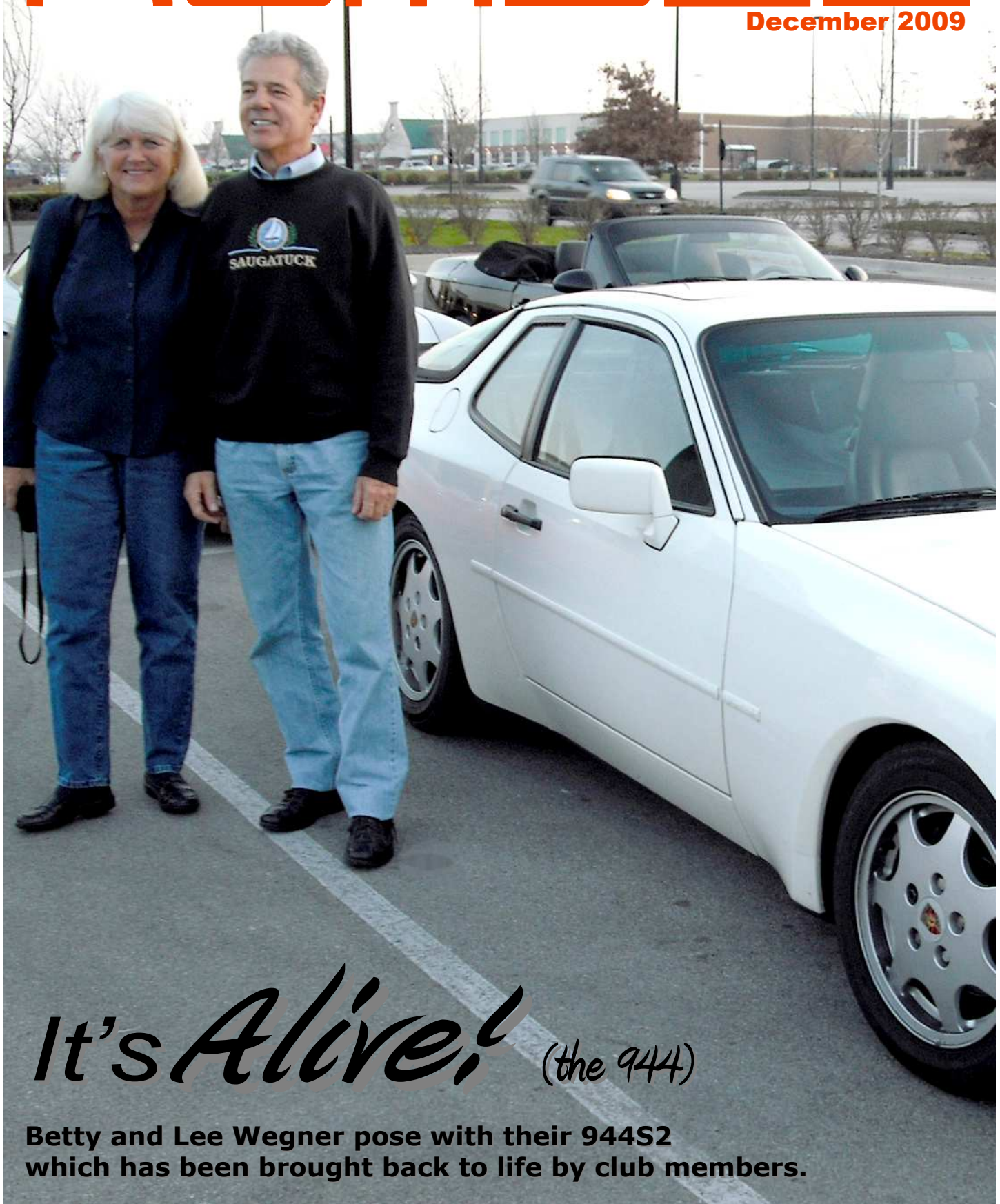


Bluegrass Region Porsche Club of America

RUMBLE

December 2009



It's Alive! (the 944)

**Betty and Lee Wegner pose with their 944S2
which has been brought back to life by club members.**



RUMBLE

December 2009 Vol. 7 No. 9

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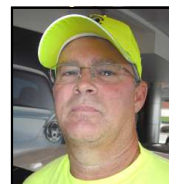
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President's Message



Transitions



Sadly, the good-weather driving season is almost over, but there will still be nice days, or at least some sunny cold days; all water-cooled Porsches have good heaters, as far as I know. Don't mothball your car until spring!

Most of you know by now that Porsche of Lexington

is closed; there's more information elsewhere in the Rumble.

I would like to express my thanks to everyone at the dealership for their support of the club over the past few years.

Your ballot for the election of 2010 officers and directors will be arriving in the mail shortly.

To save a stamp, you

can bring the completed ballot to the Christmas party (you are coming, aren't you?).

RSVP to Mark Doerr; \$25/person, December 13th at Firebrook Clubhouse.

This is my last letter as president. Some things have gone well this year, some haven't. I won't list either; come to a board

meeting (I'll still be on the board next year, as Past President) and make suggestions for next year.

