

Bluegrass Region Porsche Club of America

RUMBLE

January 2010



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RUMBLE

January 2010 Vol. 8 No. 1

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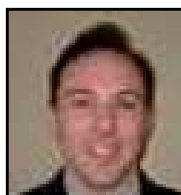
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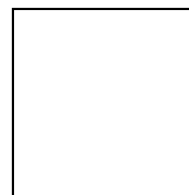
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**The Bluegrass Region
PCA Board of Directors
meets on the first
Monday of each month
at 6:00 p.m. to eat,
7:00 p.m. for business.
Members are welcome.
See the Calendar
for details**



President's Message



Happy Porsche Year, Bluegrass Region PCA!

We have every reason to look forward to a Happy Porsche Year, Bluegrass Region PCA!

The Board for 2010

Join me in welcoming our new Board of Directors:

Ed Steverson, Vice President; William Glover, Secretary; Bob Lovejoy, Treasurer; and Directors Mark Doerr, Tim McNeely, David Patrick, and Larry Woods.

These familiar members will represent well the interests of Bluegrass Region.

Let's also welcome those who will serve this year in Board-appointed leadership roles:

Mark Doerr, Activities; Tim McNeely, Membership; J.W. Wilson, Safety; Benson Miller, Track; Chris Davis, Webmaster; Julie Woods, Historian; Mary Doerr, Photographer. I will continue as Newsletter Editor.

Also, we are fortunate to have **Ken Hold**, PCA Region 13 Representative and PCA RPM Chairman **Phillip Doty** active in Bluegrass Region.

Technical Chair

To meet expanding member interest, we have created the new position of Technical Chair. **Jim Brandon** will be the club's point person focused on technical events and technical content for Rumble.

Jim might host an event or write for Rumble, but his pri-

mary role will be advocating and inviting others to provide technical activities and sites for social events, and contribute technical content for Rumble.

So, if you have plans to undergo work on your car and are willing to host a session for members interested in observing or assisting, contact Jim Brandon. If you would like to see the club arrange a specific technical session, contact Jim.

Activities Committee

In addition to the Technical Chair, we have created a new Activities Committee to grow club activities: **Mark Doerr** will chair with **Gary Hackney** and **David Patrick** serving on this committee.

If you have ideas for social activity, contact Mark, Gary or David. See Mark's invitation to you on Page 8.

Christmas Party

This year's Christmas Party became our largest draw of the year outside the Keeneland Concours with 46 people attending. If you could not join this year's event, try to make next year's party; you won't regret it. Chair **Mark Doerr, Mary Doerr, Ed Steverson, Larry Woods, and Michael Fielden**, especially, should be congratulated for putting together a great event at Firebrook Clubhouse.

Rumble

I remain enthusiastic regarding the volume and quality of mem-

ber contributions to the newsletter. This issue of Rumble features contributions from **Richard Collins, Phillip Doty, Robert McClelland, and Brian Wooldridge** as well as Board contributions from **Mark Doerr, Chuck Glover, Tim McNeely, and Benson Miller.**

Down the Road

With **Ed Steverson** as Dealer Liaison focused on the Cincinnati and Louisville dealerships, you can anticipate an ongoing effort to nurture club/dealership relationships. See Pages 12-13 in this issue of Rumble.

We anticipate new opportunities this next year when the weather becomes friendlier to get out of town for some dealer-based Porsche fun.

Also, members with cars under warranty can look forward to dealerships that are sensitive to the concerns of Porsche owners in the Lexington market.

Members enjoyed a number of great events last year thanks to fellow enthusiasts who organized activities. As with any endeavor, we reap as we sow, so join in the fun!

What stands out for me from the January 4th Board meeting is that we have a group of enthusiasts focused on ensuring that Bluegrass Region for 2010 will offer an outstanding Porsche club experience.

Let's Rumble!

—Paul Elwyn

BOARD MINUTES



William Glover
Secretary

*Porsche Club of America
Bluegrass Region Minutes
for December 7, 2009*

Location: Sawyer's, Lexington, KY

Call to Order: 7:00 PM

Board Members in Attendance:

Gary Hackney, Larry woods, Ed Steverson, Ken Partymiller, J.W. Wilson, Bob Lovejoy, Paul Elwyn

BGR Members in Attendance:

Ken Hold, Brian Wooldridge, Dan Puchalski

Minutes from November:

Minutes approved.

