to the point.

They don't get us, never have, possibly never will.

They think Porsche people are trying to cover some physical, emotional, and behavioral shortcomings and

should be investigated by someone.

More than ever before, we must try to bridge the cultural divide between us and everyone else.

The following responses have been compiled from random conversations over the past 21 hours. Please memorize this list so that when confronted by non-Porsche motorists you can quickly respond with these **ten talking points**.

10. Porsches do not hog parking spaces near store entrances but are parked at the far end of the parking lot.
9. Porsche low manufacturing volume contributes significantly less to industry-induced global warming.
8. Porsches individually consume very little space, maybe a little more than a Smart ForTwo.
7. Porsches conserve road space simply by virtue of the relatively small number of Porsches on the road, especially in winter.
6. Porsche fleet fuel consumption falls far below that of high-volume compact cars such as Civics and Corollas that burden the transportation system, unlike Porsches.
5. Porsches add considerably to corporate and local economies, contributing well above the average tax income that supports law enforcement and provides state-of-the-art athletic facilities for our public schools.
4. Porsches achieve greater fuel economy at high speeds, so Porsche drivers passing everyone else on the road are doing their part to conserve energy.
3. Compared to electric or gas/electric hybrids, Porsches contribute less hazardous waste.
2. Porsches are not throw-away vehicles but are infinitely rebuildable.
1. According to the manufacturer, "There Is No Substitute" for a Porsche, so attempting to minimize the Porsche footprint clearly defies logic, and that is bad.

Cars & Coffee

August 8th



9:00-10:30 a.m.

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Porsches2Oxford

By Tim McNeely

On July 25th eleven Porsches and one BMW met at Wal-Mart in Georgetown to begin the fifth excursion north thru the twisty back roads and stretch the P-car legs a bit.

Unfortunately, the forecast was not good and we chose to go straight up the interstate to avoid the temptation of testing the g-force limit on a curve or two. We actually crossed the state line before lightning started cracking and the "great car wash in the sky" opening up forcing Mike Shepherd to do a quick "top up" on his Boxster.

We ended up in downtown Oxford, OH, home of Miami-Ohio University...where we met two other BGPCA members that had driven up from other locations.

As usual, the entire downtown square and adjacent area was blocked off for the "Casual Porsche Party". They actually had 500+ pre-registered (amazing, huh?), but the weather kept a few folks home and the final count was 409 Porsches parked on the streets of Oxford....Porsche Heaven!!!

As you can imagine, the group had many rare and interesting cars, including cars from (19) States and Canada.

Once we arrived, the weather cooperated long enough for us to make the rounds and check

out the eye candy before a down pour that sent us inside for a nice morning Brunch.

It then cleared up again for some more rounds and drooling over



Robert and son Luke McClelland clean Porsches following a rainy drive up from Georgetown.

the fantastic display of German Engineering.

The Mid-Ohio Region of the PCA organizes this fantastic event.

Our group had a great time walking around checking out the Porsches, talking with fellow enthusiasts from other Regions, eating some ice cream, a little window shopping for the ladies.

We had a GREAT time as we always do. If you only have time to do one club event during the year, this is the one to do...so don't miss out in 2010.



Jamie Donaldson (right) with his 914 "Mistress"



