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October 2009 Vol. 7 No. 7

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President's Message



It's election time!

hile we do have the bare minimum number of candidates for the slate, we are still looking for interested people to play an active role in the club.

Anyone who's interested in having a vote on the board please contact Ed Steverson. Candidates will be announced at the November 15th social, but nominations will also be

taken from the floor at that meeting.

This next year is a transition time for the board in that we are adding four directors in addition to the four officers (president, vice president, secretary, treasurer) and pastpresident we already have.

The directors will serve twoyear terms, with two being up for election each year. But as this is the first time for this system, we'll be electing two

directors to one-year terms and two to two-year terms. The two RSVP to Ed nominees receiving the most votes will be the ones elected to two-year terms.

A director has a vote on the board; he or she may or may not also be a committee chair in charge of membership, activities, or other facets of the club.

Elsewhere in the Rumble, see info on the Covered Bridge tour the weekend of 10/17 & 18. Last year Steve & Ann

Womack put on a great event for us and this should be no different. Steverson.

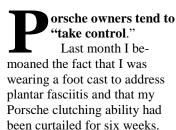


And it's not too early to mark your calendar for our annual Christmas party on December 13. It will be similar to last year--same place, same caterer. More details to come next month

Gary Hackney

Editor's Notes:

'Taking contro



Well, I found that I could remove the walking boot and shove the clutch pedal in, although sometimes four or five attempts would be necessary to fit the Frankenstein foot into the small pedal box of the 911.

Following a particularly awkward drive home in the rain from the canceled Polo event, and with a freshly rebuilt motorcycle engine needing breakin, I decided to cut the cast off, fall back to a night splint treatment as first prescribed by the doctor, and to get on with my motoring life.

That decision has worked well for me having worn the cast for three weeks, long enough to begin the healing process of my foot. The BMW motorcycle now is breaking in well before cold weather sets in, and I am once again able to operate a 911 clutch pedal on the first attempt.

Another example of a Porsche owner taking control can be found in Gerry Cooper's ongoing track experience with his 2007 997 Turbo. His "Road America Revisited" article with photos in this issue in part speak to the Turbo's all-wheel drive capability under track conditions, offering a level of control unavailable in reardrive Porsches.

Of course, much of the entertainment of driving rear-drive Porsches is in taking control of

the unique handling qualities of fit Macular Degeneration, and the tail-heavy 911. What other manufacturer has spent so many years refining such an engineering challenge?

Ken Partymiller shares images from this year's Petit LeMans event at Road Atlanta, another spectacular display of taking control, in the rain this year, in the heat of competition at the highest level. Ken also provides a brief overview of Porsche involvement in Formula 1.

Ken Hold offers an impressive overview of Zone 13 activity.

This issue also features the Four Roses Distillery Drive via photography by Ed Steverson and Ken Slone, an invitation from Ed Steverson to participate in the Covered Bridge Tour, a two-day event to bene-

regular contributions from Gary Hackney, William Glover, Tim McNeely, and Mark Doerr.

Autumn is a busy time for Porsche drivers with Escape, the Churchill Downs Concours, the Bluegrass Motor Speedway Drive the Track, and our regular events, Cars & Coffee and the monthly social.

So as we drive forward on increasingly cool pavement, let's take photos, write articles, and share insights with fellow Porsche owners who are daily seeking ways to somehow take more control.

Let's take control of Rumble!

- Paul Elwyn





Bluegrass Region PCA Club Officers



Gary Hackney President ghackney@att.net 859.684.4093



Ken Partymiller Vice President Partymiller@aol.com



Bob Lovejoy
Treasurer
bobl@lexmark.com



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glarde2k3@yahoo.com



Tim McNeely *Membership Chair*TMcNeely@vp.com



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Larry Woods *Director at Large*reddog911@gmail.com

Bluegrass Region PCA Photographer and Historian



Mary Doerr *Photographer*



Julie Woods Historian

National PCA Board Officers from the Bluegrass Region



Ken Hold *Zone 13 Rep*kendellhold@insightbb.com



Phil DotyPCA RPM Chair
PHDoty@aol.com

BOARD MINUTES

Bluegrass Region Minutes for September 14, 2009

Location: Sawyer's Downtown, Lexington, KY

Call to Order: 7:00 PM

Board Members in Attendance: Gary Hackney, Tim McNeely, Paul Elwyn, Ed Steverson, Ken Partymiller, Mark Doerr, Larry Woods, Bob Lovejoy, JW Wilson, William Glover

BGR Members in Attendance:

Minutes from August: We have a Quorum, Minutes approved.

President: Gary Hackney

- Welcome Bob Lovejoy who as accepted the nomination to the position of Treasurer. Motion to accept: Larry woods, second Mark Doerr. Motion unanimously accepted.
- Nominating committee members to be Gary Hackney, Ed Steverson & Judd Campbell. Nominations will be completed for review by the membership by the November social.
- Motion for the 2009 BGS Charitable event to be Grayson weekend to benefit Macular Degeneration by Tim McNeely, second JW Wilson. Motion carried.
- Apply for PCA annual charitable subsidy, motion to accept: Ed Steverson, second Tim McNeely. Motion carried.

- BGS will match member contributions for charitable event up to \$1500, motion to accept: Tim McNeely, second Ed Steverson. Motion carried.
- Green's Automotive Group headed by Clay Green will assume ownership of our local Porsche of Lexington dealership. BGS PCA is looking forward to extending our dealer relationship with the new owner.