Dealer Liaison: Ed Steverson

Ed Steverson, Paul Elwyn, and Brian Wooldridge visited three Porsche dealerships on Friday, December 3: Porsche of the village and Porsche of King's Motormall in Cincinnati, and Bluegrass Motorsports in Louisville. All dealerships expressed a desire to serve the Lexington area. Bluegrass Region will endeavor to engage in dealer

social events and convey dealer services to members. An extended report regarding the visits will be published in the January issue of Rumble. The Board welcomes communications from the dealerships regarding social events to be conveyed in Rumble and on Chat. Advertising will be accepted in Rumble, not on Chat.

President: Gary Hackney

Activities:

- *The club needs to increase social activity to help fill the void left by the closing of Porsche of Lexington. The President recommends an Activities Committee of three people. Gary Hackney volunteered to serve and as President will appoint two additional members to the committee to begin serving in January.*
- *Motion by Woods, seconded by Partymiller to provide a 20% gratuity to the Christmas Party caterer.*
- *Moved by Steverson, seconded by Lovejoy to invite all former Porsche of Lexington staff to*

the Christmas Party and to pay for the cost of dinner for the employees with family member cost to be paid by the employee.

- *Cars & Coffee: Frisch's on Versailles Rd December 12th 9:00am*
- *December Social: Bluegrass Region Christmas Party: RSVP: \$25 per person. Time: Meet @ 5:30 Dinner @ 6:30 13th of December.*
- *January 4th Board Meeting: Furlong's, E. Main, 7 p.m.*
- *January 17th Annual Business/ Membership Meeting: Embassy Suites, Newtown Pike, 5:30 p.m.*

Ken Hold announced that he and his wife, Adell, have resigned from the Keeneland Concours d' Elegance. Ken has served as Finance Officer. Adell has served as Hospitality Chair.

Meeting Adjourn: 8:15 pm

Submitted by Paul Elwyn
for Chuck Glover

MEMBERSHIP NEWS

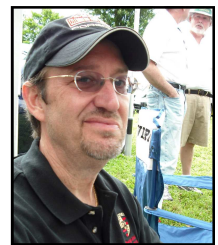
One members signed this past month.
Please join me in welcoming:

Andrew Tarter of Georgetown 2009 911

Our membership stands at 128 Regular Members and 89 Family & Affiliate Members, making our total membership 217.

Also, please recognize the following Member Anniversary dates:

Stacy Bearse	1996
Michael Bordes	1997
Ron Sanders	2002
David Ratliff	2004
Mark Doerr	2005
Chuck Glover	2006
Glenn Hudson	2007
Gerry Cooper	2008



Tim McNeely
Membership
Chair

Ken and Adell Hold resign from Keeneland Concours d'Elegance

Ken Hold, PCA Zone 13 Representative, Charter Bluegrass Region member and five-term officer of the region, announced at the December Board of Directors meeting that he and his spouse, Adell, have resigned from the Keeneland Concours d'Elegance.

Ken resigns from the Concours to devote more time to a developing business venture.

An officer and member of the concours Board of Directors since its charter in 2004, Ken has served most recently

as the concours Finance Officer.

Adell has served as the concours Hospitality Chair at all five of the annual events.

In 2003 at the request of the BGS, Ken and Becke Cleaver (BGS Vice-President) co-chaired initiation of a concours event at Keeneland. In 2004, another BGS member, Tom Jones, was asked by the region to chair and grow the concours into the event we now have annually.

The concours is now a signature event for the Bluegrass Region, drawing thousands of

car enthusiasts to the Lexington area each year.

The 2008 Keeneland Concours d'Elegance was awarded a "Top 20 Event in the Southeast" by the Southeast Tourism Society and received a "Top Ten Kentucky Festival or Event" by the Kentucky Tourism Council.

On behalf of Bluegrass Region PCA, thanks, Ken and Adell, for all you have done for the Keeneland Concours d'Elegance.

— Paul Elwyn



Adell and Ken Hold



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CALENDAR OF EVENTS



Mark Doerr
Activities Chair

JANUARY

January 9, 2010: Cars & Coffee, 9:00 am, Frisch's on Harrodsburg Rd. For more details contact Paul Elwyn 859.583.0205

January 17, 2010: Membership Meeting, 5:30pm, Embassy Suites on Newtown Pike in Coldstream Station Lexington. For more details contact Paul Elwyn 859.583.0205

January 23, 2010: 930 Turbo Tech Session, host Benson Miller, 10:00 am to Noon, 628 Galaxie Dr. (off Turkeyfoot). For more details contact Paul Elwyn 859-583-0205.