— Gary Hackney

Editor's Notes:

Farewell, Porsche of Lexington; hello, Bluegrass Region resolve



As noted on Chat and elsewhere in this Rumble, Porsche of Lexington has closed its doors, a blow to enthusiasts whether they be Porsche owners or not.

Beyond the practical concerns of warranty service and the always engaging prospect of new-car purchase, the loss will be felt by those of us who enjoyed the enthusiasm and expertise of POL staff and the venue for Porsche recreation.

The dealership provided more than commodities, offering club support in many ways. We hope to continue

to interact with former POL staff members as they move forward in their careers.

We have solid alternatives in Lexington for service, and those with warranty needs will find good service in Louisville and Cincinnati.

The larger issue falls to Bluegrass Region, then, to ensure within our resources a supportive community for Porsche owners.

As I know many of you recall when the Porsche dealership closed in the 1980's, over a period of time the number of Porsches running around Lexington declined. At that time, how-

ever, Bluegrass Region PCA did not exist.

We're in a better position today to deal with this loss, but that capacity to deal depends upon the resolve of Porsche owners who will need to step up to the call for club involvement.

To that end, we will see a fresh resolve from our Board to nurture this special community.

Rumble is poised to support these efforts, offering again this month excellent club-member content and the ongoing opportunity for club-member created information and entertainment.

Gerry Cooper, Richard Collins, Ed Stevenson, Tim McNeely, Phillip Doty, and Brant Nystrom, along with regular content from the Board, provide Porsche community support so critical for us going forward, offering another layer of Porsche involvement.

So, enjoy this issue of Rumble, and give some serious thought to doing your part to support the Porsche community with Bluegrass Region.

— Paul Elwyn

Sad day for Lexington & Bluegrass Region; expanding our relationships

I regretably bring you this news: As of December 1st Porsche of Lexington is closed. This was a decision by Porsche Cars of North America.

I have been asked over and over, "Why? How can they do this? I thought we had a new owner."

The answers I have been given are, yes they did have an interested party to purchase Porsche of Lexington. As with any Porsche Dealership, the new owners have to be ap-

proved by PCNA. This approval did not happen, and I have no explanation as to why. Only that PCNA has chosen to close our local dealership on December 1st 2009.

It is official, now as you read this we no longer have a Porsche dealership in our region.

What do we do now?

As the club dealership liaison and past President of Bluegrass Region, I will be making a trip in the first week of December to Bluegrass Mo-

torsport, Porsche of The Village, and Porsche of Kings Automall, introducing myself and establishing a relationship with each. I will ask to be placed on each of their mailing lists and hope to travel to each and enjoy their festivities in the future. I will communicate back to the club in the future as relationships develop.

Having a supportive dealer is a huge plus for our club. I hope to have three supportive dealers.



Ed Steverson,
Dealer Liaison

I'm sure all will be happy to include the Bluegrass Region in their functions.

We have lost one dealer, but I hope to gain three.

Drive it!



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graphics

Design Printing Promotional

502.320.2655

BOARD MINUTES



William Glover
Secretary

Porsche Club of America - Bluegrass Region Minutes for November 2, 2009

Location: *Calistoga Bakery Cafe, Lexington, KY*

Call to Order: *7:00 PM*

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

BGR Members in Attendance: *Derek Puckett*

Minutes from October: *Minutes approved.*

President: Gary Hackney
Total BGS PCA Donation to American Macular Degeneration Foundation: \$2750. Thanks to all BGS members and

the Womack's for an unforgettable charitable event.

Board Nominations for 2010: President: Paul Elwyn / Vice President: ED Steverson/ Treasurer: Bob Lovejoy / Secretary: William Glover

Mark Doerr / Bruce Naude / Clark Harrison / Bob Lysack / Mark Kidd / Tim McNeely / Larry Woods

Mailing ballots in envelopes to members as a returnable postcard.

Activities: Mark Doerr

Cars & Coffee: Frisch's on Versailles Rd November 14th 9:00am

November social: BD's Mongolian Grill, Lexington November 15th 5:30pm

Drive the Track November 7th : canceled

Bluegrass Region Christmas Party:

RSVP: \$25 per person. Time: Meet @ 5:30 Dinner @ 6:30 13th of December.

Meeting Adjourn: 7:40 pm

MEMBERSHIP NEWS

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

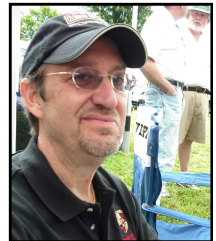
William Baker of Somerset	1997 911
Ched Crouse of Morehead	1999 911
Tim Murphy of Nicholasville	1999 Boxster

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:

Edward Erway	2000
Robert Williams	2001
Ed Steverson	2002

Jasbir Dhillon	2003
Gary Hackney	2003
Gary Jennings	2004
Benson Miller	2004
Bill Woodward	2004
Robert McClelland	2005
Bryan Prater	2005
Paul Elwyn	2007
Dwight Rich	2007
Bill Frohoff	2008
Donald Hawkins	2008
Duane Jones	2008



Tim McNeely
Membership Chair

CALENDAR OF EVENTS



Mark Doerr
Activities Chair

DECEMBER

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. See Page 7 for details.

