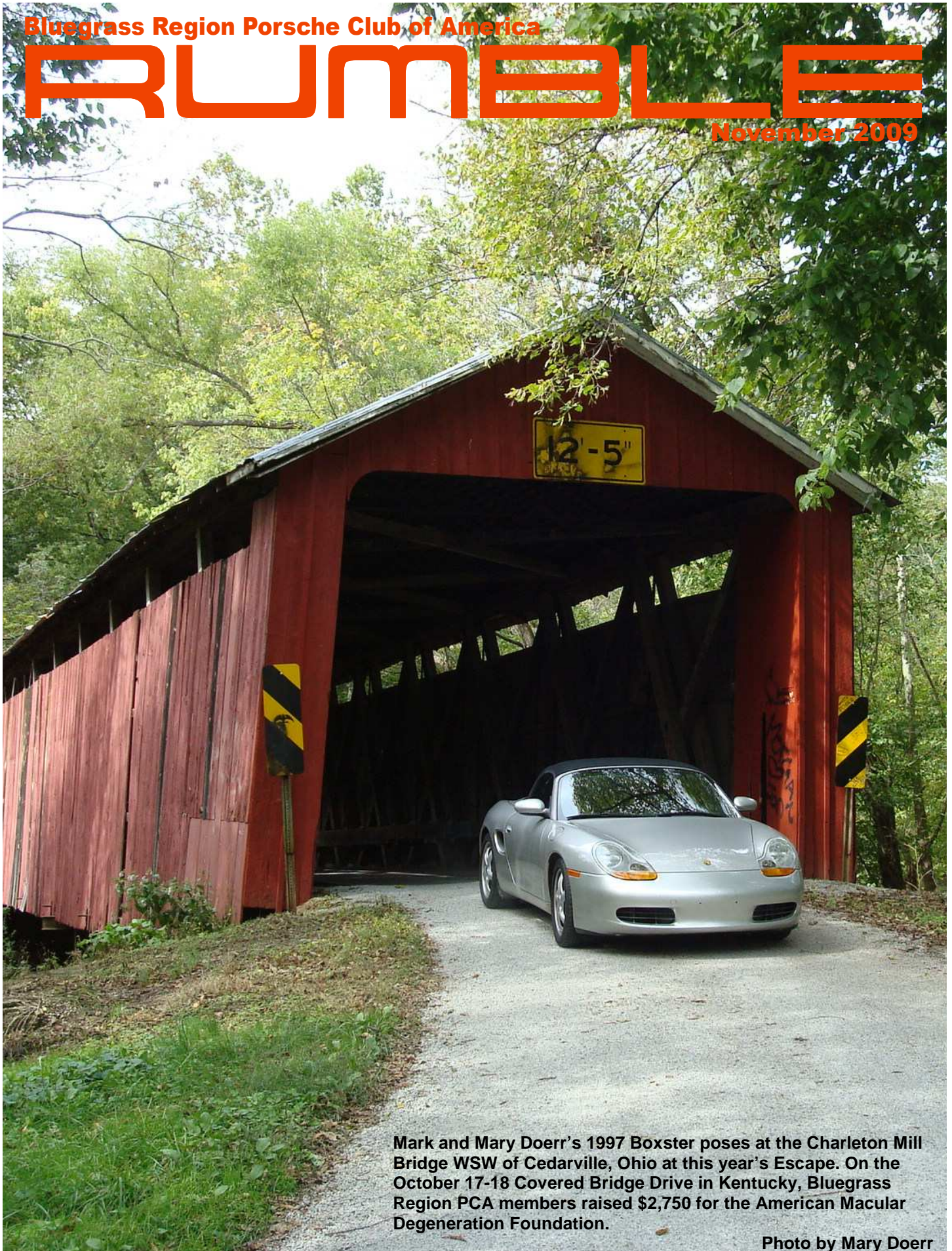


Bluegrass Region Porsche Club of America

RUMBLE

November 2009



Mark and Mary Doerr's 1997 Boxster poses at the Charleton Mill Bridge WSW of Cedarville, Ohio at this year's Escape. On the October 17-18 Covered Bridge Drive in Kentucky, Bluegrass Region PCA members raised \$2,750 for the American Macular Degeneration Foundation.

Photo by Mary Doerr

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PORSCHE



RUMBLE

November 2009 Vol. 7 No. 8

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Cover photo by Mary Doerr

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President's Message



We tried to tell you!

We tried to tell you! We tried to tell you that the Grayson covered bridge tour would be the highlight of the year, and it was, and you didn't go! (well, many of you didn't!).

Next time pay attention!

If you have aspirations of being the 2010 Bluegrass Region president, you're running out of time. Final nominations for the four officers and four director positions will be taken at the November social on the 15th. Ballots will be

mailed shortly thereafter.

We've been a bit short on technical events this year; if you're planning to work on your Porsche this winter, let us know via the Chat, even if it's on short notice.

You might get some

help and the rest of us might learn something.



Plan on attending our final event of the year, the Christmas party at Firebrook Clubhouse on 12/13. More info is elsewhere in this Rumble and also in December's.

— Gary Hackney

Contributors sustain Rumble

Editor's Notes:



Although this issue doesn't carry the many pages of car photos as in past issues, Rumble continues this month with excellent member contributions.

Robert McClelland recently shared his enthusiasm having sited a Panamera in Paris, France traffic, opening a flurry of opinion regarding the latest offering from Porsche.