FEBRUARY

February 1, 2010: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Sawyers. For more details contact Paul Elwyn 859.583.0205

February 13, 2010: Cars & Coffee, 9:00 am, Frisch's on Harrodsburg Rd. For more details contact Paul Elwyn 859.583.0205

February 21, 2010: Membership Meeting, 5:30pm, Location TBA. For more details contact Paul Elwyn 859.583.0205

MARCH

March 1, 2010: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Sawyers. For more details contact Paul Elwyn 859.583.0205

March 13, 2010: Cars & Coffee, 9:00 am, Frisch's on Harrodsburg Rd. For more details contact Paul Elwyn 859.583.0205

March 21, 2010: Membership Meeting, 5:30pm, Location TBA. For more details contact Paul Elwyn 859.583.0205

Activities? What to do??? Spring is right around the corner, and let's put on our thinking caps and come up with some ideas. Gary Hackney, David Patrick and I are the activities committee for the club. We would like to have some input on what you would like to do. There are so many neat things we can do but we need some help. We do have some ideas and can you give me some thoughts on these:

- Swap meet. You know you need to clean out your garage and another man's extra part is that new engine you need.
- Tech Sessions. You know you need to align, replace or swap parts and in a tech

session it gets done faster. What do you need to get done that you have been putting off?

- Winery/Distillery/Brewery or anything tour.
- State Park or National Park drive. Does park and drive really go together? Of course!

Let us know what you want to do. We have received some ideas and would like to load up the calendar with lots of neat things to do. Contact me! Right Now!

Mark Doerr

markdoerr@insightbb.com

Cars & Coffee

January 9th



9:00-10:30 a.m.

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

at Frisch's, Harrodsburg Rd.

Christmas party draws largest crowd in club's history



Bruce Harnish, Certified Regional Sales Leader with Porsche of the Village in Cincinnati, addresses the club at the annual Christmas Party. Assisting party chairman Mark Doerr in setting up the party were Mary Doerr, Ed Steverson, Michael Fielden, and Larry Woods.

Photography by Mary Doerr



Christmas party draws largest crowd in club's history

Photography by Mary Doerr



Christmas party draws largest crowd in club's history

Photography by Mary Doerr



We visit Porsche of the Village, Porsche of Kings Automall in Cincinnati, and Bluegrass Motorsport in Louisville to begin a new era of dealership relationships with Bluegrass Region



Although Lexington continues to offer Porsche service through independent shops, many Bluegrass Region members will be needing authorized dealer services while their cars are in warranty.

To meet the needs of these members, Ed Stevenson as the club's Dealer Liaison, nominee for club President, Paul Elwyn, and former Porsche of Lexington Gold Meister Level Porsche Technician Brian Wooldridge visited three Porsche dealerships to establish a club relationship.

Louisville's Bluegrass Motorsports Sales Manager Randy Biery (above right) talks with (from left) Service Manager Lee Holder, former Porsche of Lexington technician Brian Wooldridge, and Ed Stevenson, Bluegrass Region PCA Dealer Liaison.

Randy talked about the Louisville dealership's long history of supporting PCA activity, hosting club meetings and social events.

Randy emphasized his intention to support in any way possible Bluegrass Region PCA and Porsche owners in the Lexington area. The Louisville dealership will welcome the club for Cars & Coffee, for instance, on a Saturday morning, host technical sessions or social events at the dealership, or bring a new car show to Lexington.

Randy (left) shares details regarding Bluegrass Motorsports with Ed Stevenson as Service Manager Lee Holder listens.



We visit Porsche of the Village, Porsche of Kings Automall in Cincinnati, and Bluegrass Motorsport in Louisville to begin a new era of dealership relationships with Bluegrass Region

Porsche of the Village

General Manager Jim Woodall and Service Manager Bill Hutson provided a tour of the freshly renovated 50,000 s.f. facility in Cincinnati, prior to welcoming us to a staff meeting to meet the entire team. Our impression was that every single person at Porsche of the Village is a Porsche enthusiast.

Porsche of the Village will provide free valet service to Lexington and is working on other ways to make service in Cincinnati as convenient as possible. The multi-purpose room pictured below is available for club social events and meetings.

Former Porsche of Lexington technician Brian Wooldridge and BGR Dealer Liaison Ed Stevenson talk with Porsche of the Village Service Manager Bill Hutson and General Manager Jim Woodall.

Porsche of the Village houses all inventory inside the facility. This room holds a number of cars but can be rearranged for social events.



930 Turbo Tech Session January 23

Benson Miller, host

628 Galaxie Drive (off Turkeyfoot) 10:00 a.m. – Noon



When was the last time you examined a disassembled 930 Turbo?