JANUARY

January 4, 2010: Board Meeting, Furlongs, 735 E Main Street, 5:30pm . 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: Annual Business/ Membership Meeting, 5:30pm, Embassy Suites, 1801 Newtown Pike, 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

December 12th



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

Cars & Coffee

November 14th, Frisch's on Harrodsburg Road



Seventeen members gathered around the table at Frisch's on Harrodsburg Road for the November Cars & Coffee.

The September-like weather contributed to an especially busy setting for the meeting and a packed parking lot.

One of the talking points centered around a custom hard-bound coffee book, in the hands of Mike Spirito below, in full color featuring Gerry Co-

per's track experiences.

Following breakfast, six cars departed on a drive led by Tim McNeely to Elk Creek Winery in Owenton.

Attending on November 14th were Gerry Cooper, David Patrick, Bob Lovejoy, John Downs, Randy Tarter, Trish and Tim McNeely, Ed Stever-son, Ken Partymiller, Gary Hackney, Robert McClelland, Mike Spirito, Mike Sammon, Kelly and Judd Campbell, Bill Maley, and Paul Elwyn.



More Cars & Coffee: Newest car award goes to.



Randy Tarter attended Cars & Coffee in his first Porsche, a new 2009 Carrera Cabriolet. Randy joined the winery drive led by Tim McNeely. What a wonderful day for a top-down drive in a new Cabriolet! Congratulations, Randy!

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A beautiful day for a drive: Elk Creek Vineyards, Owenton

With photography by Tim McNeely, David Patrick, and Ed Steverson



An 'Indian Summer' Winery Run

By Tim McNeely

On Saturday November 14, the BGPCA held an impromptu "Indian Summer" winery run.

After seeing the weekend weather report (fantastic weather predicted) on Friday, I decided to send an e-mail and see if anybody would be interested in hitting the blacktop curves on the way to Owenton the next morning.

Six Porsches ended up departing our monthly "Cars & Coffee" meeting at the Big Boy in Lexington for a fabulous country drive. We wound our way thru the Bluegrass pastures, culminating in a quickly paced route up Highway 227.....arguably one of the most fun Porsche roads in our neck of the woods.



We ended up at our destination for what I believe is the most picturesque winery in Kentucky, Elk Creek Vineyards.

After a personal tour of the entire operation (from the presses, to the vats, to the bottling area, and the cellars), we all settled on the outdoor patio for a gourmet lunch in the sun and the vines....a perfect ending.

Great participation, fantastic cars, curvaceous roads, good wine & food, and excellent fellowship. What a great day! If you were not there, you truly missed it.



Heaven forbid! Growing too responsible to fall into a great deal?

By Paul Elwyn



I'm as silly as the next guy (or gal) when it comes to cars or motorcycles, but at heart I'm a fairly serious person who labors over small details and often reads too much into what's happening around me, as anyone who has actually read anything I have written already might have ascertained.

Five minutes ago I backed out

roadster I drove for eight years in the '70's. That was a wonderful, simple and crude wild thing that was all horsepower (350) with no a/c, although it did have a heater. That was a fun Chevy, as was our 365 hp '64 Corvette roadster and the 370 hp '66 Chevelle 396SS in college, but the '84 Camaro had a dark history.

I'm not clear, today, why I bought that Camaro. It had been hastily repainted in factory black, but for some reason there was a tint of gold overspray over the entire car, including the glass, that glistened in the sun.

A non-original carburetor fed fuel to an engine whose electronic management searched for the original fuel system, whatever that was, causing the dash lights to stay lit and temperature gauge to lie.

The bent live rear axle was the last straw that convinced me to sell the car, although I had managed to remove all of the gold overspray, had refinished the wheels in the original gold center finish, and had generally finessed all details that suggested that the car had played a part in a crime scene.

The buyer, who owned an identical car to mine, lovingly touched the glistening black paint in my dimly-lit garage while rain poured outside in the

darkness. Following a five-minute drive in the rain, he agreed to the selling price that allowed me to escape, breaking even on my "investment." Saved, once again, by someone as silly as myself.

I felt bad about backing out of the Ducati deal, but upon reflection I wonder if after 44 years of car and motorcycle buying and selling, maybe I finally have lost a little bit of the silliness.

If so, then I wonder if this means that going forward in my golden years I will pass on the next wild thing that tempts me, beckoning me to the relentless pursuit of motoring nirvana.

Will I be able to walk away from that 930 Turbo with the smoking engine begging for a little tender loving care? Will I, in my late-arriving responsibility, pass on the possibility of owning a Porsche icon that merely needs, perhaps, a new turbocharger unit to clear the exhaust, not a complete engine rebuild, after all?

These disquieting thoughts now linger in my head. Am I growing too responsible to fall into a great car or motorcycle deal?

Heaven forbid!