Following up on that exchange Robert in this issue of Rumble expands his position regarding the Panamera and other Porsche products that through the years have sparked lively responses among Porsche aficionados.

See Robert's "Panamera: It is a Porsche, so what is your point?" starting on Page 17.

Also in this issue, **Gerry Cooper** shares his latest track experience, this time from a weekend at Mid-Ohio, offering some insight regarding the challenges facing a 997 Turbo pilot on a track that is quite different from Road Atlanta or Road America.

Next month, Gerry will share with us the origin of his fascination with sports cars by providing an overview with photos of the racing history of his father, Bill Cooper, who drove a number of historically significant cars in the early days of

sports car competition in the U.S.

Brant Nystrom of Pit Row Sports takes on the Nurburgring" provides Brant's experience at the infamous "Green Hell" in Germany.

Joerg Klinkhammer, an avid racecar driver, German national, FIA license holder, and Brant's long-time racing mentor was driving in a four-hour endurance event at the Nurburgring, the BF Goodrich Langstreichen Meisterschaft Nurburgring (Long Distance Championship), offering Brant a unique experience.

This issue also carries **Ed Steverson's** review of a fun, two-day driving event that

also raised \$2,750 for the American Macular Degeneration Foundation.

Mark and Mary Doerr share an overview with photos of their experience at Escape in Ohio.

And our regular contributors, **Gary Hackney, Tim McNeely, and Mark Doerr** provide a monthly update on club business and upcoming events.

So, once again, let's thank our members who sustain Rumble!

— Paul Elwyn



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BOARD MINUTES



William Glover
Secretary

**Bluegrass PCA Board of Directors
Board Meeting minutes from 10/05/09.
Call to order by Gary Hackney at 7:00PM.
(Attendees not listed)**

**2010 Director positions: 2 yr vs 1 year.
Board voted that two candidates receiving the most votes in the election get the 2- year positions. Next year only two are up for election. If there's a tie we'll draw names out of a hat.**

Panamera launch at POL is the same day as the Grayson covered bridge drive. What to do? Board decided to stick with plan of doing Grayson as scheduled rather than try to do both and perhaps leave late for Grayson. Put information in Rumble; for room reservations, more information contact Ed Stevenson. Grayson covered bridge tour takes the place of the October membership meeting.

Charitable event: Beneficiary is American Macular Degeneration Foundation. Ed made request for charitable subsidy from National; Ken Hold will process.

Christmas party: December 13th. Board approved charging \$25/person; expect it to cost \$30-35; club will subsidize the difference. Same place & time as last year.

Drive the Track at Ky Speedway is 11/7 (later cancelled).

November social is the 15th.

Cars & Coffee for November will be at Frisch's on Harrodsburg Road; October is at Coffee Pub as in previous months.

Adjourn 8:00 PM

***Minutes submitted by Ken Partymiller
for William Glover***

MEMBERSHIP NEWS

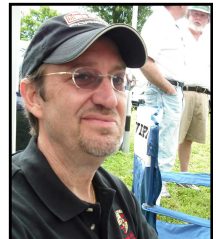
Three members signed this past month. Please join me in welcoming:

**Tony Deguzman, Paintsville 2001 911
Charles Fultz, Louisville 1974 911
Gene Williams, Lexington 2009 Boxster**

Our membership is at 131 Regular Members and 91 Family & Affiliate Members, making our total membership 222.

Also, please recognize the following Member Anniversary dates:

Bob Dawson	1991
Greg Schickel	1995
Lisle Dalton	2001
John Neal	2006
Mark Stuhlreyer	2007
Seth Beaver	2008



Tim McNeely
*Membership
Chair*

CALENDAR OF EVENTS



Mark Doerr
Activities Chair

NOVEMBER

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, Location BD Mongolian Grill, 2309 Sir Barton Way, Hamburg, Lexington. For more details contact Gary Hackney 859.684.4093

DECEMBER

December 3, 2009: Lighting of the Distillery, Buffalo Trace, Frankfort. 5:30pm . Meet at McDonald's at Brighton Shopping center at 5:15. 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 12, 2009: Cars & Coffee, 9:00 am, Frisch's on Harrodsburg Rd. For more details contact Gary Hackney 859.684.4093

December 13, 2009: Christmas Dinner and Membership Meeting. Firebrook Clubhouse. Time 5:30 pm Social, 6:30 pm Dinner.

JANUARY

January 4, 2010: Board Meeting, 5:30pm Sawyers. For more details contact Gary Hackney 502.867.0681

January 9, 2010: Cars & Coffee, 9:00 am, Frisch's on Harrodsburg Rd. For more details contact Gary Hackney 859.684.4093

January 17, 2010: Membership Meeting, 5:30pm, The Pub Restaurant, Fayette Mall Lexington. For more details contact Gary Hackney 502.867.0681

FEBRUARY

February 1, 2010: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Sawyers. For more details contact Gary Hackney 502.867.0681

February 13, 2010: Cars & Coffee, 9:00 am, Frisch's on Harrodsburg Rd. For more details contact Gary Hackney 859.684.4093

February 21, 2010: Membership Meeting, 5:30pm, Location TBA. For more details contact Gary Hackney 502.867.0681

MARCH

March 1, 2010: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Sawyers. For more details contact Gary Hackney 502.867.0681

March 13, 2010: Cars & Coffee, 9:00 am, Frisch's on Harrodsburg Rd. For more details contact Gary Hackney 859.684.4093

March 21, 2010: Membership Meeting, 5:30pm, Location TBA. For more details contact Gary Hackney 502.867.0681.