Benson Miller's track car project will be the focus on January 23 from 10:00 a.m. to Noon at 628 Galaxie

Drive.

Stop by to see the shell in bare metal, cockpit stripped, and drivetrain on the floor. Check out the new suspension, the custom-built 5-speed transaxle,

and much more.

Benson's project has been on hold for a while as he has pursued a new business interest, but he hopes to see the 930 on track this summer sporting fresh paint

and many refinements that enhance this special car.

So, stop by to see the project and talk Porsche with fellow enthusiasts.

A perfect enthusiast's pre-winter day

By Paul Elwyn



December 12th turned out to be one of those pre-winter days that stands out.

Mid-30's temperatures, mostly sunny sky, and dry pavement with no salt offered the perfect excuse to point the Carrera 4S at Louisville to join kindred souls at Jeff Cooke's BMW Motorcycles of Louisville Open House.

It was a perfect early winter-day drive, even with the 20 minutes of first gear running through the construction segment of I-64.

As a motorcyclist, I am surprisingly easily entertained by cars, even my modest Honda

Fit, but the Porsche offers a very reasonable alternative to motorcycling, especially on a mid-30-degree winter day.

Upon arrival at the dealership, I was greeted by BMW motorcyclist John Sunderland who emerged from the showroom to the parking lot to see my 993 4S, noting that he also owns a '96 993, a C4.

I asked to see his 993, but he said that he had driven his **GT3** that morning.

GT3

Across the lot posed John's one-week-old Guards Red 2010 GT3, its fixed wing standing defiantly among the decks of

pedestrian cages parked nearby.

On walkaround I noted the ceramic brake rotors with yellow calipers peeking through gray centerlock alloys snuggling within the fenders, air dam resting VERY close to the pavement. The enticing assembly of images left me staring mouth agape.

With a purposeful black Alcantara interior, the simple GT3, if there be such a device, carried few options beyond the ceramic composite brakes and front end lift kit to raise that beautiful nose from scraping pavement.

I snapped photos, and we talked Porsches among BMW motorcyclists, a perfect morning on top of a satisfying **Cars and Coffee** session at Frisch's back in Lexington.

Following a free bowl of chili, conversation with more BMW riders, and an overview of the latest BMW R1200 dual overhead cam boxer series for 2010, I climbed back into the 4S and headed toward I-65 to take the southern route to Danville through Bardstown.

Merging onto I-65 I savored the mechanical symphony of the 3.6 air-cooled boxer running through the gears to 5,000 rpm, and I wondered what a GT3 3.8 must be like.

Ten years from now I might surrender the 993 for a 2010 GT3, if such devices remain legal.

Still, as my 14-year-old 911 inhaled southbound traffic and I reflected on the past several hours, I wondered how this pre-winter day for me could have been any better.

Perfect pre-Winter Day:

- Cars & Coffee
- Dry pavement
- No road salt
- A 2010 GT3
- Kindred souls
- 200 miles in a 4S





Keeping them in the family



By Richard Collins

I just bought this IROC clone from my brother.

We decided to keep it in the family awhile longer. He traded a 996 Cab and a 2001 Twin Turbo for a 2007 GT3. The IROC clone offer to sell (December *Panorama*) was a result of his needing to get a "family car" which is now a

2006 Pontiac GTO made in the land of OZ with a 405 Corvette engine in it (fairly rare stock factory car in Pontiac terms).

The '75 IROC clone was built about 10 years ago as a streetable track car, on a 1975 Carrera non-sunroof body by TRE in Southern California.

The 1975 model was the last year for smog testing exemption in California. The car was totally stripped and rotisserie'd to refurbish it.

It has a modified 3.2L engine with EFI (in lieu of troublesome carbs) from a 1986 Carrera, a 915 transmission with a Wevo shifter, stock Carrera brakes (not 930 brakes to save weight), fiberglass trunk, bumpers, wing and front fenders with 930 flares all around

for the 9" and 11" HRE 17" wheels, DAS bolt-in roll bar, internal pull controlled fire extinguisher with 3 sprayer outlets, GHL headers and custom in/out dual exhaust, enlarged

(front) oil cooler, upgraded and tightened suspension with 23 MM sway bars and shock tower strut, etc.

Continued on Page 12





Keeping them in the family

The GE cam comes on around 4000 RPM and pull strong to 7000 RPM.

To some extent it feels a bit like the 930 when it comes on cam but I can only guess at the horsepower, about 250-ish.

All removable weight (radio, interior gadgets, rear seats, etc) has been taken out of the car to make it light but still street comfortable (some carpeting remains) except for engine and wind noise below 3000 RPM.