So, having shared today's serious moment, I think I'll see what's happening

at **ebay Motors.**



of an offer to buy a 14-year-old Ducati that I sold 9 years ago. I never have backed out of an offer, before, although in looking back at some of my car purchases I can see a couple I wish I had backed out of.

The 1984 Z-28 Camaro, for instance, was one of those impulse purchases that provided maybe 20 minutes of satisfying motoring. It was my first Chevy small-block with manual transmission since the 1969 Corvette



Monthly Membership meeting: Car talk, dinner, & more



The monthly membership meeting (Social) offers, well, another social opportunity for club members, and more.

Bluegrass Region PCA with over 200 members provides many opportunities for members to share their enthusiasm and experience with Porsche cars, and the benefits enhance the ownership experience, illustrated recently, for instance, in

the Lee Wegner 944S2 story on Page 15.

The November Social, at BD's Mongolian Grill in Hamburg, attracted approximately 30 people along with at least ten Porsches assembled in the parking lot.

So, it's car talk, and more, as members get to know one another a little bit better.

If you are not in the habit of attending the monthly Social, or

if you are new to the club, you should clear your calendar to attend the next monthly Social, held on the third Sunday evening at 5:30 p.m. each month. The meeting site changes each month, and the members who attend change as well. What does not change, however, is Porsche enthusiasm and a wide range of expertise regarding our favorite car company and products.

The December Social (See Page 8) is special, and we ask that you RSVP to Mark Doerr to assist catering.

Otherwise, going forward into 2010 you do not need to RSVP; simply show up.

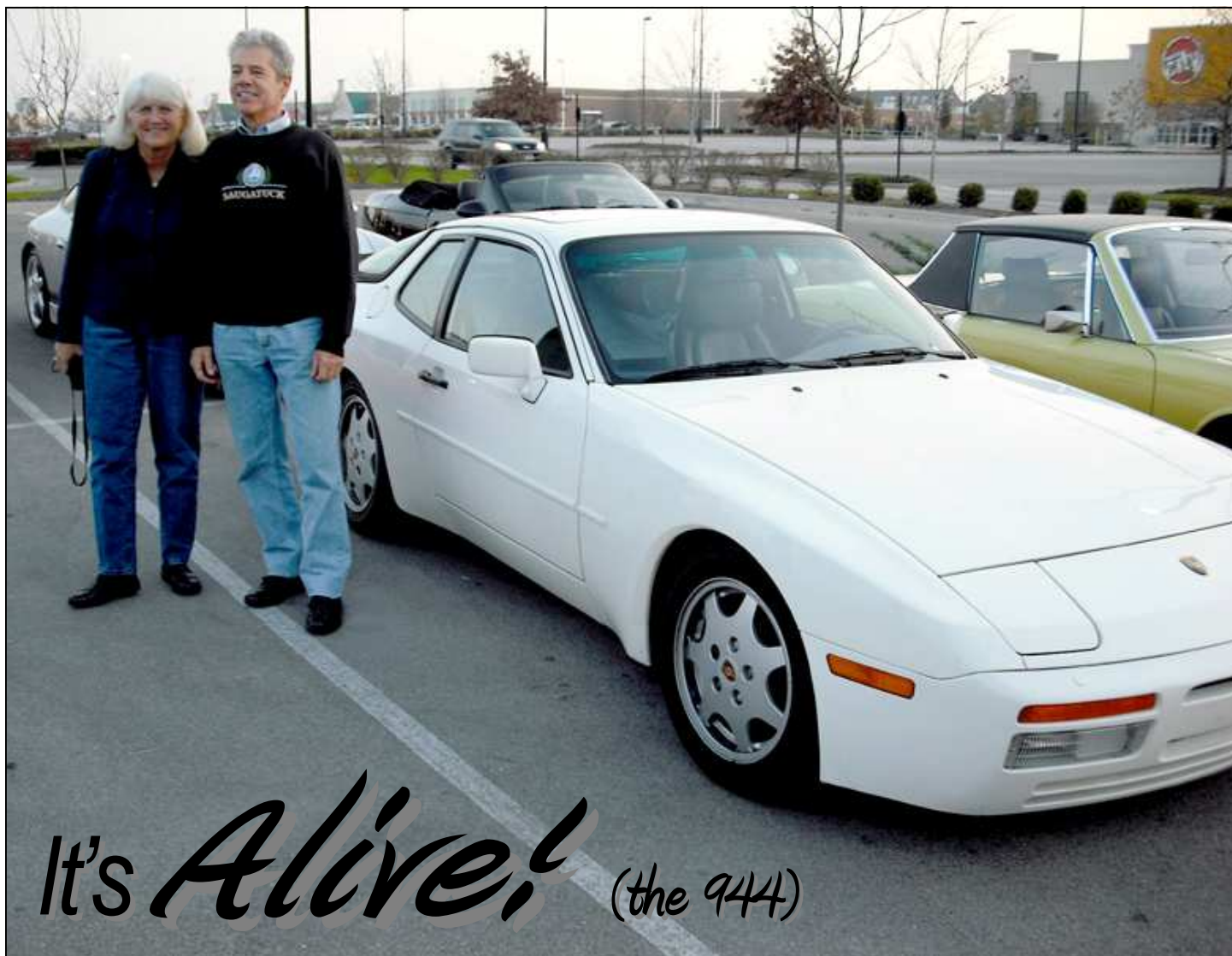
In the big scheme of things, there are not many of us out there, you know. So when Porsche owners gather, do yourself a favor and join in the fun.