**Cars
&
Coffee**

November 14th



9:00-10:30 a.m.

**Enjoy
breakfast and
tire kicking with
Bluegrass Region**

at Frisch's, Harrodsburg Rd.

Bluegrass Region PCA Christmas Party December 13th, Firebrook Clubhouse



Hello All:

The annual Christmas party will be held on Sunday, December 13th at Firebrook Clubhouse.

We will meet at 5:30 pm and dinner will be at 6:30 pm. University of Kentucky Catering will be providing a delicious non-traditional meal. The cost will be \$25.00 per person.

Please confirm that you will be attending and which entrée you would like to have.

Make your choice and email me at markdoerr@insightbb.com so I can arrange with the caterer.

Regards,

Mark Doerr

Directions:

From New Circle Road take Exit #2/US-68 towards Harrodsburg.

Go 2.9 miles to traffic light at Overlake Blvd. (main entrance to Firebrook).

Turn right onto Overlake Blvd and go to 2nd stop sign (Firebrook Blvd).

Turn right on Firebrook Blvd and go approximately 1.5 city blocks. Clubhouse sign is on the right.

MENU

Pick one of the following entrees:

- Beef Tenderloin Carving Station w/ au jus and horseradish
- OR
- Italian Herb Crusted Chicken

Kentucky Bibb Salad with Grape Tomatoes, red onion, toasted almonds and Blue Cheese crumbles, Fresh Green Beans with Hand Carved Carrots, Roasted and Buttered Fingerling Potatoes, Dinner Rolls, Assorted Gourmet Dessert Tray
(with more chocolate than last year)

Iced Tea, Coffee and Water



Colville Bridge, Built in 1877, carries Colville Road across Hinkston Creek near Ruddells Mills in Bourbon County. Originally a double post and brace bridge with a single 124-foot span, it was rebuilt after severe damage from flooding in 1997. Drive participants are (left to right) Larry Woods, Gary Hackney, Corbin, Tracy, and Kaitlyn Steverson, Mark and Mary Doerr, Ann Womack, Adell Hold, Bill Maley, Kylie, Bob, Rita, and Blaze Lysack, Ken Hold, and Steve Womack. Not pictured but taking pictures are Ed Steverson and Julie Woods.

Photo by Ed Steverson

Bridge drive raises \$2,750 for American Macular Degeneration Foundation

**By Ed Steverson,
Event Coordinator**

Another great drive in Eastern Kentucky!

We spent two days carving out great eastern Kentucky back roads while visiting all, yes ALL of the covered bridges in the state of Kentucky located on state roads.

There are twelve covered bridges in our bluegrass state. They are spread as far west as Beech Fork Covered Bridge in Washington County and east as

far as Greenup County which has both Bennets Mill and Old Town bridges. Fleming County has the most with Hillsboro, Goddard, and Ringos Mill Bridges.

Our tour started early on Saturday morning and visited six of the bridges. A picnic lunch was enjoyed on the Johnson Creek Bridge. The bridge is restored, closed to traffic and has picnic tables inside. A neat location for lunch! The evening ended at the Womack's home with a dinner of fresh grouper

for nineteen! After dinner, we enjoyed socializing while watching the cats beat Auburn, and the kids enjoyed the Womack's indoor pool. Sunday after breakfast we made it to the last six bridges.

Besides all of the fun, this was the Bluegrass Region's charity event for 2009. The American Macular Degeneration Foundation was the chosen charity.

Ann Womack has Macular Degeneration, and was the reason in choosing AMDF.

We pulled together \$2750.00 for AMDF. Great Job!

I want to take this time to thank Steve and Ann for opening up their beautiful home and showing everyone a wonderful time. This was once again my favorite event of the year. I also wish to thank all who attended and contributed to AMDF, making the BGR 2009 charity event a success!

Drive it,

Ed Steverson

Drive raises \$2,700 for American Macular Degeneration Foundation



Photography by Ed Steverson

Cars & Coffee

New Location:
Join us on November 14th
at Frisch's on Harrodsburg Road,
9:00-10:30 a.m.



A distinctive caravan of three Porsches and one BMW motorcycle threaded traffic along a damp Harrodsburg road on the way to the October 10th Cars & Coffee event at The Coffee Pub.

Jamie Donaldson leading in his Cayman, Michael Spirito following in his '74 Carrera Targa with custom exhaust howling, David Patrick in his 997 Carrera, and I on the F800S BMW, joined Bob Lovejoy who drove his 996 Carrera, John Downs in his 928, Gerry Cooper in his 997 Turbo, and Jim Brandon in his Toyota Tundra.

We huddled together for lively conversation in the small dining room of The Coffee Pub, the outdoor patio closed and the weather dark and cool.

Although the outdoor patio setting worked fairly well through the summer, with winter approaching we will

move Cars & Coffee to Frisch's on Harrodsburg Road beginning this month, on November 14th, assembling from 9:00 a.m. to about 10:30 a.m.

Since 1983 Frisch's has worked well for the Bluegrass Beemers BMW Motorcycle Club. With approximately 76 members on the roster and a group of 10 to 35 members meeting every Saturday, the Frisch's servers work hard to provide orders from the menu. Servers arrange tables in the window alcove to the left of the restaurant entrance, a setting that provides a good view of the parking area that should work well for our Porsches.