The Corbeau lightweight racing seats were removed and replaced by early 930 sport seats with the larger bolsters, again for street comfort.

However, the car scaled 2280 lbs at Roebling Road Track last month.

My primary intent is to DE with it and semi-retire the 930 to a grocery shopper, maybe.

While it doesn't feel as quick as the 930 in a straight line, it is a much better handling car for the track due to its upgraded suspension and wheels over the stock 930. I'll just need to learn how to drive it.

We took photos last month at my brother's home and again at the Roebling track (as spectators in this case for the PCA Club race).



The 1975-based IROC clone features a modified 3.2L engine with EFI (in lieu of troublesome carbs) from a 1986 Carrera with estimated power in the 250 hp range. The fire system has three sprayer outlets.

Porsche Heritage



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

Q: Why is the Porsche ignition key slot to the LEFT of the steering wheel?

A: A bit of a long story here: In the 1950's, the 24 hour Le Mans race in France was considered the most important auto race (at least to Europeans).

It was a test platform for numerous racing developments that later showed upon production cars. Additionally, it tested drivers and mechanics to the limit.

Porsche, as a fledgling auto maker, had always felt that

winning auto races and rallies, along with positive word of mouth of owners, was the best sales advertising. (The first Porsche written advertisement first appeared in 1951. This was from a company that had been making cars for only three years!)

In the 1950s, the Le Mans' race start was unique: The cars were positioned at an angle on one side of the track, and the drivers were lined up on the other side.

At promptly at 4:00pm, a signal was given, and the drivers had to physically run across

the track, enter the cars, start them and leave. While this was an endurance race, taking the first position out (or at least being in the first few cars) was considered to be a critical part of the race strategy.

Some Porsche engineer, in a quest for any advantage in this unique start, decided that having a the ignition key on the left would allow the driver to start the car with the left hand, shift into gear with the right, then grab the steering wheel with the now free left hand, then leave. It was felt this would allow the car to get an advantage on cars

Continued on Page 19



***We're still here and at your service...
just not in the same location.***

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

By Phillip Doty

Continued from Page 18

where the drivers had to start the cars with the right hand, then move the hand to the gear shift or the steer wheel, then leave.

While all this sound overly compulsive in a 24 hour race,

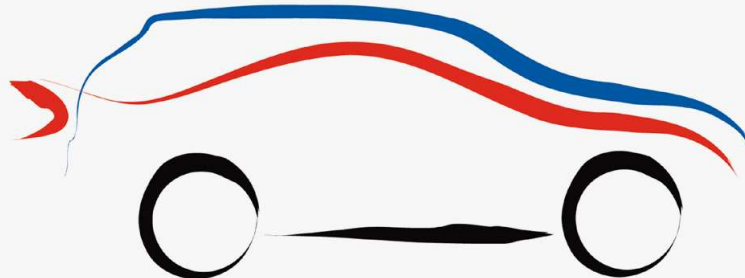
according to a 2008 Porsche advertising booklet ("It Figures!"), the factory actually calculated that this ignition-key-to-the-left arrangement saved it cars one tenth (1/10) of a

second at the start. At the beginning of a 24 HOUR race....

In any event, all production Porsches, except the designed-for-Volkswagen water cooled

924/944/968 series, had the ignition key on the left side.

And no, Le Mans no longer requires a foot race for the drivers.