Members gathered early for the November Social are Larry woods, Betty Wegner, Jamie Donaldson, Robert McClelland, Lee Wegner, Julie Woods, and Tim McNeely.



Betty Wegner and Julie Woods stand alongside Robert McClelland's immaculate 928S2.



It's Alive! (the 944)

Betty and Lee Wegner pose for photos with their 1989 944S2 upon arrival at the November Social.

Everyone was pleased to see the Wegners, of course, but they were especially happy to see the 944, which recently has been restored to active duty following a tech session involving club members Jim Brandon, Ben Prewitt, Larry Woods, and Ken Party-miller in addition to Lee who combined talents in Jim's new garage to

bring the 944 back to life.

The Wegner 944 features Koni adjustable suspension, the installation having provided an earlier club member technical session.

Right: Lee explains to Tim McNeely, Gary Hackney and Bob Lovejoy the work undertaken to rebuild the head following a cam belt pulley failure.



Automobiles It's in the genes

By Gerry Cooper



Bill Cooper in 1954 traded his factory racing Jaguar XK120M for this 1952 Glockler Porsche, a car which held all International Class F records from 1952 to 1954.

I wonder why it is that most males are interested in fast cars, fast motorcycles, fast planes etc, and to a large degree females are not? (Although we are connected with a love of shiny, sparkly expensive things.)

In my case, I think I inherited my interest from my father, and I would like to share a brief history of his involvement with racing cars.

My father was a pilot in the USAF and after WW2 ended up being posted to Chanute AFB, south of Chicago. At that time, the Chicago Region SCCA was looking to organize racing at Chanute AFB and asked my father if he would join to become the Air Force representative, which he duly did.

To be part of the SCCA naturally meant you had to have a car and his first acquisition was a standard Jaguar XK120, closely followed by a new 1953 factory racing Jaguar XK120M. He raced this in the SCCA C production class and finished 3rd nationally that year.

In 1954 the Jaguar was traded in for a 1952 Glockler Porsche, a car which held all Interna-

tional class F records from 1952 to 1954. The Glockler was laid up for a year while dad was posted to England and while there, purchased the 8th ever Porsche Speedster built and at the time the only one in England.

Returning to Chanute AFB in 1956 saw the Glockler Porsche racing again but without much success and Dad decided that for 1957 a new car was required.

The new car was a Cooper 1100 Sports, purchased from Briggs Cunningham and having just set new records for class G (1100cc to 1500cc) at the Montlhery Circuit in France. The car whose record it superseded was the Glockler Porsche.

The price of the new Cooper was quite low as Briggs had blown the engine in the Nassau Trophy Races. (Yes, they used

to race in the Bahamas).

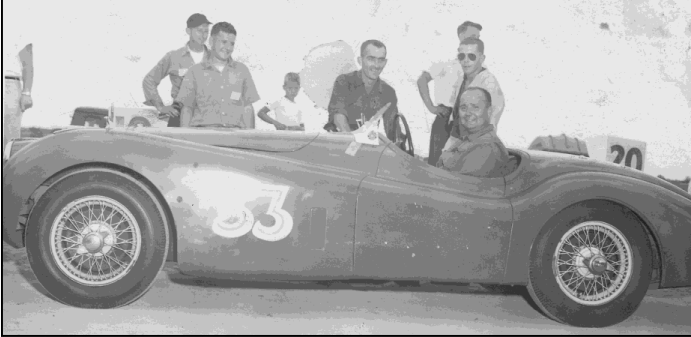
Porsche had been contacted to see if an 1100cc double overhead cam engine, with Weber carbs, was available, and as they thought the engine was going to be fitted to the Glockler Porsche, they agreed to supply one. Sterling Moss tried to buy the same engine from Porsche but as they thought it would be going into a British car, they refused.

After some re-engineering and the use of the transmission from the Glockler Porsche, the engine was installed and proved to be quite successful with a second place on its first outing at the 4 hour race at Elkhart Lake in June 1957.

The Cooper Porsche continued to be raced until 1962, when a new Ferrari 500TRF (2 liter Testa Rosa) appeared, my step Grandmother being the owner and my Father driving it

Automobiles It's in the genes

By Gerry Cooper



In 1953 Bill Cooper finished 3rd nationally in SCCA C Production in his factory racing Jaguar XK120M. Check out the roll over protection, either your head or the steering wheel!



In 1957 Bill Cooper traded the Glockler Porsche for a Cooper 1100 Sports, purchased from Briggs Cunningham and having just set new records for class G (1100cc to 1500cc) at the Montlhery Circuit in France. The car whose record it superseded was the Glockler Porsche.