The BMW group meets at 7:00 a.m. and moves to the parking lot around 8:30 following breakfast, departing by 9:00 or 9:30, typically.

We'll see how this location works for us, but we will remain open to suggestions of other locations, of course.

So, let's talk Porsches at 9:00 a.m. at Frisch's on Harrodsburg Road, November 14th!

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Another great drive while losing bits and pieces along the way

By Paul Elwyn



It's comforting to know that an older car can fall apart and continue to entertain without spoiling a beautiful day.

I pulled the 993 into the garage following a very satisfying autumn Sunday drive, one of those relaxing map-less jaunts where we talked constantly, listened to vintage rock and basked in sunlight through the open sunroof, crisp air nipping and tussling our locks.

Each rural intersection south of Danville provided another impromptu route change that moved us south, then west, then north, then west through the knobs on lightly traveled back roads cutting through some of Kentucky's most beautiful countryside, cloaked in the season's finest color, albeit less vibrant than in previous years.

But the Porsche as always growled and shrieked and whirled along as only an air-cooled flat six will do, dispatching pavement with ease, the wheel confirming every nuance of the pavement.

What a joy, as all of our older Porsches have been since 1986. I often wonder just how much better these cars were when new, because they all have been a joy with some age on them.

As is my habit, I pulled into the garage and listened for a moment to the engine rumble at idle, echoing off the garage walls, shaking the concrete

floor.

I popped the engine lid and checked oil level, then closed the lid content that clean oil glistened at the half-way mark on the twisted stick.

Just as I heard the click of the lid closing, my mind flashed an image that was not part of the ritual. Something wasn't right!

I quickly pulled again the lid release and exposed the engine once more, and to my horror a

for the engine to cool down, I loosened the three bolts holding the top section of the shroud and removed the section with the hole in its top.

Work light in hand, I lit the interior of the opened fan shroud to look for rubber bits having broken away from the shroud cover, but could find only one small piece of rubber on top of a cylinder, which I removed with long-handled



hole stared back at me! A hole in the fan shroud!

How can this be, a hole in the fan shroud? There appeared to have been an explosion given the jagged edge of the rubber top of the fan shroud!

But, no, there is nothing to explode, here. Simply air to be blown to the cylinders.

I turned off the engine and examined more closely through the hole in the housing into the darkness behind the alternator.

Nothing to see. Not waiting

tongs from the kitchen, looking over my shoulder to ensure Maureen was not watching me once again using a kitchen utensil in the garage. I don't know why she has a problem with that.

At 4:17 p.m. on this Sunday, I read the part number on the back of the broken shroud, and on the laptop Googled the part number to see vendors selling the part. At 4:22 p.m. I selected Pelican Parts, placed one fan cover (\$50) into the cart and

checked out. Part ordered at 4:24 p.m., ready to be processed on Monday.

On Wednesday, I installed the new shroud top and started the engine to ensure all was okay.

The engine sounded happy, and I slowly exhaled in relief, having successfully restored the cooling system for an engine that had not seemed to notice anything had been amiss.

My mind reflected on what had transpired. While we were enjoying the car and the drive, the car had experienced a technical episode and shrugged it off to continue its magic.

In writing these words, I likely am ensuring that our first roadside breakdown will soon take place, although in 23 years of Porsche motoring, we have never been left stranded. Well, a loose starter cable caused our '71 911 T to fail to restart one hot day in the middle of nowhere at an I-64 gas station, but a cooler starter did its thing and we drove from Indiana straight to the dealer at the old location on New Circle Road in Lexington where the technician tightened the starter cable and we were on our merry way.

At any rate, the 993 rests with fresh fan shroud cover, and we savor our next run on back roads.

This incident confirms that an older Porsche can remain cool under pressure even as it loses bits and pieces along the way.



Escape a blast!

By Mark Doerr



The 2009 PCA Escape event to the birth-place of aviation hosted by the Ohio Valley Region turned out to be a blast! It's the kind of event you want to do again. We can't wait until the next one.

more puzzling was Tom Tom announcing that we had reached our destination, right in front of an abandoned building.

We pulled over and checked the map and in an "AH HA" moment we realized this was an operator error. We corrected the address and an hour later Mary and I had reached Escape Headquarters, The Crown Plaza. We checked in and got some rest.

After leaving Springfield, the covered bridge tour took us through the Ohio countryside. The roads tend to be straighter than Kentucky's roads. The bridge tour took us to several bridges and a mill that is now a restaurant.

We stopped to have lunch in Yellow Springs at the Ye Old Trail Tavern opened in 1827. It boasts to be the oldest tavern in Ohio and rumored to be haunted by a lady in a blue dress along with a child. Mary had the fried Green Beans for the first time and Ken had a hot hot burger. We left with our stomachs full to further explore the countryside.

Upon returning to the hotel, we promptly got ready to go the welcome reception held at White Allen Porsche. The dealership was cordial and open. They served a German picnic with fun activities.

They arranged to have a Panamera there for us to see. I got to see firsthand what the commotion was about. The car looked great. It looked like a cross between a Cayenne and Carrera. Loads of trunk space and people space. Sitting in the driver's seat was almost surreal. This car has so many gadgets and buttons. Wow! Someone managed to get it started and the sound was good. If it wasn't so crowded I think they may have taken off. Everyone was given a nice set of Porsche posters.