PAUL'S FOREIGN AUTO

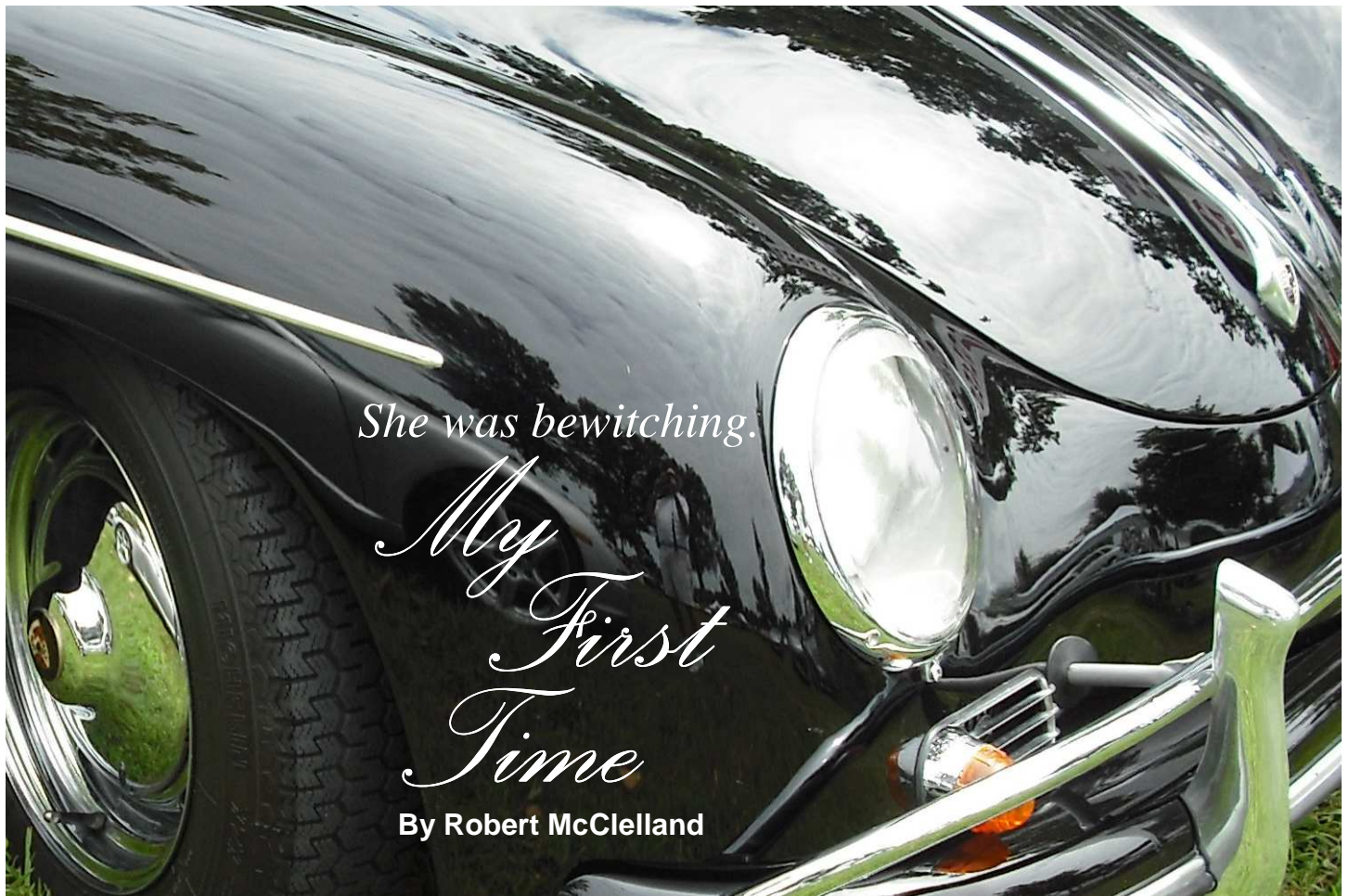
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Simply, Service Excellence



**I was trying
to be cool, but
it just was not
working for me.
She stood
silently
as though I did
not exist,
yet I sensed
she wanted
to get out
of there
if she could.**

It was in June
of 1972.

I remember when I first saw her. I was walking down Quarrier Street. She was there with a few others that I recognized but really did not think much of.

Actually, I wondered why she was with them. Out of place if you know what I mean. Just looking at her I knew she was from a different school.

She was all in blue, my favorite color. I had been with other ladies before but never thought I could have a chance with her class. I was always shy around girls. I had never been struck like this with just a quick glance. I doubt anyone there really noticed me (or my interest).

As I continued walking to the end of the block, I knew I had to circle back around to see if I

could get another look to check her out without being noticed. Coming from behind the group,

I could see that she was petite. I had not considered that “petite” might be just the thing for me. It really didn’t make a bit of difference because I had never seen anything like her up close.

I didn’t want one of those slick guys hanging around her to try to make a deal out of it. I only wanted a close look. I thought it best to act like I was just passing through (but still get that really close look at her).

This time I got as close as I could without anyone else noticing me. I mean real close, probably 15 feet without being noticed.

I admit that I was nervous because this lady was pure ... well, you know what I mean.

I was trying to be cool, but it just was not working for me. She stood silently as though I did not exist, yet I sensed she wanted to get out of there if she could. She was too classy to be there with all those yard birds.

The longer I was there, the more I felt her look burning a hole into me. I could not take my eyes off of her.

She had curves that would stop a platoon of soldiers. Talk about a figure! You know what that does to a man. I was like butter on an early summer day.

She must have known it because she didn’t discourage me. I took her silent flirtations as a “come on” and I was not about to let the opportunity pass without some action.