1600cc Cooper Porsche

for the next three years. He placed 3rd in the Division for 1962 and winning the E modified CENDIV championship in

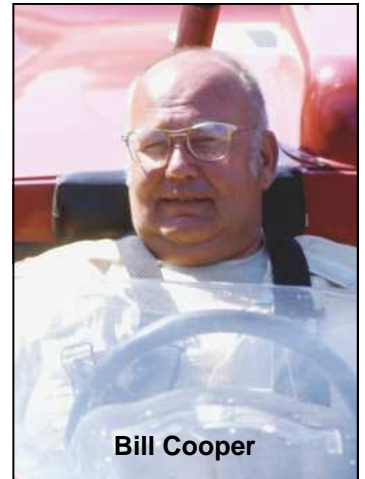


Ferrari 500 TRC

1963.

In 1965 Dad began an association with NART and the Chinetti family, with Dad purchasing the 1964 Le Mans winning 275P Ferrari.

In 1966 I first visited my father (another story) and was introduced to the thrill of motor racing. I was 10 years old. For the next 5 years I visited my Father every summer for 6 weeks and had a ball visiting the race tracks and driving around on my Honda 50 motorcycle (who remembers the 'monkey' bike?)



Bill Cooper



1964 Le Mans winning 275P Ferrari

For 1969 the 275P was traded back to NART and Dad took delivery of a Ferrari P3 Drogo coupe. Although not really a P3, this is 365P2 chassis number 0838, originally used by NART and winner of the 1965 Reims 12 Hours with Rodriguez-Guichet. After a fire in

Automobiles It's in the genes

By Gerry Cooper



365P3 Drogo Ferrari

1966 Sebring 12 Hours, it was re-bodied by Drogo late in 1967 into the famous "White Elephant" long tail specification for Le Mans as seen in the photo.

The long tail of the Drogo coupe had a little elevator between the fenders, put there to keep the tail down. My father

commented that it worked as he tried to adjust it and found the nose of the car lifting off at 170mph. Although the car was unusual, it wasn't too successful and eventually was traded in, ending up in the Ferrari Museum at the Paul Ricard Race Track in France. (Don't know if it's still there.)



Ferrari 330P3/4 by Gregor Shulz

The next, most beautiful and final race car was a 412P Can Am Ferrari which originally started out as a 330P3/4, serial number 0844. This car won the 1966 Monza 1000km race, driven by John Surtees and Mike Parkes and the 1000km de Francorchamps in May 1966.

In 1967 it was converted to 412P specs and raced by Pedro Rodriguez, finishing 3rd overall at the 24 hour Daytona race in February 1967 and was then converted to the Can Am Spyder Group 7 spec in September 1967.

The 412P was meant to offer some competition to the Chevy-powered European Can Am cars and although could catch them on the straight and out brake them, couldn't match the torque coming out of corners.

The 412P weighed 1620 lbs (alloy body) and had a 4 liter V12 engine developing 515hp at 9300rpm. It sounded awesome!

In his last race, at Road America Elkhart Lake, my father finished first, beating the Lola Chevy of Jerry Hansen and a 512 Can Am Ferrari. At the time of retirement, my father had driven by his estimate 7500 race miles at Road America, so he knew the track pretty well.



412P Can Am Ferrari by Gregor Shulz

Automobiles It's in the genes

By Gerry Cooper

FIRST CLASS

The Drift

SCCA—Milwaukee Region

JULY AUGUST 1972



Bill Cooper and Gerry's stepmother, Sue, take the victory lap in Bill's last race, in the 412P Can Am Ferrari, at Road America, Elkhart Lake. Cooper finished first, beating the Lola Chevy of Jerry Hansen and a 512 Can Am Ferrari. At the time of retirement, Bill Cooper had driven by his estimate 7,500 race miles at Road America, so he knew the track pretty well. This 12-cylinder 412P weighed 1620 pounds and made 515 hp.

The 412P had been traded in for a new Ferrari GTB4 Daytona, and although he had stopped racing cars, my father continued for years as an official of the SCCA. Dad died in 1994.

The 412P was converted back to its 330 P3/4 configuration in 2000 and sold at auction in Pebble Beach for \$5,616,000.

Is it in the genes? Possibly, but it's easy to see from where I get my interest in cars.

—Gerry Cooper



Bill Cooper with GTB4
Daytona at Road America

Images

from HSR Daytona Continental
Historic Races, Grand IMSA Reunion
By Richard Collins



While I was down in Florida last week I had an opportunity to get up to Daytona for the end of the year HSR series races.

Not many spectators but some nice cars were running including some 962's, GT3 RS's, Audi LMP's, Corvette CR6's, etc.



Ford GT by Superformance offered New at \$119,000



The two winning RSR hotrods, class of the large field



Nice track car with 3.8 priced at \$72,000



Older Euro 930 brought in from Greece just to run Daytona laps

I took some shots of just a few of the cars running. Many were highly modded and far from historic except for looks. The Cayman Spec class was good with about 10-12 cars in the field. I am not sure exactly how they set the classes in this as I am not familiar with the HSR or SVRA rules, but they

Images

from HSR Daytona Continental Historic Races, Grand IMSA Reunion

By Richard Collins

were truly eclectic.