The next day we traveled to the Air and Space museum at Wright Patterson Air Force Base. This proved to be the highlight of the trip. We got there a little early and were able



Our adventure began Wednesday Sept. 30th after an extra long extended workday followed by packing every nook and cranny of the Boxster with luggage. With trusty Tom Tom as our guide we had a relaxing two and half hour drive.

What a delight to see the skyline of Dayton. Our happy faces were soon to turn to puzzlement as Tom Tom directed us away from civilization. People were staring at us as we entered a less than desirable part of town. Better lock the doors. Even

The next morning after a great breakfast we embarked on the first adventure. A trip to the Westcott House by Frank Lloyd Wright in Springfield, OH and a covered bridge tour. With Ken Hold in tow the two Kentucky cars sped toward Westcott House.

The tour of the restored house was pleasant. The house had just gone through a great restoration and looked fabulous. Every detail carefully executed to bring the house back to its glory after years of neglect.

Escape a blast!

By Mark Doerr

to preview a little of the museum. The first stop was a restoration tour. Looking at the care and planning it goes into restoring a plane was a perfect prelude to the museum. It takes several years to get a plane into museum shape. Restorers must find period parts if they are not available and sometimes craft their own. The tour showed several planes and missiles in various stages of restoration. Yes, missiles. There were several nuclear Minuteman missiles waiting to be restored for display.

Touring the gigantic hangars that housed even the biggest planes was unbelievable. If you haven't made the trip to the base do so. You will not be disappointed. The planes were everywhere. From the first and rudimentary planes to the latest. There were three huge hangars along with a fourth smaller but taller to house the missiles. This would normally take days to look at but Mary and I took a quick approach so we could see everything.

This evening's banquet was held at the Packard museum. This is a restored Packard Dealership that now is a museum. Mary and I bowed out of this to visit with my sister who is a second year law student at Dayton. I was told the night was great and the museum awesome.

The next day Mary and I made a trip to Huffman Prairie Field, the first airport in the world. After driving around for about an hour we located it. It is on the backside of a rod and gun club. It was very serene

there except for an occasional shotgun blast. Across the street was the Wright museum. We did a quick tour of this and went on to Wright Patterson.

The Presidential Tour was next. This tour took us to the hangars that housed planes that carried our presidents through the years. The first plane was the plane that carried President Kennedy to Dallas and back. The plane was modified to carry his coffin because the crew felt it was more dignified to carry President Kennedy's body in the cabin than in the cargo hold. President Johnson was sworn in on this plane during the flight back. President Roosevelt's plane was next. His plane was modified to have a wheelchair lift.

The other side of the tour was experimental planes. We saw America's answer to the Concord the XB-70 which could fly at Mach 3. Many types of experimental engines were on display including a Packard engine. One interesting aircraft was the Verijet. Aircraft engineers felt the jet engine could produce enough thrust to lift the plane from a vertical position. This proved to be impractical.



The evening's banquet was held at the Taj Ma Garaj. If you have ever been there you will always remember it. The owner and host John Dixon has assembled an impressive amount of Porsche cars and memorabilia. His car collection runs from a virtually new Carrera GT to a wrought iron VW bug. We had a great meal catered by Firebelly and were entertained by The Fries.

The next morning was the Shine & Show held at Carillon Park. The park highlights Dayton's history of transportation. It has various recreated buildings that show the city's devel-

opment of flight, rail and automobile. The car show was further enhanced with a fly over by a Wright "B" flyer.

A very pleasant "Escape" to the birthplace of Aviation. Dayton is highly recommended for anyone wanting a quick getaway for a weekend. Next year's Escape I hear is North of the Border. Should be a great trip!

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PORSCHE

Brant Nystrom of Pit Row Sports takes on the Nurburgring



Story and photos
by Brant Nystrom



Joerg Klinkhammer (left) and Brant Nystrom Joerg is a racecar driver, German national, FIA license holder, and Brant's long-time racing mentor.

Sn early October I was fortunate enough to travel to Germany. Typically, that's a fine story in and of itself, but as a Porsche fanatic, PCA DE regular, team Pit Row Sports principal, and racing enthusiast, well, what can I say?

IT WAS AWESOME!!!

I was hosted by a business associate and dear friend of mine, Joerg Klinkhammer. Joerg is an avid racecar driver, German national, FIA license holder, and long-time racing mentor. He was driving in a four-hour endurance event at the Nurburgring, the BF Goodrich Langstreichen Meisterschaft Nurburgring (Long Distance Championship).

Beyond our business meetings, I was there to support

him. I had no idea what a treat I was in for.

Upon arrival at the ring, we immediately headed to the track entrance. This historic track is open to full-speed, full-passing lapping. We bought a pass to run laps and walked through the parking lot full of 911 GT3 RS, Audi R8 V-10, and various track-prepared race machines.

We hopped in his Mercedes sedan, and hit the track. It was late, cold, cloudy, and freshly wet by a misty rain, perfect track conditions.

Off we ran at a great rate of speed, passing 911's and M3's as he casually explained the track to me while laughing, and watching my HUGE grin! We pulled into the starting lane following the craziest lap I've ever witnessed (filled with stories of F1 driver's crashes, the number of deaths per year, etc.). To my surprise, he handed me the keys, and said,

"go for it, you're up"! I graciously accepted his offer; how could I refuse.

Off I ran. What a rush! I happily passed an M3, successfully navigated the carousels, and watched in amazement as 911 RSR monsters, next-generation and heavily-camouflaged 5-series BMWs, and all types of race machines enjoyed open lapping and furious testing at the ring.