Activities: Mark Doerr

- start Sat Oct 17th at Dough Daddy's on Versailles Rd. Lodging will be available. RSVP Ed Steverson. This event has been proposed as our 2009 BGS Charitable event with proceeds going to Macular Degeneration
- Annual Christmas party scheduled for the 13th, more details to come
- Polo event/Social rain contingency: Social will be canceled.
- Churchill Downs Concourse, October 3rd and 4th
- Bluegrass Motor Speedway "Drive the track" November 7th
- Seeking indoor location for Cars & Coffee, possibilities suggested: Calistoga Café
- Board meeting Oct 5th, Cars & Coffee Oct 10th

Meeting Adjourn: 8:00

MEMBERSHIP NEWS

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

- John Bell of Lexington 2003 Boxster S
- Gilbert & Maria Mamauag of London 2009 Boxster S
- Hugh Bloomfield of Lexington 2009 Cayman
- Ron & Christy Tussey of Lexington 1987 911
- Joseph Ghansah of Lexington 2006 Cayman

Our membership is at 130 Regular Members and 92 Family& Affiliate Members, making our total membership 222.

Also, please recognize the following Member Anniversary dates:

•	Mechaelle Hanks	2003
•	Brad Smith	2002
•	Rod Johnson	2004
•	Julie Lisle	2004
•	Herman Tudor	2004
•	Glenn Boens	2005
•	Clark Harrison	2005
•	Vince Carlucci	2006
•	Patricia Di Cessa	2006
•	Scott Brown	2007



William Glover

Secretary

Tim McNeely Membership Chair

CALEDDAR OF EVEDTS

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: Porsche Panamera Official Launch, Porsche of Lexington. Viewing from 10:00 a.m. to 4:00 p.m.

October 17-18, 2009: Fall Covered Bridge Tour and Charity Drive, Meet at Dough Daddy's Donuts on Versailles Road at 7:30am for gas, coffee and donuts. Leave at 8:00am. We will a picnic lunch at one of the bridges. The drive will end at Steve Womack's house. Sunday's drive will finish up the bridge tour ending in the afternoon. This will be a charity drive benefiting the American Macular Degeneration Foundation. Donations are encouraged from all who participate. For more information please see article in this issue of the Rumble or contact Ed Steverson at 502-320-2655.

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

November 7, 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 14, 2009: Cars & Coffee, 9:00 am, Frisch's on Harrodsburg Rd. For more details contact Gary Hackney 859.684.4093

November 15, 2009: Membership Meeting, 5:30pm, Rumor's on Man O' War at Maple Leaf Drive. For more details contact Gary Hackney 859,684,4093

December 3, 2009: Lighting of the Distillery, Buffalo Trace, Frankfort. 5:30pm. For more details contact Ed Steverson 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.



Mark Doerr Activities Chair





Within the Zone 13



By Ken Hold PCA Zone 13 Representative

The third quarter started very busy with a number of the Zone 13 folks being involved at the Keystone Parade. Despite the busy schedule, we found time to hold an enjoyable "Gathering" for zone members. The 40 person turnout proved to be a great opportunity for members from various regions to meet, share common interests and network for future cross regional events. While zone members were pleased with winning several awards, we were very proud of Laura Prellwitz, the Fox Valley President, for winning PCA Enthusiast of the Year!

Less than two weeks after Parade, the Bluegrass Region was involved with their largest annual event, the Keeneland Concours d'Elegance. While nearly half of the concours planning team is comprised of Bluegrass Region members who work year round on the event, the key involvement for the region is the day of event Car Club Paddock Challenge. This event is one of the key fund raisers for the concours. This year's Porsche Paddock had over 100 cars and a winning Challenge donation of \$11,512 which provided the majority of the \$18,094 total Paddock donation to the Kentucky Children's Hospital. It also gave Porsche owners another year of bragging rights for having the #1 sports car club in Lexington.

During July/August I spent a month in Germany. I was able to spend a day in Stuttgart visiting the **Porsche Museum**. The museum building itself is awe-

some and the one-off unique vehicles displayed were fantastic! The displays were presented in a manner that maximized accessibility to the visitor with very visible descriptors for information.

In late August I attended a Lexington Porsche Dealer Service Day. This event has been offered a couple of times a year in conjunction with the Bluegrass Region. There typically is a good turn-out of both PCA and non-PCA Porsche owners. It provides a good opportunity for the region to solicit for new members. It is also a time when Porsche owners can discuss car issues with parts and service providers. This time we had a dyno-tester on-site to test horsepower.

Labor Day Weekend was a total blast for my wife Adell, and me. On Saturday we went to Porsche Park at Road America for a joint picnic with the Fox Valley and Milwaukee **Regions**. The event was very evenly shared with approximately half of the 80 attendees coming from each region. Even more impressive was the equal sharing of set-up, teardown, and clean-up responsibilities. The Milwaukee Region has done an excellent job of developing and maintaining the Porsche Park.

On Sunday morning we participated in a **Chicago Region TSD Rally** in the Elkhart Lake area. This rally was particularly fun since it followed the original open road course of the 1950 - 52 races. This course was later the basis for the layout for Road America.

On Sunday afternoon we were able to do six observation laps on the Road America track in our Cayenne Turbo S. I enjoyed my first drive on the RA track and Adell had her first time ride on any track. Over all we had a great weekend!

On September 19 I had the privilege of presenting a PCA 50 Year Recognition to the Kentucky Region. The event was held in a recently restored historical theater in Downtown Louisville. There were approximately 100 attendees at the event. Parking for the 32 Porsches driven to the event was immediately in front of the theater as result of closing the street to public access. The region provided attendees with a book and DVD describing the region founding and photos of past events.

I spent the September 26 and 27 weekend in St. Charles, IL attending a National Planning Meeting for the 2010 Parade. This was my first opportunity to view the venue and meet key members of the Planning Team. The amount of work already done is amazing. The amount of work left to do is tremendous. I was very impressed with the number of Chicago Region volunteers already involved in assisting the National Parade Team.