John Holman of Holman-Moody had the Superperformance Ford GT's there. Wow! Set to go for \$119k or without power for \$75k. Awesome replicas. They apparently have been approved as replacements for original parts cars per the CEO with whom I spent 30 minutes discussing these three cars.

The 914-6's were running primarily 2.5L engines while some of the early "RSR's" were running various engines.



Series I Jag XKE led older Porsches all day non-stop.



HSR, where retired C6R Vettes, Panoz, 'Stangs and others go for trackin'



How to lightweight an old 911 coupe



Ferrari with Chevy crate engine in place of blown V-12

Images

from HSR Daytona Continental
Historic Races, Grand IMSA Reunion
By Richard Collins



Cayman Spec Class was excellent in old livery paint.



Old Mustang easily beat Le Mans-winning early GT3.



Nice RS clone



Very nice IROC clone



Left: One of three Ford GT Superformance demo cars with Holman-Moody power.



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Season Finale, at Road Atlanta

By Brant D. Nystrom with photography by Glenn Kelly



Brant Nystrom

Road Atlanta was the venue for the last Pit Row Sports event of the year, the Peachstate PCA DE October 24 and 25, 2009.

As usual, the racing enthusiasts gathered together at Porsche of Lexington at 6:30 Friday morning (thanks Bruce for all the extra sleep).

We loaded vehicles and race tires in trailers, collected the necessary tools, and jockeyed for position in the iconic PRS RV.

In addition to cars and drivers, we had significant help from Bruce Naude (our team captain), Brian Wooldridge and Ryan Wohnhas from Porsche of Lexington who provided excellent mechanical support, and Glenn Kelly our reliable and thick-skinned team photographer.

We spent six hours discussing race theory, arguing over the best Porsche models for racing, sleeping, and joking as we made our way through cold and rain to Braselton, GA.

Once at the track, we checked in, met up with Bob and Sarah Dawson, and completed tech inspections. It was a cold and rainy evening; we were all concerned the next two days would bring more of the same.

Fortunately for us, as the morning broke Saturday the rain had ended (though a light coating of ice had accumulated on top of the cars overnight). By race time, the track had begun to dry and the forecast for Sunday was improving.

By final count, this was the largest contingency of Lexington-based Porsche enthusiasts that Pit Row Sports had supported to date: 18 individuals and 12 vehicles. On a very

positive note, we have established an excellent relationship with the Peachstate Region PCA. This relationship helps to ensure our access to Road Atlanta DE events and adds to the on-track enjoyment throughout the racing weekend.

Saturday progressed well with training, classroom sessions, and check-rides occupying most of the morning sessions. By the afternoon, the weather had improved further, and confidence grew throughout the afternoon sessions.

One question I hear frequently is, are there ever any accidents during a weekend? The answer is yes. After all, people are striving for better and better performances in an environment where mechanical failures can be hard to overcome. Generally speaking, there are only a handful of incidents among nearly 200 partici-

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Brant Nystrom in his dressed up 2008 Cayman S

Pit
Row
Sports



Ed Steverson in his 1983 944

pants. I bring this up as the two on-track incidents that occurred Saturday, occurred in run group 3 (intermediate group) – my group.

One of these incidents was right in front of me. It required some decisive action on my part to avoid. Luckily it all worked out fine. This emergency maneuver coupled with blown turn while chauffeuring around instructor Sarah Dawson (I completely choked), started me thinking about alter-

nate racing lines and incorporating them into my sessions.

Sunday began with even further clearing skies that ultimately led to one of the nicest racing days of the 2009 season.

Additionally, we were treated to a rare and extraordinary event. PRS good friend John Woerheide showed up at the track with a beautiful Porsche 962 racecar. Not only did we see it (by the way, the 962 is one of the highlights of the Porsche museum), but we all took part in preparing the car for the

track, and had the pleasure to watch it in action at Road Atlanta.

This is an amazing piece of Porsche engineering and a truly historic racecar.

Run sessions continued into late afternoon. On a personal note, I'd like to offer special congratulations to our PRS driver, Bob Lovejoy who graduated to group three racing. I look forward to sharing the track with you next year.

Season Finale, at Road Atlanta

By Brant D. Nystrom with photography by Glenn Kelly

Following a great weekend at the track, we returned home with stories, questions, ideas, and most of all a great feeling of camaraderie and anticipation for the next event.

We usually return to Porsche of Lexington around midnight. Each of us works Monday morning. There are almost no complaints. Everyone we shared racing with this season is hooked. This is a great hobby that merges cool people with intelligent problem solving in an exciting environment.

Best of all, we have developed life-long friendships based on our mutual love of Porsche automobiles.



Sarah Dawson in the GT3: Don't worry, Porsche enthusiasts, she catches the Ferrari.