The Nurburgring racetrack is comprised of two parts, the Grand Prix Circuit (a 3.2 mile, 17-turn formula 1 loop), and the infamous Nordschleife / North Loop (a 12.9 mile 77-turn monster).

The track sports two carousel turns and was dubbed the "Green Hell" by Jackie Stewart.

In spite of the 40-degree weather, the local region is beautiful. The area is located in a forested region about 25 miles south of Koln. Two quaint German towns full of

Brant Nystrom of Pit Row Sports takes on the Nurburgring



racing shops, restaurants, and gas stations are located within the ring, and a historic castle rises over the entire track region.

The racing welcome center itself is being modernized and updated. It contains shops including Aston Martin, Ferrari, a gift center, and many more. Hotel rooms are abun-



dant, new, and accommodating.

The next day we met up with Joerg's co-drivers with Team Marsani Motorsports: Michael Marsani and Markus Schachtschneider. I was presented with a pit and driver's pass that granted me free ranging ac-



cess to the four-hour GT race at the ring. I spent most of my time in the pit lane, not watching mind you, but on pit lane standing among the cars, crews, refueling, and race preparations.

The Marsani team would be running their M3 racecar and practice sessions were open. I eyed in amazement the factory team cars from Porsche, BMW, and Audi. We shared a pit bay with the BMW factory team, and had a chance to touch and climb underneath their M3 racer (as seen in the ALMS series). Next, they handed me a suit and helmet, told me to get suited up we were going on track!!! So I rode along with Markus in the final practice

Brant Nystrom of Pit Row Sports takes on the

Nurburgring



session with full-passing against world-class GT racers. Ha ha ha, what a rush!

The end of my session was cut short by a full-course red flag. There was an eight-car pileup in front of us including

many of the front-runners and the Porsche factory RSR. The day was over.

We all went out for dinner in a quaint race-themed restaurant surrounded by factory teams, privateers, and a

Brant Nystrom of Pit Row Sports takes on the

Nurburgring



who's who of drivers. The night went late, beers were excellent, and qualifying was at 6am the next morning.

Qualifying morning and back to the track

There was still a crowd on pit lane, I was armed with my driver's pass, and we were all suffering from our late night. Now a point of amazement: On a 12-mile long track, over 180 cars qualified for the starting grid! Team Marsani qualified 165th.

As the warm-up laps began, I made my way to the grandstands at turn #1 and walked right into the best set of seats with my driver's pass. All right!



At the green flag, 180 cars dove into the first hairpin turn. I have never seen anything like it at any racing event.

When I returned to the pit lane, I helped prepare Joerg

for his stint in the car. Markus had started the race, and drove like a maniac passing cars left and right. Joerg and Michael followed with strong performances as well. In the end, in spite of a small fuel

Brant Nystrom of Pit Row Sports takes on the Nurburgring

management snafu, the team progressed from 165th to finish 63rd overall.

We watched the podium ceremony where team Porsche's RSR nudged out a privateers RS, and a strong showing from the Audi Factory in a killer R-8 (these cars are for real folks).

As a Porsche owner and fan, I was pleased to see a sea of 911 variants at the front of the pack tainted only by the Audi and BMW factory rides. What a great weekend!

However, Joerg had another surprise in store. We rallied in the morning, and took off on the autobahn, in his personal 996, for an afternoon at the new Porsche museum.

After a couple of hour drive on twisty highways through beautiful forests and long fast bolts down the autobahn, we arrived.

This is a cool building. It is a huge abstract work of art itself. The museum is incredible. Every Porsche race car I recalled was there; the Martini Racing Cars, Rothmans Cars, 917's, 962's, GT3 racers, 959's, GT's...

The museum is a rolling museum and as such cars come and go. They are not overly particular about getting close to the cars and touching them. The Germans are respectful of the vehicles, and the American was drooling and acting like an idiot (sorry).

After the Museum tour, we visited the flagship, three-level dealership across the street and checked-out the new Panamera. Following a few glorious hours we sadly hit the highway at full speed, and returned to the airport where I got a final night's

sleep before flying home the next morning.

In closing, if you ever have a chance to visit the Nurburgring and/or the Porsche museum, don't pass it up. I had the trip of a lifetime. Additionally, you can rent race-ready vehicles at the Nurburgring for reasonable prices



and run them to your heart's content.

By the way, be aware of RSR's that fly by at over 200 mph.

For more information, visit the Nurburgring web site at www.nuerburgring.de

Finally, I'd like to send out a heartfelt "thank you" to my teammates at Team Marsani Motorsports. See you again soon guys. I owe you all so much!

Joerg Klinkhammer
Michael Marsani
Markus Schachtschneider
Alex Fertich
Daniel Leckebusch



Celebrating are Michael Marsani, Markus Schachtschneider, Brant Nystrom, and Joerg Klinkhammer.

Drivers Education #3 Mid-Ohio

By Gerry Cooper



After 'testing' the 911 Turbo at Road America, it was time to expand the education and drive on a different track.

The next convenient DE event was being held at Mid-Ohio, hosted by the Ohio Valley Region of the PCA. I duly registered, although a little late, and was confirmed to drive in the D group which comprised complete novices to some like myself who had attended a couple of DE events.