In addition to attending events I've been involved with making a couple of changes to our region procedures. I've been working with Arlene Novack, our National Safety Chair in developing an **Observer's Report for Tech Sessions** which

require insurance coverage. It is important that club members who attend these events are afforded the same rigorous attention to detail spelled out in an observer's report as is applied to other moving vehicle events.

I'm also working with David Novack, our General Counsel, in changing the wording and direction described in the Region Procedures Manual regarding the National Charity Subsidy. The current RPM wording implies that the Charity Subsidy only applies to events held directly by a region. Recent changes in tax accounting and reporting place significant responsibilities on the organization holding a charity event. The revised wording would clarify that the subsidy could apply in the case where the region is a participant of an event held by the charity. In which case the charity would be responsible for event tax accounting and reporting. David and I will be getting out a Region Focus Issue further describing the change.

I'm pleased to report that the **Southern Indiana Region** is now definitely an active, viable PCA Region! Key results include increased enrollment, several events completed and more scheduled. Relations established with local Porsche Dealer, Energized officers and directors. Congratulations to the members of the Southern Indiana Region!

October 17-18 Covered Bridge Drive to benefit American Macular Degeneration Foundation

ark your calendar for the Covered Bridge Drive on October 17-18th.

Enjoy autumn foliage of the region by way of scenic roads on a Porsche caravan to visit ALL of the covered bridges in the state.

Steve and Ann Womack will be our tour leaders and hosts for the Saturday evening dinner at their home in Grayson.

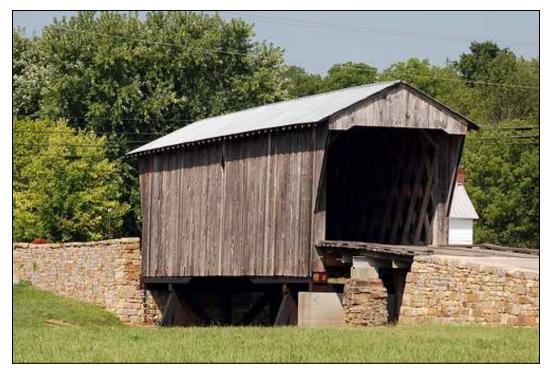
Saturday will get started at Dough Daddy's BP station next to Jack Kain Ford in Versailles, near the Bluegrass Parkway at 7:30am and get rolling at 8:00am. Come early to fill up on gas and donuts.

We will have a picnic lunch at one of the bridges.

Saturday's drive will end at the Womacks with dinner. The final bridges will be visited on Sunday. All should be complete early in the afternoon.

This event is the Bluegrass Region's charity event for 2009. The charity chosen is the

Contact
Ed Steverson
at 502-320-2655
to RSVP,
to donate,
or for further
information.



One of the bridges we will see on our tour will be the 60' Goddard/ White bridge originally located on KY 32 two miles to the south and moved by the WPA in 1932. This bridge features the only surviving example of Ithiel Town's Lattice design in Kentucky. Construction date is actually unknown, but historians believe the bridge to have been built in 1864. Restored in 1968 under supervision of Stock Bower, the bridge was listed on the National Register of Historic Places in 1975. Renovation ending in 2006 used most of the original timbers.

American Macular Degeneration Foundation. Ann Womack has Macular Degeneration and the club felt AMDF was a great choice for the charity.

Donations are encouraged from all who participate. I have applied for an annual charitable subsidy from PCA (\$350.00), and we will match all funds out of the BGR treasury up to \$1500.00.

Donations will also be ac-

cepted by members not able to attend

The Womacks do have a guest house and can accommodate some on a first come basis. Lodging also is available at Holiday Inn Express (877-863-4780) on Stevens Blvd. in Grayson.

Steve and Ann also have an indoor pool, so please bring your bathing suits (required).

I do need RSVPs by October

13th so plans can be completed. Contact Ed Steverson at 502-320-2655 to RSVP, to donate, or for further information.

This will be a great time! Please come and help make the 2009 charity event a huge success!

Drive it, Ed

Cars & Coffee

September 12th, The Coffee Pub

Next C&C: October 10th, The Coffee Pub, 9-10:30 a.m.