So...I touched her.

To say that something clicked between us is an understatement.



**I know we were
right for each
other, because it
has lasted more
than 37 years.**

ment. She was magnetic, bewitching.

I was anxious for the key to getting her to open up to me. To my surprise she didn't lock me out. I was eased to find her receptive.

She made me comfortable from the beginning. At first we just sat together. I touched her gently with my fingers to see if she would react, but I knew that it would take more to get her full attention.

I realized I would need a little help from someone who was responsible for her, although I knew she didn't belong to anyone.

We were so young. I know now that it was reasonable to get permission from her guardians to take her out. I was so inexperienced. Although she was younger than I was, I could tell that she had been out before.

She was from Germany, but we understood each other at a different level than the others.

When I got my nerve up and asked to take her out, I was surprised that they said we didn't need a chaperone. I guess because I had a regular job I seemed more responsible.

I was glad to get the time alone with her. We were able to get very close, and I learned what she was really like without the usual interfering double date chatter of some mouthy acquaintance of hers who didn't understand our natural attraction.

After all, when things really click between soul mates, any third party is in the way.

I was hesitant at first, very gentle and unsure of myself. I wanted this to work. Physically, she was not really "beautiful" in the classic sense but more "attractive" if you can follow that.

When she moved, she was more like a cat than a horse. I don't want to sound crude but her back side was, shall we say a point of focus. The very tone of her voice reminded me of the

difference between males and females.

Males are affected by urges. I was being victimized, and I loved it. Regardless of the trust they had placed in me when they turned us loose alone, I wanted to know what it would be like to... well, you get the picture.

Emotionally, it was an instant relationship. I had never communicated so completely with a lady in so short a time. She was perfect for me! I knew it before we even got to Capital Street, three blocks away.

My right hand helped her through a series of changes in that short time together, changes that brought us to a high pitch. It was as though we were dancing. I felt light on my feet. I wanted to press her but I didn't out of respect.

I needed her and I wanted to believe she needed me. But I'd always had a vivid imagination. I like to think that I don't make rash decisions about long-term relationships without

some thought, but frankly, passion made it easy. We were close from our first time together.

Although I was still in college and I had fallen for others before, I knew I was about to make a long-term commitment.

When we got back to her place, I popped the question. I just couldn't resist. It had been love at first sight. There was not much negotiation, I was so infatuated.

I don't even remember signing an application for the license. I know we were right for each other, because it has lasted more than 37 years.

Although we have both changed over the years, she has continued to have the same effect on me every time I am with her as she did that first time we were together.

Driver's Education: Wear and Tear



By Benson
Miller
Track Chair

As Porsche owners, we are fortunate to drive cars designed and built with a racing heritage.

Even so, several people have expressed concern about screwing up their cars when driving on a race track. By following a few basic guidelines your car will stay in great shape during your first Driver Education Event.

To state the obvious, it's



important to have complete confidence in your car while on the track and your car needs to be well maintained. Steering and braking take on a whole new meaning when you face a sharp turn at the end of a long straight.

To help ensure your safety, all Porsche Club Driver Education programs require two technical inspections. The first inspection is to be completed by a qualified mechanic prior to the event.

Each club has their own form which can be downloaded from their web site. Lights, wipers, fluid leaks, tires, brake lining thickness, wheel bearings, steering components, seat belts, throttle return, secure battery mounting, etc. must all be inspected and checked off prior to the event.

The second inspection takes place at the track where they visually verify the major inspection points and check the lug nuts for proper torque.

It is really important to replace your brake fluid and bleed the brakes within 90 days of each event. Brakes get much hotter at the track than they do during street driving. Any moisture that has been absorbed by the brake fluid turns to steam and guess what happens next...your brake pedal goes to floor and you aren't stopping (at least not where you wanted to).

Sarah Dawson can tell you all about how this feels. If your brake pads (shoes) are close to needing replacement, go ahead and replace them as well before the event.

I highly recommend that you make sure your wheels and suspension are accurately aligned and your tires are properly inflated. 911s in particular handle like crap when they are out of alignment.

Not noticeable at highway speeds, my 930 was scary over 90 MPH with the front-end wandering around with a mind of its own. A four wheel alignment took care of the problem. Ken Hold was having a similar handling problem with his 930 and increasing the rear tire pressures fixed his problem.

Fresh oil and a current tune-up are all your engine should need to stay in good shape. On hot summer days, a quick glance at the gauges while out on the track will let you know if your engine is starting to run too hot and needs a rest.

