

Bluegrass Region Porsche Club of America

RUMBLE

May 2010



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The 2010 Porsche Parade

St. Charles, Illinois • July 3-9, 2010

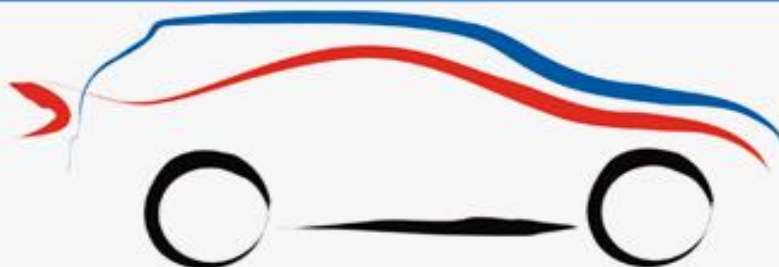
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RUMBLE

May 2010 Vol. 8 No. 5

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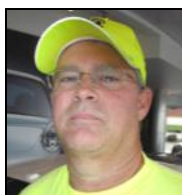
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Historian

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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



Porches are in motion and Bluegrass Region members are having a great time!

Check out the ever-changing Calendar of Activities to see what's coming up. We hope to see you at the next event.

Parade

Rooms and registration slots remain available for this year's Parade in St. Charles, Illinois, so register, book a room at Pheasant Run Resort, and join in the fun. As of April 17th, approximately 600 people had registered. The resort site in St. Charles looks terrific with rooms overlooking the Concours site.

While I was at the site for the Zone 13 Presidents Meeting, the Parade Committee was there working through the many details to ensure a great week in July. Cars were testing the autocross site and committee members were driving routes and making final facilities arrangements.

In addition to a well-planned Parade, the community of St. Charles provides a lovely setting with many interesting shops and restaurants.

Especially appealing for us this year, the Parade site is a fairly easy one-day drive. Maureen and I balanced Interstate driving with back road travel, getting off onto a pleasant two-lane just west of Champaign, Illinois.

Rumble

This month's issue of Rumble features contributions from **Ed Steverson, Brad Nystrom, David Patrick, Larry Woods, and Mike Spirito** in addition to our regular Board contributors **Tim McNeely, Mark Doerr,**

and **William Glover.**

Please join me in thanking these members for keeping Rumble alive.

Board Action on PCA National Proposals

Our Board of Directors approved three items for the July PCA Board of Directors meeting to be held in July at Parade.

First, PCA recommends the purchase of a national office property. The lease on the current space is about to expire, and club officials believe purchasing a larger property that will accommodate a growing club will be in the club's best interest. New properties in a less expensive but high-visibility area are being considered, and a purchase will cost no more than the current lease.

Second, a dues increase from the current \$42 to \$46 is proposed to cover rising expenses of providing services. Dues have not been increased since 1999. The dues increase is not related to the purchase of property. At \$46 PCA would continue to provide good value to members and be able to absorb continuing rising costs.

Third, PCA recommends an Ad Hoc Committee to expedite member suspension appeals.

Zone 13 Presidents Meeting

On April 17th I joined five of the seven other region presidents from Zone 13 in an all-day meeting steered by Ken Hold, PCA Zone 13 Representative.

In addition to meeting national PCA staff, officers and many members of the Parade committee, I learned quite a bit about how Bluegrass Region compares to other regions our

size in our Zone.

In a nutshell, we are quite similar in the percentage of members participating in events (10%), in treasury (\$5,000), in scope and number of events, and in our communications to members.

All presidents expressed a concern regarding engaging more members in activities, and we spent time studying good practices, many already in place for Bluegrass.

My positive impression of those whom I met, the presidents, PCA Executive Director Vu Nguyen and PCA Vice President Manny Alban, and the hard-working Parade Committee, underscored what a great organization we have in PCA, and what a dedicated group of volunteers and national staff we have working with us.

Member Appreciation

We are planning another Member Appreciation event, this year to be held July 18th at Ken Partymiller's place in Georgetown.