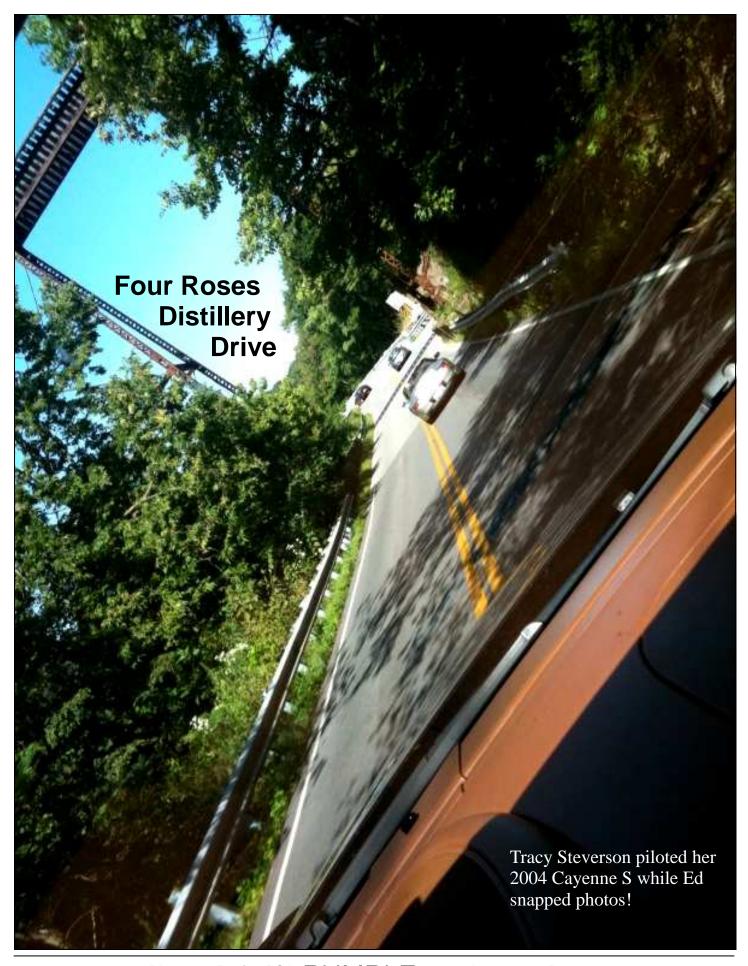


Members arrived in 12 Porsches at The Coffee Pub on September 12th prior to the Four Roses Distillery tour organized by Chuck Glover.

Attendees included Ed and Tracy Steverson, Bob Lovejoy, Ken Slone, Ken Partymiller, Gerry Cooper, Gary Hackney, Robert McClelland, Ken Hold, Chuck, Rita and Tyler Glover, Paul and Maureen Sloan, Mark and Stella Kidd, and Paul Elwyn.







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September 12th Four Roses Distillery Drive





Left: Three generations of Carrera, 993, 996, 997.



Four Roses Distillery tour participants on September 12th included (from left) Tracy Steverson (and Ed Steverson taking the photo), Mark and Stella Kidd, Paul and Maureen Sloan, Robert McClelland, Gary Hackney, and Chuck, Tyler, and Rita Glover. Chuck Glover organized the drive which departed from The Coffee Pub following Cars and Coffee. Also not pictured but participating in the drive is Ken Slone.

Bom to be Wild!

By Paul Elwyn

With no apologies to the late, great, Janice Joplin, my daughter would sing, "Lord, won't you buy me an iPod On Wheels."

I admit to being a little backward in my ways and out of step with most people, regardless of age. My daughter frequently reminds me of that.

Although she's no car person, she has liked the Porsches we have owned once she was big enough to ride in the front passenger seat, but the

non-Porsches impressed her only in Back in the day when I was flogging a 1972 MG Midget, I listened to Janice and her contemporaries on an eight-track tape deck hidden underneath my driver's seat, largely because there was no room for it in the radio console that I had cut in half to make room for my right knee.

Maureen, my incredibly patient wife, was horrified when upon arriving home from the first drive in the '72 Midget (our first new car), I peeled

driver door closed. This was not a big deal, because the wind against the open door ensured that the door would not swing out of my control except in extremely hard right turns. So I avoided tape changes in hard right turns.

Ah, youth. I was comfortable with that eight-track tape deck, and I wonder to this day how that technology suffered such a short life.

Today, most cars offer an impressive range of audio options.



terms of how comfortably she could sleep in the back seat or how the audio system, which always would be playing her music, sounded.

So we share an appreciation of Porsches, but for the most part I am a dinosaur, which is true, despite my sporadic efforts to change.

But I am open to change, I think. After all, in 1972 I was living large in the smallest car money could buy, and I was into tunes, and I think I can get there, the living large part, again.

back the vinyl covering on the radio housing and with hack-saw firmly in hand, one eye squinted shut to ensure a straight cut, I modified the radio console to a depth that from that day forward would never accommodate a radio receiver. But the Midget from that day forward did accommodate my 6'2" frame, and that was the first priority.

The second priority was tunes, hence the hidden tape deck, which turned out to be fairly handy, except that I could not reach the deck with the

Yaris Liftback offers more audio sophistication than did my mother's fully-optioned 1971 V12 XKE Roadster which commanded the dear sum of \$7,542 brand new in early 1972.

Even the entry-level \$12,000

Yes, we have come a long way, baby. But along the way, we have grown to expect a little more performance in our audio equipment. I deviated from that path by moving backward in years in my automotive selection, going from 2005 BMW development back to a 1996 Porsche. Although the optional HI-FI 10-speaker system with

Bom to be Wild!

"May I help you?"
"I'm interested in a new iPod conveyance."

"Which model are you considering? The liftback, the sedan, the convertible, the..."

"Yes."

"Color?"

"Whatever. When can I plug in my iPod?"

"We need to take five minutes for paperwork, and you're ready to drive..er, listen." remote 6-disc CD changer in the 993 still delivers what was considered to be really good audio back in 1996, it pales in comparison to current offerings. But stereo performance doesn't matter much. At engine speeds above 3,000 rpm, any stereo simply becomes background noise that intrudes on the primary music Porsche intended for its core audience.

Today's Porsches, however, offer fabulous power, handling, and audio performance, which is a good thing considering the money involved for a front-row concert seat. Someday (2020?), I may be able to enjoy a 997, one that is 11 years old. I bet it still will be delivering most of what was intended when new in 2009, including the audio performance.

Many older addicts getting their fixes from non-current Porsches are not put off by lessthan-state-of-the-art audio equipment in their German amusement rides, finding plenty of entertainment within the dynamic driving repertoire.

For younger drivers, however, especially those who are not driving Porsches and for whom cars are merely get-meto-the-(fill in the blank)-on-time conveyances, MUSIC ranks as the primary technology next to A/C.

Their playlists can provide years of non-repetitive listening pleasure regardless of traffic conditions, job/school/family issues, or hair/skin art/jewelry status. The iPod, if my daughter represents the average youth perspective, IS the vehicle.

"May I help you?"

"I'm interested in a new iPod conveyance."

"Which model are you considering? The liftback, the sedan, the convertible, the..."

"Yes."