Even on a race track, your car only runs as hard as you drive it. Staying within your comfort level on the track is essential to a safe and fun weekend and there is no pressure or need to go fast during a DE.

You can take your daily driver to the track and have a great time without worrying about excessive wear and tear.

— Benson

TECHNICAL

TAKING A CLOSER LOOK

Staying cool Preparing a 993 for track duty

A second oil cooler is a good idea for track days.

The cooler I installed is the RUF cooler that mounts on the A/C condenser.

The \$1800 kit is pricey, but you don't want to overheat your oil, because it will break down.

Installation requires you to remove the front bumper, loosen the right side oil cooler, and take lines loose.

New brackets for the A/C condenser and new oil cooler mount on the left side. The new oil lines route across the front of the car.

Make sure all brackets and lines are tight, then get the vehicle up to operating temperature and make sure the lines do not leak.

(From the Pelican website)

Basic System Operation:



A reference photo of the oil temperature gauge, with the white lines given a corresponding temperature, can be found here (credit to Robin Sun):

A reference photo of the oil temperature gauge, with the white lines given a corresponding temperature, can be



New oil lines run from the original Porsche oil cooler in the right fender across the front of the car to the new, second oil cooler, a RUF unit in this case, mounted alongside the A/C condenser in the left fender.

At **87c/188F** (per Bruce Anderson's hi-performance book) for a 964, **83c/181F** for a 993 (per manual), the oil cooler thermostat opens and oil starts to flow to the cooler. At **212F**, the thermosender—via the control unit—starts the oil cooler fan in slow speed. At **239F**, the oil cooler fan switches to fast speed.

Normal Temperatures:

Temperatures vary from car to car, but **122F - 194F** when running on the freeway is normal,

as is reaching the 9:00 position or halfway between 9:00 and the **248F** position when stuck in traffic on a warm day. Reading at the 10:00 (**248F??**) position is not unusual when tracking a car.

It is safe to assume that routinely running at the 10:00 or **248F** position is abnormal, as is running above the **248F** mark under any circumstances.



Brian Wooldridge
Gold Meister Level
Master Technician



Name Brian's shop and win a free oil change or external detail!
Send your shop name suggestion by January 31
to Brian at porschebrian@yahoo.com.

BLUEGRASS REGION EXPERTS

The club members below have agreed to be available
to assist members who have questions about their car.

Model	Expert	Contact Information
356	Brad Smith	hbradleysmith@yahoo.com
Early 911	Larry Woods	reddog@webcasts.net
914	Jamie Donaldson	jdonaldson14@aol.com
924/944	Judd Campbell Chuck Glover	juddcampbell@gmail.com glarde2k3@yahoo.com
968	Ed Steverson	ed@abracadabragraphics.us
928		
964/993 series 911	Jim Brandon Ken Partymiller	jb993@roadrunner.com partykm@aol.com
Boxster/Cayman	Clark Harrison	Samuel.clark.harrison@gmail.com
Late 911 (996 & 997)	Tim McNeely Larry Woods	TMcNeely@vp.com reddog@webcasts.net
Cayenne	Benson Miller	BensonM@locknet.com
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BLUEGRASS REGION LIBRARY

Contact Ed Steverson at bgslibrary@gmail.com for all requests.

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September/ October 2008 Drivers Freedoms, The Truth about Speed Traps	Ed Steverson		

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To our Porsche of Lexington clients,

Thank you for your previous patronage and continued support during our tenure with Porsche of Lexington. We want you to know that we have continued our relationship with Porsche and are available to support your passion for all things Porsche as we have done in the past.

We have joined forces with Blue Grass Motorsport in Louisville, a four-time Porsche Premier dealer. We have been welcomed in our new home, and would like to extend to you the same courtesy.

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To Drive or Not to Drive? That is the Question.

As enthusiasts we naturally seek a compromise regarding how we use our Porsches.

On the one hand we know that Porsches are designed to work hard, but we also understand that Porsches are special and are not disposable

commodities as are most cars.

Because they are so reliable and can do daily battle throughout the year, and because they deliver such satisfaction while doing so, we may initially lean to using them with an eye to replacement at some point.

But over time, as the

miles build, many owners consider what can be done to extend the life of a Porsche that is working so faithfully.

So, when the pavement turns crusty with salt, we may leave the Porsche in a warm garage, ready for a less threatening winter day.

Or not.

Life's short, after all.

So, whether we drive the Porsche today, or not, becomes a personal matter unlike the choice made by those without a Porsche.

That distinction may elude those whose cars are mere transportation, a circumstance that ensures a secure place for Porsches in a hostile automotive universe.