Porsches2Oxford



Porsches2Oxford



Porsches2Oxford



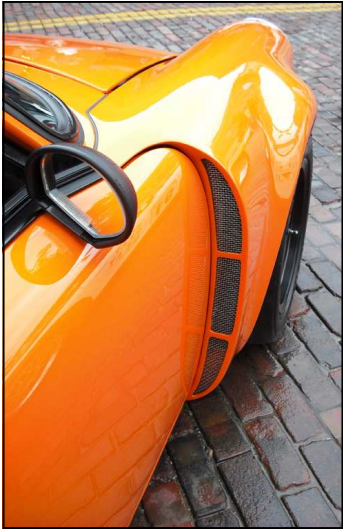
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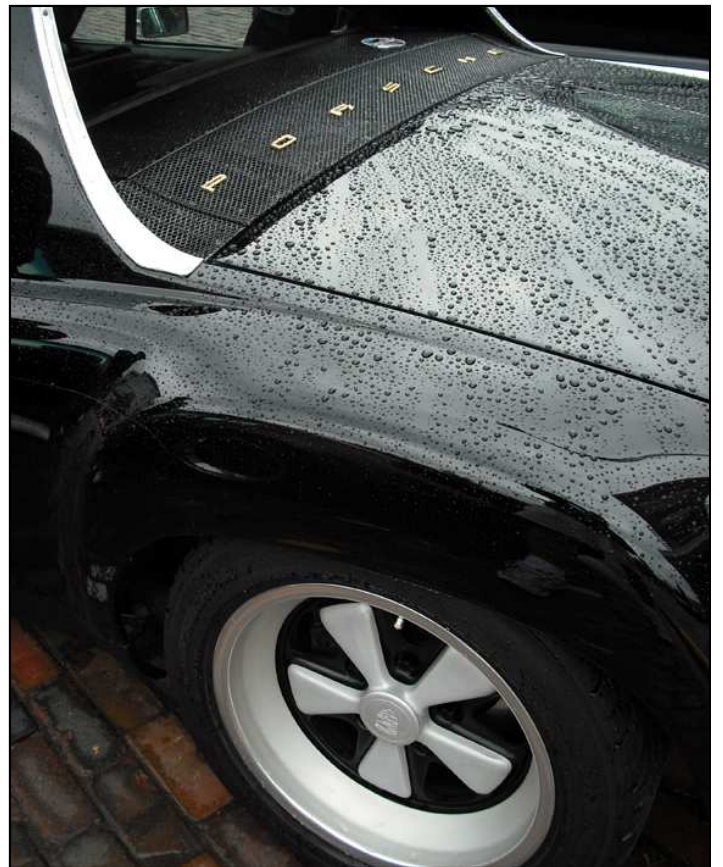
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Porsches2Oxford



Sharks in the Mountains

By Robert and Luke McClelland



Anually, fanatical V-8 Porsche fans gather at Grandfather Mountain the first weekend in June on invitation from 928 Specialists, a North Carolina 928 supplier and service provider.

It has been nearly 15 years since the last 928 rolled off the assembly line at the factory, and although the uninformed continue to try to “diss” these incredible cars because the engine is in front, the machines remain what many writers have called the “best GT ever built.”

Most of the attendees are PCA members but “928 Owners Club” members as well.

We have a 1986 ½ 928S (technically identified by those in the know as a 928S/2). The “S/2” differs from the “S” in that the 1986 cars with serial production numbers above 1000 had the stiffer suspension and larger brakes designed to be fitted onto the next series, the 928 “S/4.” The engine remained a 4 cam 288 HP engine from the 928S. Our car has a 5 speed standard shift. About 70% of the American 928s had a Mercedes designed and built

automatic transmission. Our car only has 28,000 miles on it and that is a problem in that its low mileage is a “wow factor” for the spectators but a disincentive for me to put more miles on it. I understand that these cars need to be driven to be healthy (928s in particular) so I drive it 50 miles every month and plan at least one long trip every year, and the Sharks in the Mountains is ideal.

Grandfather Mountain is in the middle of the North Carolina Appalachian range and just getting there is sheer joy for a

Sharks in the Mountains

Porsche driver. But there are a few other things that make this gathering something special for me, including the opportunity to share it with my son, Luke, this year.

Luke is a second-year mechanical engineering student at Rose Hulman Institute of Technology. Next summer he will spend a semester in Stuttgart, Germany. I have explained to him that I will of course need to inspect his lodgings at some point in his stay....and take in some of the local attractions.

Luke and his brother, Ethan, had driven our 911 to Charlotte for last year's Porsche Parade so he had been warned that these gatherings are actually a specialized form of group therapy. I told him we would plan as we go, just let the game come to us and it appealed to him. With the exception of driving at least some of the Blue Ridge Parkway and stopping at the Inn at Little Switzerland for the Friday night seafood buffet the trip was essentially "TBA."

We took the Corbin exit off I-75 and crossed through the tunnel at the Cumberland Gap. A new experience was that the traffic was stopped while a load of hazardous material was escorted through the tunnel. I had not thought about this caution but I was appreciative.

It was hot, remember June? One of the things about loving but sparsely driving a 20-year-old cars, is that rubber seals oxidize and crack. This time it was "o" rings on the air conditioner's compressor allowing the coolant to leak out. I had not checked the air in time for a fix before the trip but for a couple of guys whose alternative would be a 1969 911 coupe

without a sun roof it would be just fine, and it was.

When we called the Inn at Little Switzerland to see about reservations for the Friday Seafood Buffet, the hostess said it was first come-first seated but we should get there before 7 PM if we did not want to wait. It is a five-hour trip and that meant I actually had to leave the office by 1 PM. To understand the importance of Little Switzerland, I can honestly say that it is the best seafood buffet I have ever experienced, bar none. Neil and Michelle Fisher made the trip with us on the way to Parade last year and confirmed that opinion.