"Color?"

"Whatever. When can I plug in my iPod?"

"We need to take five minutes for paperwork, and you're ready to drive..er, listen."

From that showroom sale forward, the iPod On Wheels becomes the performance machine capable of carrying the owner beyond any mechanical-technological performances of mere cars.

Still, I feel sorry for listeners with this mindset that focuses so sharply on the one performance standard. Imagine what that means. All features, A/C aside, beyond the iPod become support systems for the audio experience and out of mind until the iPod power source runs empty.

No grease-stained hands, broken fingernails, no dipstick

reading. What kind of experience can that be?

I guess for those embracing the iPod lifestyle, the relatively music-less automotive experience that I have accepted simply doesn't make sense. That's okay, if they are happy. I've been happy. I guess this separation ensures purity within the motoring community of those who enjoy the nuances of the complete car experience.

But it seems to me that these younger iPod drivers (boy, do I sound old) require a high level of entertainment that distracts from the core business of driving, which has always been my focus.

Give me fewer buttons, I always say. Sort of goes with my "Don't need no stinking power windows" hardcore way of looking at performance, a position that comes natural when driving older cars.

That's why I like the simple RS door pull, just a simple strap protruding through the door panel. Must save at least a couple of grams of weight. But its real value lies in reminding us what is important, what real performance is all about.

Again, I recall that "RSR" at P2O with no A/C or passenger seat. Maybe I need to start yanking stuff out of the 993. Who needs arm rests, back

Join fellow enthusiasts as a mummu contributor Bgs.pca.rumble@gmail.com

Bluegrass Region Parade attendees gathered for a photo.

Pictured are (from left) Zone 13 PCA Rep. Ken Hold, Adell Hold, Phil Doty, Mark Doerr, Mary Doerr, Jackie Gleason, and Ken Slone. Ken Slone says, "The guy in the photo beside me is a friend of mine from Washington State. His name is Jackie Gleason (actual name) and he is a member of the Pacific Northwest Porsche Club. His dad lives in Kentucky near Fort Knox and his wife and he stay with me when they come out for a visit. We used to work together many years ago. He was the one who got me interested in Porsches."



Ipod on Wheels: Bom to be Wild!

seats, center consoles, emergency wheel and tire, sound insulation. Yeah.

Yeah, that's it.

Wait a minute!

Having said all that weightsaving stuff has made me stop and think. That iPod probably weighs less than my Hi-Fi system with 6-disc remote changer. So, I guess the iPod

might be....a step to higher performance.

And maybe, given enough Less stuff, more performance. time, I might learn how to operate an iPod, not that music is really necessary, of course. Yeah. No more radio show intrusion trying to distract me. My iPod playlist could be designed to enhance motoring. I could control the music, as I did with that eight-track tape

player, only I could do so with the door closed!

I would have to include Steppenwolf's "Born to Be Wild." That's me, wild! No mainstream car made sporty for me, but built-from-scratch hardcore German sports car, THE sports car! The iPod can be my Porsche companion.

Hey, I then would be driving a higher-performance iPorsche!

Yeah, Baby!

Get your motor runnin'. Head out on the highway. Lookin' for adventure, Or whatever comes my way. Born to be wiiild!

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By Gerry Cooper

ollowing my first venture into DE events, I decided I liked it so much that I just had to have a car to catch those 911s (at least on the straights).

A trip to Porsche of Lexington saw the Cayman S handed in and a 2007 911 turbo take its place. The only thing now was to find out when and where the next DE event was being held and finding a set of sticky tires to fully use the capabilities of the car.

The latter was supplied by Porsche of Lexington – a set of 996 look alike wheels fitted with Michelin Sports Cup tires and the DE event being organized by Chicago Region PCA.

For many years the biggest event in the Chicago Region PCA calendar has been the Labor Day weekend TRAC event. TRAC is The Road America Challenge and combines Drivers Ed, Test & Tune and Club Racing.

It made sense (at least to me) that the first Drivers Ed in the

new car should be on a familiar trailer, variables. Also, I have family in Wisconsin with accommodation near the track so I wouldn't have to sleep in a tent for four days. trailer, vand fina America Thursda opened. All the days.

The TRAC event takes place from the 4th to the 7th of September, with Monday being an optional day (and additional fee). As registration first opens at 5-30pm on the Thursday, I decided to leave on the afternoon of Wednesday so I could clear the Chicago traffic in late evening. Additionally, as the round trip from Prestonsburg was 1100 miles, I thought putting the car on a trailer was a smarter move than driving, especially as I wanted to take a canopy, chairs, cooler etc.

I borrowed a suitable truck and rented a U-Haul trailer, although to get the Turbo onto the trailer required a trip to Lowes to buy various lengths of lumber.

The Turbo was driven to Porsche of Lexington for its tech inspection, new Pagid brake pads, brake flush with Motul fluid and the fitting of the track wheels. I loaded the car on the

trailer, with Bruce's assistance and finally arrived at Road America around 3 p.m. on Thursday, just as registration opened.

All the attendees had to wait until the track had cleared from a previous event, eventually getting on the track at 5:30 p.m.

The first group allowed in was the professional race teams, including some Rolex Cup cars, with progressively less important competitors bringing up the rear. The car was unloaded, canopy erected, car inspected and then it was off to bed for the night.

Friday had four sessions, Saturday three, Sunday two and Monday three, so it was a very busy schedule.

Friday started with a drivers meeting at 7:30 to explain passing rules, points and flags with my first session at 8 a.m. The TRAC event does not provide instructors as they are all involved in club racing, meaning that unless you have driven solo at Road America you couldn't participate. This was a double edged sword as although I liked the idea of driving alone, I

The TRAC event does not provide instructors as they are all involved in club racing, meaning that unless you have driven solo at Road America you couldn't participate. This was a double edged sword...