I was fortunate enough to borrow a 24' covered car trailer together with a suitable towing vehicle and after loading the car on Friday

Once the service and inspection was complete I reloaded the car and headed off to the hotel at Bellville near Lexington, Ohio. The hotel was booked by the OVRPCA for a greeting function and tech inspection, with most DE participants staying there for convenience.

I met the registrar, had the car tech'd and met my instructor over a beer and pizza, supplied by the club. My instructor was an experienced GT3 guy who the previous week damaged his car and for this weekend would be driving a spec Miata.

A drivers meeting was scheduled for 7:55 on the Saturday so I

America, being about 2.5 miles around. Additionally it is a more technical circuit with a lot of direction, elevation and camber changes (sometimes all three on one bend) in quick succession. This arrangement favored the lighter cars and I spent most of Saturday coming to grips with the way the car handled on this sort of track.

The second most obvious thing was that track repairs had been completed with some sort of drive-way sealer which was exceedingly slick when damp. The wet line seemed to be anywhere other than these repair patches – although it was acceptable to have the outside tyres off the patch and the inners on it.

One other issue that arose because of the smaller track was the hold-up due to slower cars, and even though people were pulling into pit lane to let a 'train' drive past, you soon caught the train again. As you could only overtake in three places, this led to a very frustrating day.

Sunday promised better weather and although there was a frost overnight, the sky was clear and the track soon dried to allow for faster lap times. After the first session, my instructor moved me up to the C group which was moving a lot faster than the D's and allowed me to push the Turbo a little harder. This was more like it.

After spending some time chasing modified WRX's, I settled down to try and become smoother through the course and for the last session went solo.

The last session was spent trying to keep up with a few cars while maintaining a good line – the former was definitely affecting the latter so I decided to back off and

enjoy the ride. This decision was also helped by the fact that on the exit of turn 4 (onto the back straight) there were two tyre tracks in the grass heading straight into the safety railing – a WRX on the previous session had nose dived into the barrier.

Prior to leaving for Mid-Ohio, I had purchased a video camera and windshield mount, to see if I could record a few laps to give me a reference if I returned to that track. Unfortunately, the model camera I bought had a hard drive for storage and after the first bend on the track, the camera shut down due to vibration. (although the camera did remain glued to the windshield for two sessions). The camera can use Micro SD cards and if I had used that method of recording, there wouldn't have been a problem. Lesson learnt for next time.

After thanking my instructor (and his brother, another instructor), I eventually left the track around 5pm, arriving back in Prestonsburg at 10:30, where I proceeded to unload the car in an abandoned parking lot on the main street, under the watchful eye of the local constabulary, parked 200 feet up the road. It must have looked a bit strange – car and trailer pulls up late at night, Porsche driven out of the back of trailer, trailer locked and Porsche drives off. It must happen all the time as the officer never came over to find out what I was doing.

Mid-Ohio was a sort of counter to Road America, tight and twisty as opposed to long and fast, but great experience and definitely worth going back. The OVRPCA made you feel very welcome, the instruction was good and the organization professional.



morning, I set off for the first stop – Midwestern Auto Group in Columbus.

MAG are one of the local Porsche, Bentley, Ferrari, Lamborghini etc dealers and as the most direct route from Prestonsburg to Mid-Ohio took me through Columbus, I decided to have the tech inspection and an oil change carried out there. Having never maneuvered a large truck connected to a 24' trailer was a challenge in itself, with added pressure of reversing towards two Lamborghinis and a Ferrari parked outside the MAG service bays.

headed out to the track, about 15 minutes away, at 7pm. The car was unloaded and I headed off for the meeting and following that the first of three classroom sessions scheduled for the D group over the weekend.

The weather was not cooperating with intermittent light rain, low temperatures and quite strong winds so Saturday's four sessions were held at a more cautious pace than usual with particular attention to the wet line.

The two things that surprised me most was the track design and the repairs made on the track. Mid-Ohio is a lot shorter than Road

Panamera It is a Porsche, so what is your point?

By Robert McClelland



**The performance
is typically
Porsche
and we know
what that means.**

I can imagine that a smart psychiatrist has at some time said to his patient, "Be careful what you are thinking, someone may hear you."

We all have opinions about things. I don't think we are all important enough to impose our unsolicited opinion on others,

but in some cases it simply can't be avoided.

We opine by our actions. For example, driving a Porsche is an act of imposing our opinion. Our opinion is that driving this car makes us unique. The very act is an extension of our philosophy if not our attitude. Effectively, we are saying that we are cool if we drive

this car. In fact though, we are. It may begin as an opinion, but it becomes supportable when the definition is determined by the receiver, not the transmitter. But really, why do we drive these cars? Is it really a speed thing, artistic thing or simply the effect we have on others?

The Panamera is **HOT!** Let's not kid ourselves. I've seen this car. First, in the early pictures that made me curious what motivated this design; later, in the "flesh," both on the first day of its release in Europe and then again on the first day of its release in the U.S. Again, in my opinion, it is **HOT!**

Perhaps the car may be one that only a Porscheophile can love, but that is enough. The performance is typically Porsche and we know what that means.

When I think about design of the 356 (my first Porsche), especially the early "bathtub" models with their under-powered engines and weak heaters; the early 911s with their rust issues and bad over-steer; the boxy shape of the 914 that was designed as a Porsche the masses could afford, I could wonder how this company remains in business. After all, Studebaker was years ahead in automotive design [also, remember the Tucker?] and the Golden Hawk remains quite nice in supercharged form.