Continued on Page 29

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Season Finale, at Road Atlanta

By Brant D. Nystrom with photography by Glenn Kelly



David Ratliff driving his GT3 with Curt Richards in traffic on the front straight

An ominous
sight in your
rear view mirror



Season Finale, at Road Atlanta

By Brant D. Nystrom with photography by Glenn Kelly



Bob Dawson in his ZR1 flying at Road Atlanta



Bob Lovejoy taking it to the Group 2 field



PRS Bob Lovejoy with the #1 Porsche 962

Season Finale, at Road Atlanta

By Brant D. Nystrom with photography by Glenn Kelly



John Woerheide's Porsche 962

Continued from Page 26

Pit Row Sports and other Bluegrass Region PCA participants: Bob Dawson, Sarah Dawson, Gary Hackney, Jerry Heston, Glenn Kelly, Bob Lovejoy,

Chris Martin, Bruce Naude, Brant Nystrom, David Ratliff, Hunter Ratliff, Curt Richards, Chris Ripy, Matt Sanford, Ed Steverson, Jack Strifling, Brian Wooldridge, and Ryan Wohnhas.

The Pit Row Sports team would like to send out a sincere thanks to all of the folks who have supported us and participated in our events throughout the year. We have had a great inaugural year, and are anticipating more events and new venues in 2010.

Additionally, if you are interested in trying your skills on the racetrack, but have not been sure where or how to start, join a Pit Row Sports event and we'll show you how.

Visit www.pitrowsports.com for contact information.

**Join fellow enthusiasts
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Porsche Heritage

First in a series of Questions and Answers that hopefully will further explain the heritage and history of the Porsche marque.

Q: I have some old Porsche ads that feature maroon ink on front silver pages. Is there any significance to that?

A: Yes, and actually, there are TWO stories in there... First, the maroon ink story. As you may recall, Porsche produced its first car in 1948 in Gmund, Austria, then later in Germany. Even then, Ferry Porsche knew the inherent value of advertising by winning on the racetrack on Sunday and in selling on Monday.

However, in 1948-1950, black ink was in short

supply in post-war Austria and in Germany. However, Ferry Porsche (or one of his associates) reportedly located some extra ink in a printing house; however, it was maroon in color. Rather than wait for a supply of black ink sometime in the future, Ferry agreed to use the maroon ink for ads and for its stationary. Eventually, the maroon ink became a subtle internal company



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

Continued on Page 31



For service and detail please call

Brian Wooldridge

Gold Meister Level Porsche Technician

859-285-9999

porschebrian@yahoo.com

Ryan Wohnhas

Premier Detailer

859-598-6599

rgwohnhas@yahoo.com

Porsche Heritage

continued from Page 30

By Phillip Doty

reminder of the desolation from which the company had come, and reminded everyone that they were always close to bankruptcy, unless they produced a car that people would buy. (Interestingly, PCA National, in its bow to this heritage, also uses maroon ink in its official stationary.)

Second story: Why silver? In the pre war and post war era, car racing

was done much like the Olympics are conducted today: Country vs. country. Thus, colors were “assigned” to the participating countries by the international racing authorities. Germany was given Silver; America- White; Britain- Green (now you know the *real* story of “British Racing Green” or “BRG”), Italy- Red (think Ferrari *RED!!*), France – Blue, and so on.

So, when Ferry Porsche wanted to represent a GERMAN car for international sales purposes, he chose Silver, as it was the German racing color. (Sidebar: When Mercedes was winning in pre war races, its cars were silver, and were nicknamed “Silver Arrows” or *silberpfeile*, due in part, to their comparative long length and speed.) The idea of using silver for a German car was easily transferred

to the advertising of Porsches in the brochures.

Even today, when Porsche advertising occasionally features its “*History of the 911*” series (“*It has its father’s eyes...*”), ALL the Porsches are silver. Of, course. And now, you know the rest of the story.

Next month: Why in the world is the ignition key in my Porsche on the left side of the steering wheel??



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Lighting at Buffalo Trace Distillery a great time



By Ed Steverson

On December the 3rd, I hosted The Lighting of The Distillery at Buffalo Trace Distillery in Frankfort.

This was the third year the Bluegrass Region has assembled for this event. Eleven club members participated. Cars in attendance were one Cayenne

S, a 997, 930s, M5, and a hybrid Camry? Dunno, it wasn't me!

The evening was a cold one, in the thirties. As soon as we arrived we were served warm cider as we waited for our 6 pm tour of the distillery process.

After the tour we were treated to samples and bourbon balls, actually I'm pretty sure that the

samples was the reason some came, not gonna mention names here.

The button to turn on the light display was pushed at 7 pm and lit up the grounds for the holiday season.

The display is something to see. If in Frankfort, drop by 113 Great Buffalo Trace off of Wilkinson Blvd. and experi

ence it for yourself. Or you can pencil it in for our club event next year.

We should consider the facilities for some other club events in the future. Pizza was enjoyed for dinner afterwards while enjoying the company of fellow club members.

It was a great time for all.



Bluegrass Region PCA participants attending the Lighting of the Distillery are (from left) Patricia Patrick, Ken Hold, David Patrick, Betty Wegner, Lee Wegner, Mary Doerr, Corbin Steverson, Mark Doerr, Kaitlyn and Tracy Steverson.

Photos by Ed Steverson

Lighting at Buffalo Trace Distillery