Drivers Ed #2

Road America revisited



would have welcomed a day or two of instructor input.

D2 group was a mix of cars from a 1970 914-6 up to a 2009 C4S with a whole host of 2000 year and up 996s, 997s Boxsters and Caymans.

I took the first session relatively slowly, becoming familiar again with the track, bedding in the new brakes and checking on tire temperatures and pressures.

The second session moved the speeds up a notch and by the end of that session the smile was reappearing. The Turbo on sticky tires was awesome!

I spent the rest of the day reassessing braking and acceleration points. This was a bit different from the Cavman S. The most noticeable difference was (obviously) the increase in horsepower, especially on the front straight where there's a change (upwards) in elevation and you needed the power to pull up the hill.

The other major difference was the use of the all-wheel drive. I could pull out of corners a lot faster than I first thought.

With the rear-wheel drive, accelerating hard too soon

tended to push the rear of the car out, with the immediate reaction to reduce throttle. With the all-wheel drive. I found that if the rear of the car started to drift out, I could apply more throttle and the front-wheel drive would pull the car through the corner.

At the end of the first day I was worn out but had a great time finding out about the nuances of the car. The remainder of the long weekend would be spent catching that pesky GT3! (One thing that did surprise me was the fuel consumption – at the end of the day I was getting eight mpg, that is, two laps per gallon.)

Saturday had me starting again at 8 a.m. but with fewer sessions as the GT cars were practicing for the Club Racing events. I had a great time mixing it with a 996 Turbo and a 997 GT3 for the day as they had the closest lap times.

I certainly found that the 500 pounds extra that the Turbo was carrying is a disadvantage going into corners but was more than made up by the extra horsepower coming out of the corners. Overall, the Turbo was quicker than the same year GT3 to driving the track.

and as an added bonus, I could seat four people!

There was one incident that somewhat spoiled the day. I was black flagged for a passing incident. On the short straight between turns 5 and 6, I was pointed past and without thinking, took it. I realized almost as I passed the car that I had broken the rules and just waited for the black flag to appear, which it duly did.

I had my hand slapped (literally), promised I wouldn't do it again and took off out of the pits. Lesson learned as three black flags has you removed from the entire event.

Saturday was also the event dinner which was held at the Siebkens Resort and combined with a car show and a drive by of the race cars from the track through the town of Elkhart Lake.

My wife and friends from Florida had joined me for the weekend and we duly arrived for dinner at the resort, to be met by Ken Hold and his wife,

Ken was attending a PCA management meeting in Elkhart Lake and was looking forward

With the all-wheel drive, I found that if the rear of the car started to drift out, I could apply more throttle and the front-wheel drive would pull the car through the corner.





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Road America revisited

Both of my sessions were before lunch on Sunday as the Club Racing guys were qualifying in the morning and racing in the afternoon. We all used this break to drive around the track and act like spectators, which was particularly interesting when the GT Cup cars started racing. It was a lesson to see the lines taken by various drivers through the more difficult turns.

Racing finished at 3:45 p.m., and the track was opened to spectators, friends and family to raise money for Cancer Research. A minimum donation of as an older 911 had lost control

\$10 was expected and as long as someone in the vehicle had driven the track. Anyone could drive in whatever car you had. The maximum speed was supposed to be 50mph but due to some confusion I think some was 90 mph Ken?).

with three sessions available and mixing both depleted DE groups together. This was good as D1 had a new GT3 with which to test myself.

The first session was black flagged about half way through

going through the 'kink' and had hit the guard rail head on. The damage was relatively minor, but the car was in a potentially dangerous part of the track.

This incident, combined with another car in the sand trap on drivers did go a little quicker (It turn 14 ended the session. I had decided to only drive two of the Monday was the optional day, three sessions on Monday and in my last session, I had a clear track in front and had cleared cars behind me so enjoyed the space.

> My next glance in the rear view mirror saw what looked like a GT3 approaching. Strange, I didn't remember passing it. As it got closer, and rapidly went past (after I pointed) it was apparent that track control had allowed a GTC cup car out on the track.

I thought I was travelling pretty well until he went past. Maybe this should be the next

I packed up the canopy, chairs cooler etc, put the car on the trailer and headed for Racine to spend the night with family, leaving late the following morning to avoid Chicago rush hour and arriving back in Prestonsburg at 7:30 that night.

Once again, the organization by Chicago Region PCA was fantastic, the weather great and the event almost incident free, at least in the DE groups.

One lesson learned was that if you have a spare set of wheels

for track use, put Hoosier track tires on them. They're cheaper than the Michelin Sports Cup and a level of grip higher.

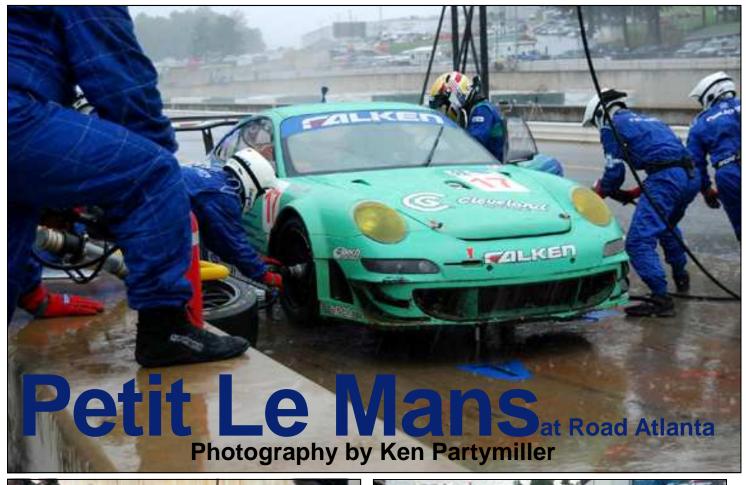
That pesky new GT3 had the Hoosiers, hence the problem keeping up!