Little Switzerland is adjacent to the Skyline Drive in North Carolina and a table view from the top of the range is good for a big appetite. Making multiple trips for a little taste of everything (except that incredible roast) is unavoidable. I haven't stayed at the Inn because I have always been somewhere else to finish the evening but it would be fun. My first two visits there just happened to coincide with a gathering of Austin Healey 3000s from all over.

After an hour and a half, Luke and I realized that much longer and we would need some help getting into the car. So we headed toward our digs at the Smoke Tree Lodge in Boone, NC, about 10 miles from the Meadows at Grandfather Mountain.

Smoke Tree Lodge is a functional skier's stop or hiking escape. As I went out for my 6 AM morning walk, I noticed signs posted on the doors saying that there had been cougar and bear sightings recently and a walk in the woods was at my own risk. Since I am a kinda

macho guy, my favorite line from *Tom Sawyer* came to mind: "I could'a stayed if I'd wanted to... but I didn't want to."

The accommodations are homey, not overdone and no breakfast. We went for breakfast at a local favorite in Boone. Sorry I can't recall the name, but there is no confusion as it was the only local place in town to get breakfast. All in all it was a good stop.

I can't go to a Porsche event with a dirty car, I just can't. The 928 was dirty from the trip down and I knew a self service car wash on the other side of town that would not be known to all the other 928s we were seeing. I usually take a bag of Griots supplies and in about an hour, we had a really, really clean car. While there, I shared a couple of favorite driving routes with a motorcycle guy who makes mountain runs on weekends.

The Meadows at Grandfather Mountain is where some of the Scottish Highland Games are played out. There is a cinder track and the cars park inside the cinder track. The host 928 Specialists has a large tent with chairs and tables and serves a Bar B Q lunch at no charge. There is a sign-up and we get a nice T-shirt and there is a drawing for door prizes at the close.

The 928 Owner's Club does do a sign-up for new members or renewals. But generally it is wandering, looking and chatting informally with the fanatics who come from all over the US. We met owners from New York to Texas to Florida this year. And the cars represented every year and condition of the 928.

Sharks in the Mountains

This year, there were about 100 cars. There are some ROUGH 928s out there and some with as many as 300,000 miles without the engines having been taken down.

Because the event is an open invitation by a specific vender, there are no other vendors allowed to hock their wares. But 928 Specialists does have several specialties on display, including a package for supercharging the later models. These supercharging units are very, very well done and the installation equals anything the factory would do. There were seven examples of the finished installation brought by satisfied customers.

Greg Schickel from Georgetown is always there along with a couple of other Kentucky fanatics. Shawn Hamilton, a Louisville police detective I had initially met at the event two years ago had come down with Greg. When I first met Shawn, he had an early 928S with stock engine. This year he was sporting a black 928GT (a stark, manual transmission model with an extra 15 HP over the S/4 which has a stock 315 HP. But this GT had been blessed with the supercharger kit. Estimated power is in the 425-450 range "at the wheels."

Greg had driven his own 928GT and without my going into detail, he was impressed by the difference in the performance. Adding an additional 125 HP to these cars brings them into modern GT sphere of performance at pennies on the dollar in comparison of price. One can buy a very good 928 for around \$10 - 12,000 and have the supercharger installed for



Robert and Luke McClelland at P20

an additional \$8,000 and....

Well, you get the picture.

Yes, a 28,000 mile black on black 928S/2 gets a lot of attention at this gathering, but the nicest car I saw there was a red 1994 928 GTS with manual transmission and the 928 Specialist's supercharging package on it.

The car had just over 40,000 miles and was spotless. It had a bang-up audio system that was professionally installed and the interior had been worked over like something from Speed channel. I honestly can say it was incredible.

Lunch was Bar B Q with potato salad, chips and soft drinks. After lunch, Luke and I opened the hood for display and enjoyed the time together as we set up our chairs and chatted. At one point a guy had been eyeballing my car's engine bay. Eventually, he came around to the back where we were sitting and announced, "You know you have a part missing on your car." Well, frankly I did not

know that and went with him to show me what the problem was. He went to great pain to point out that one of the washers was missing from the bolt securing the radiator to its frame.... Did I mention that this was where 928 fanatics gather?

The event schedule has a traditional group dinner at a restaurant across the mountain. The drive rivals the "Tail of the Dragon," and this group drives it in a way one would expect. I have made this trip twice but as dinner usually lasts about two and a half hours, I wanted to try something a little different. And I knew that the route home for us would be exciting enough.