But why do we, who love the marque, shoot at ourselves so brazenly when we have issues with a particular design? How could Porsche put the engine in

Panamera

It is a Porsche, so what is your point?

**But why do we,
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Water-cooled???
An automatic
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that only Victor Hugo
could appreciate!**

front? How could they even consider a Porsche as an SUV? Water-cooled??? An automatic transmission in a 911? A roof line that only Victor Hugo could appreciate!

Not to say that we can't be critical, but anyone who would criticize a Porsche design must also admit that choices the company makes involve a certain degree of affirmative independence.

With the exception of the non-turbo Cayenne, all these models have design issues that should be classified as "unique." Some of the most beloved idiosyncrasies originated as trendsetting design abnormalities. Some of these changed the entire industry. The design of the Cayenne is a little more for marketability to a wider public (also known as "profitability") than is the design of the GT3 (think 959), just another street legal Porsche race car.

Let's be honest, the Porscheophile's objection to the Cayenne is that it appeals to the masses. I find it odd when I hear the 928 criticized because of its front engine design, because the car won the European Car of the Year award when first introduced, and we all know the European Continent's design quotient is higher than our own. (Remember where our cars (and their true peers) are designed) My 928 was Porsche's most expensive, most powerful and fastest offering in 1986. The car was a completely original "from scratch" Porsche design whereas the 911 has VW roots. Which is the "real" Porsche? Of course, both, as are the Audi powered 924 and 944, the VW powered

914 and the Finnish assembled Boxster.

Which is best? Ask someone over six feet tall. At the time, the 928 had more head room, more leg room, with better economy. Would I rather drive a GT3 or my 928 to Los Angeles?

Frankly, the purchase of a GT3 for street driving is foolishly Porsche. The very idea of spending the average IRA value for a car that rides like that on the street is a comment about our mental status. Don't get excited, though. Nothing in that statement is meant to be negative. I have two Porsches myself but would grab the keys of my Passat wagon almost every time if I was going farther than 40 miles. And the Passat never sees the garage. It is more comfortable and in one

case more powerful, handles better and is more economical.

But I don't tell people about my Passat, primarily because they don't ask. Only once in five years, has any person stopped to tell me how cool my station wagon is.

On the other hand, my 911 and 928 both get attention every time I release them on the public. Sometimes the attention is silent envy, but I can see it in their eyes as their heads turn to watch. These cars make a positive statement by their very presence regardless of their age, condition or design.

Kids in their street rod Hondas tend to ease out from stop lights beside my 1969 911 even though they could blow my doors off. In the eyes of the "civilian," it is a Porsche and that is a statement in itself.



Panamera It is a Porsche, so what is your point?



I was watching "Chasing Classic Cars" last week on the Discovery HD cable channel and Wayne Carini, who is one of the premier classic car restorers/traders in the world was headed to the a high level concours and auction in his 997 Carrera 4S. He could be driving any car of any year and he drove ours. Obviously he is one of "us."

We own these cars because they are unique. Nothing else is an equivalent. Perhaps in performance, perhaps in design, perhaps in quality, perhaps in price, even in heritage and perhaps in other individual ways.

But in our minds and in the minds of others, there is still no overall equivalent.

The reason is because the difference cannot be defined in simple physical or tangible terms. It takes more than tangible references to describe the effect of Porsche ownership.

What makes Ferrari such an expensive car? Performance has always been commendable in comparison to other exotics. But mostly they stay in the garage. Of course, it is the visual and auditory "Art" of the Ferrari, which brings the emotions off the couch. Art is emotional. This same Art raises the emotions of the Porscheophile, but on a more base level.

Porsches are "usable" Art. I wouldn't drive my original oil painting around the neighborhood to waive it in front of my neighbors. But that is exactly what I want from my Porsche. I want to waive it in front

of the neighbors, but for a different reason than a Ferrari owner. I want them to know that I am loudly unique (except from other Porschephiles).

I am a racer, concours lover, grease monkey, artist, team member, quality loving individual, that can wear either jeans or slacks as I please and I really don't worry about whether you are affected by all this....unless you aren't. If you aren't, I probably will rev the engine to 7,000 in first gear so that you will be.

Which brings me back to the Panamera and its critics. The new Porsche is unique from any prior production Porsche in design, engine/drive train, targeted market, price-point and performance.

Although its performance numbers indicate similar stats to other Porsches, it is unique being a sports sedan at half the price of its competitors. It is also actually comfortable for four. In order to be comfortable for four, it was designed with headroom for the rear seats. 'Form follows function.'

If this confuses the pack, remember, it is a Porsche. If you need more, re-read the above, stand back and reflect.

The same company gave us that unique individuality through a poorly balanced rear engine, underpowered, oversteering rusted out road racer that turns our head every single time.

You may not like it, but what's your point?

Porsche

Mercedes

Jaguar

Land Rover

BMW

VW

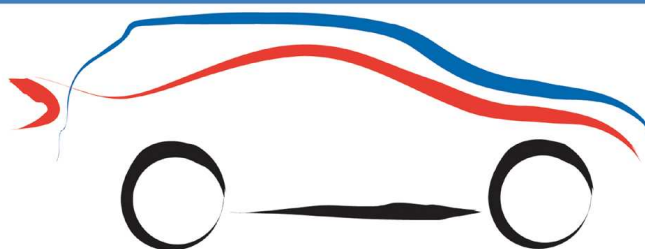
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