Now, when's the next DE event? Looks like Ohio Vallev PCA have a weekend in October at Mid Ohio. Better get registered.



Gerry Cooper 2007 911 Turbo Ex 2006 Cayman S













Top: Falken 911 RSR pit stop in the rain Above Left: Porsche RS Spyder Above Right: Peugeot diesel

Far Left: Paul Ritchie,

head of Porsche Motorsports North America

Near Left: Bobby Rayhal

Petit Le Mansat Road Atlanta Photography by Ken Partymiller













Top Left: Allan McNish, most winning Audi driver

Top Right: Audi going to tech

Above Left: Unloading Flying Lizard Porsche

Above Right: New Jaguar RSR Bottom Left: Peugeot Pit

Bottom Right: Porsche Cayenne Safety Car

Petit Le Mansat Road Atlanta Photography by Ken Partymiller



Rebuilding Patrone Acura after being destroyed in an accident

Petit Le Mansat Road Atlanta Photography by Ken Partymiller





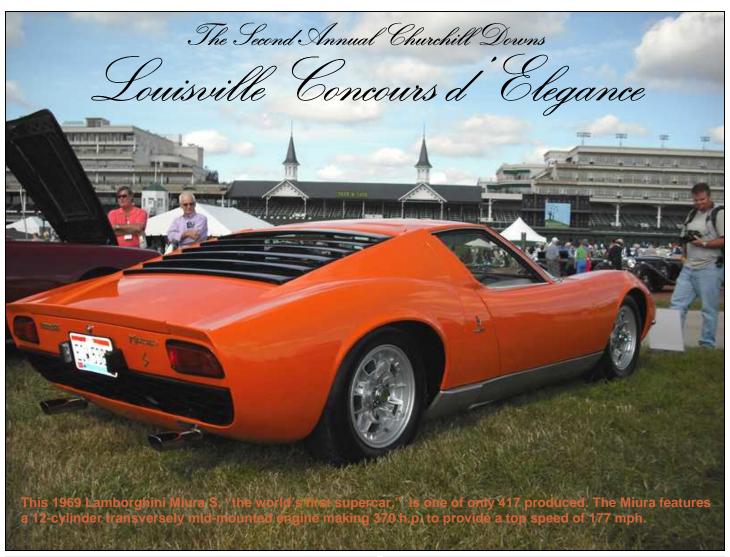


Falken RSR

Petit Le Vansat Road Atlanta Photography by Ken Partymiller



Peugeot's two diesel-powered factory prototype coupes finished 1-2, giving Peugeot its first American Le Mans Series victory at the 12th annual running in a weather-shortened race at Road Atlanta on September 26th.







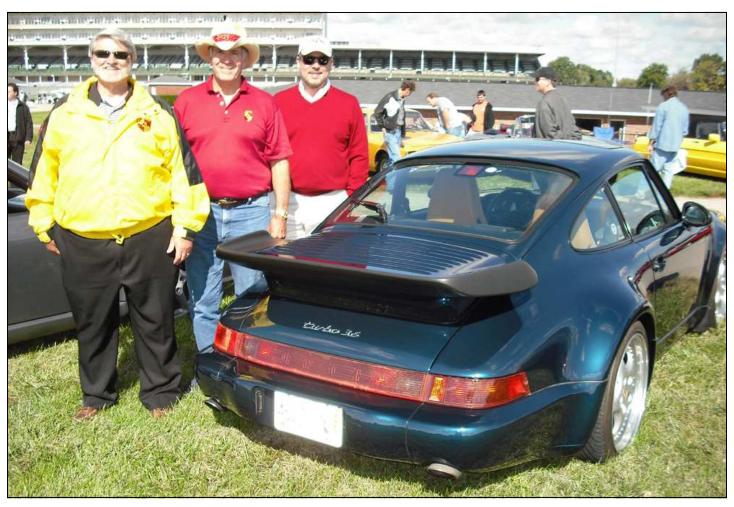
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Louisville Concours d'Elegance



Bowling Green Kentucky Region members (from left) Richard Hughes, Richard Collins and Central Indiana Region member Bill Linehan stand by Collins' '94 3.6 Turbo with 23,000 miles. Richard and Richard departed from Bowling Green at 5:00 a.m. to join the Porsche Corral gathering at 9:30 a.m. Richard Collins noted that the 400 h.p. '94 Turbo is more of a GT than his '89 930. Richard Hughes concedes that the 3.6 Turbo is quite a bit more the touring car than his '74 RS. Bill drove his immaculate '88 Cabriolet from Indianapolis.







Steve and Sharon Merker of Louisville stand with their 1954 Jaguar XK120 which they have owned for 25 years. When Steve found the car, it had been hit in the front end and right side, flooded up to the top of the fender arches, customized with body alterations and fitted with Ford Mustang seats.

The car now is correct in every way. Hays Sauchick of bud Oser Body Shop on Goss Avenue in Louisville fabricated a new left front fender from scratch in rebuilding the front end.

This beauty has been reliable since completed, requiring only a fuel pump and regular service.































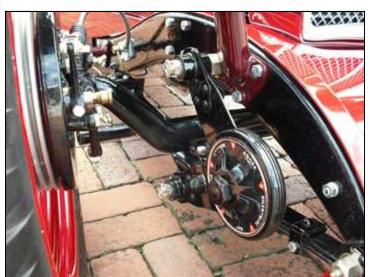








This 1937 Delahaye (above), one of nine built, is the original 1939 World's Fair display car.