It was 2:00 PM as we (two red heads) sat in a blistering sun, and I decided that what I really wanted to do next was see if we could get on my favorite North Carolina golf course, Mt. Mitchell County Club, before we left to head home that evening. A call con-

"You know you have a part missing on your car." Well, frankly I did not know that and went with him to show me what the problem was. He went to great pain to point out that one of the washers was missing from the bolt securing the radiator to its frame.... Did I mention that this was where 928 fanatics gather?

Sharks in the Mountains

firmed that if we got there by 3:00 we could probably get in a full 18 holes.

Mt. Mitchell Country Club is at the foot of North Carolina's highest peak. But it is basically a flat course that follows (especially on the second 9 holes) a trout stream. It is wonderfully picturesque and secluded on the back nine. Although I had played golf for 50 years, I had not played in the past two years. I had made the option available by tossing in my clubs at the last minute just in case and we confirmed that we could play out of the same bag riding in the same cart.

Fortunately, we were the last two players on the course. We played badly but I can honestly say that I have never enjoyed it more than with Luke that day. On the last tee, I challenged him for the long drive and we both hit our best of the day. I nosed him out by two yards but only because I got more "roll."

We decided to drive home on the Skyline Drive and Blue Ridge Drive and only take back roads up into West Virginia. What great roads Western Virginia offers. We stayed the night in Bristol, VA in the shadow of the Bristol speedway. That is an impressive sight.

We finally crossed the high bridge over the New River at Fayetteville, WV on Sunday around Noon and had lunch in Fayetteville, a center for nature lovers who raft, hike and climb in the New River Gorge. My grandparents are buried in a small cemetery beside the visitor's center for the bridge and it provided an opportunity to share some family history and tradition with Luke.

We followed old Rt. 60 through the old coal towns and into Charleston where we elected to finish the trip on I-64 back to Lexington. Frankly, we were ready as we had basically been in the car for three days.

And we both agreed that we needed to rush back to get that missing washer installed.



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Porsche Tech Quiz/ History Lesson

1. When did Ferdinand Porsche build his first gas/ electric hybrid vehicle?
 - a) 1900
 - b) 1936
 - c) 1948
 - d) 2008
2. Ferdinand Porsche established his engineering consulting business (Porsche AG) in Stuttgart in which year?
 - a) 1910
 - b) 1930
 - c) 1936
 - d) 1948
3. Porsche AG's largest contract in its first 10 years was for development of which vehicle?
 - a) Mercedes SSK
 - b) Panzer tank
 - c) Volkswagen
 - d) Porsche Gmund Roadster
4. Why did Porsche originally locate their ignition switch on the left?
 - a) Ferdinand was left handed.
 - b) This location was mandated in postwar Germany.
 - c) It allowed faster LeMans racing starts.
 - d) to distinguish Porsche from other brands
5. Wendelin Wiedeking, who has been considered my many to be the savior of modern Porsche, was hired in what year?
 - a) 1986
 - b) 1992
 - c) 1995
 - d) 1999
6. Wendelin Wiedeking, who has been considered my many to be the savior of modern Porsche, was let go in what year?
 - a) 1994
 - b) 1997
 - c) 2003
 - d) 2009
7. Porsche Boxsters were made in Germany and ____?
 - a) East Germany
 - b) Austria
 - c) Finland
 - d) USA
8. Porsche's largest dealership is in ____?
 - a) Florida
 - b) Dubai
 - c) Munich
 - d) Saudi Arabia
9. Porsche's smallest dealership is in ____?
 - a) Trinidad
 - b) Cuba
 - c) Beijing
 - d) Viet Nam
10. Is Volkswagen going to purchase Porsche?
 - a) Yes.
 - b) No.
 - c) Time will tell.

Answers: 1. a, 2. b, 3. c, 4. c, 5. b, 6. d, 7. c, 8. b, 9. a, 10. a (but c might be acceptable)



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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....

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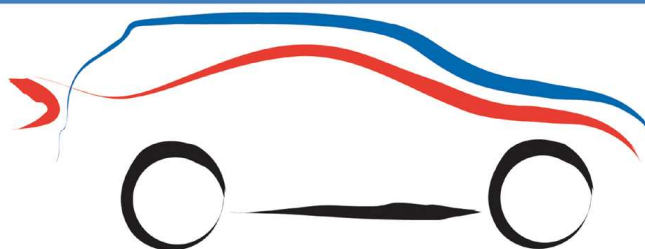
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