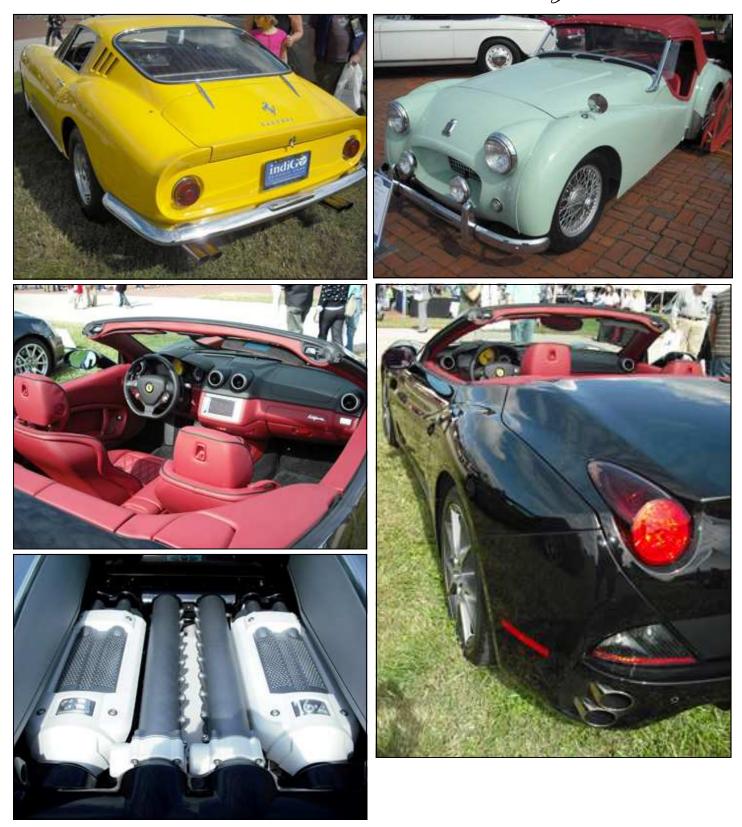


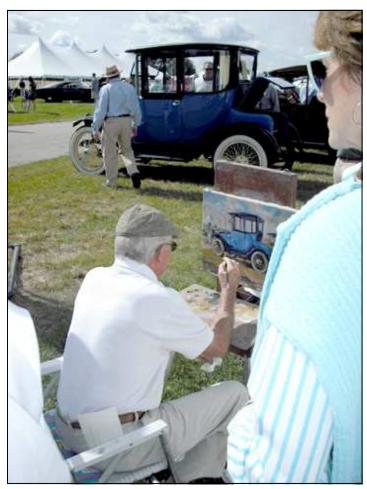
















Roger Coates (right) has owned his 1967 Austin Healey for six years. Owner also of two MG TDs, Roger serves as Treasurer of the British Sports Car Club of Louisville.

According to the club's newsletter, Remarques, edited by Eddie Davis (eddavis138@yahoo.com), the club is refurbishing a donated 1979 MGB to be raffled with proceeds to benefit St. Joseph.



October 10th

9:00-10:30 a.m.
Enjoy
breakfast and
tire kicking with
Bluegrass Region
at The Coffee Pub



Huschke Von Hanstein in the Porsche 804

By Ken Partymiller

Most of us know that Porsche competed in Formula 1 at several times in its history.



Many will be surprised to learn that the company actually had three forays into F1 with very mixed results. Porsche first participated in the Formula 2 series (one step down from F1) in 1957 with the two seat, 1.5L 718 RSK. Over time, the passenger seat was removed and the driver's seat was placed in the center of the car. Later, the fenders were removed and an open wheel car was created.

In 1961 F2 became the new F1 and the old Porsche flat 4 was not competitive. Porsche developed a new car, designated the 804. It was powered by a 1.5L flat 8. In 1962 Dan

Gurney won the first and only Porsche victory in a championship race (points race) at the French GP during this first F1 era.

After the season Porsche withdrew from F1, supposedly due to high costs but privateers continued to race Porsches in F1 for the next two years. Notable Porsche drivers over the eight years included Count de Beaufort, Edgar Barth, Umberto Maglioli, Henry Blanchard, Wolfgang von Trips, Fred Gamble, Hans Herrmann, Mas-

ten Gregory, Dan Gurney, Jo Bonnier, Wolfgang Seidel, Ben Pon, Heini Walter, Stirling Moss, Nino Vaccarella, Richie Ginther, and Gerhard Mitter. Over this period Porsche built 77 race cars, scored one pole, one victory, and five podiums in points races.

In 1983 Porsche returned to F1, supplying water-cooled, 1.5L V-6 turbo engines to the McLaren TAG team. The Porsche engines were branded TAG who supplied most of the engine development money to the team. TAG-Porschepowered cars took two constructor championships in 1984 and 1985 and three driver championships in 1984 (Niki Lauda), 1985 (Alain Prost), and 1986 (Prost again). The McLaren-TAG cars won 25 victories between 1984 and 1987. Drivers included Alain Prost, Keke Rosberg, Stefan Johansson, and Niki Lauda Porsche returned to F1 in 1991, again as an engine supplier, this time to the Footwork

Arrows team. The engine was



1958 718 RSK



1984 McLaren TAG Porsche F1



Michele Alboreto Footwork Arrows Porsche FA12 F1 test 1991 Silverstone

a double TAG type 3,499cc V-6, or a V-12. Results were, to put it mildly, disastrous. The cars, powered with the over-

weight double-V6, failed to score a single point, and failed even to qualify for over half the races that year. Drivers were Michele Alboreto, Alex Caffi, and Stefan Johansson.

Porsche has not participated in Formula One since.

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