David Patrick and Ed Steverson are planning the event that will feature a scenic drive prior to a free dinner. So, save July 18th on your calendar.

Let's Rumble!

—Paul Elwyn



BOARD MINUTES



William Glover
Secretary

Bluegrass Region Porsche Club of America April 6, 2010

Location: Bar Louie, Lexington Green

Board Members Present: Paul Elwyn, Mark Doerr, Bob Lovejoy, David Patrick, Ed Steverson, Larry Woods, William Glover, Jim Brandon, J.W. Wilson, Mary Doerr

Members Present: Ken Partymiller,

Call to order: 7:00 pm.

Minutes from March, William Glover: Motion by Larry Woods, second by Mark Doerr. Approved

Treasurer's Report, Bob Lovejoy: No activity. \$5211.91 balance. Motion by Ed Steverson, second by Larry Woods. Approved

Activities, Mark Doerr:

- Cars & Coffee continues at Ramsey's Diner on Harrodsburg Rd.
- Membership meeting April 24th @ Bluegrass Motorsports Drivers to at 9:00 am at Starbucks at Frankfort exit 58. Ed Steverson hosting a drive to Kentucky Speedway then to Bluegrass.
- Winery Drive with Tim TBA
- Board meeting day moved to Tuesday
- Tennessee Tubs May 22nd
- Membership Appreciation event in June: Chair David Patrick proposed Blue Lick State Park as location. Details to be brought to May meeting.

Saftey, J.W. Wilson: All documentation for 2010 is up to date

Technical, Jim Brandon: GT3 Tech Session set for 29th of May, 10:00 am to Noon, Brandon's garage.

Old Buisness:

- **Website, Larry Woods:** Baby steps recommended. gradual progression into the new website, improving as we go.
- **2010 Charitable Event, Ed Steverson:** Choosing a new charity each year preferably a local charity which will impact our community. Committee consisting of Ed Steverson, Larry Woods, William Glover to recommend details at May meeting.

New Business:

- **PCA national awards:** Paul volunteered to prepare a Keeneland Concours Paddock Challenge nomination for the Public Service Award. Paul and Ed to look into possibility of preparing a Region of the Year nomination. Motion by Ed Steverson, second by David Patrick. Approved.
- **Apply for PCA Hospitality Subsidy for Keeneland Concours Paddock Challenge:** Motion by Ed Steverson, second by Larry Woods. Approved.

Motion to adjourn, 8:00 pm: Motion by Mark Doerr, second by J.W. Wilson. Approved.





Tim McNeely
*Membership
Chair*

MEMBERSHIP NEWS

No new members, one transfer, 202 members

No new members this last month; however, we did have a past member return. Walter "Junebug" Davis has returned to Paintsville after an extended stay in Florida. Walt brought home a sweet, black on black 930.

Our membership is at 119 Regular Members and 83 Family & Affiliate Members, making our total membership 202.

Also, please recognize the following Member Anniversary dates:

• Tim McNeely	2003
• Chris Davis	2004
• Mark Kidd	2004
• John Downs	2005
• Mike Spirito	2006
• Grant Allen	2007
• Kelly Ison	2008
• Robert Keck	2009
• Mike Ryan	2009

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CALENDAR OF EVENTS

MAY

May 8, 2010: Cars & Coffee, 9:00 am, Ramsey's Diner on Harrodsburg Rd. For more details contact Paul Elwyn 859.583.0205

May 16, 2010: Membership Meeting, 5:30 pm at Ramsey's Diner on Harrodsburg Rd. For more details contact Paul Elwyn 859.583.0205.

May 22, 2010: Tennessee Tubs, The Tennessee Tubs have invited us to a most memorable Porsche event at Cal Turner III farm in Kingston Springs, Tennessee. Meet at Keeneland at 5:30pm on May 21, 2010. Then drive to Bowling Green and stay at the Country Hearth Inn (Ph. 270-783-4443). In the morning we will meet at exit 22 of I-65 and caravan with Richard Hughes to Kingston. You may also elect to go down on Saturday and meet the caravan if you don't want to stay the night. Remember the time does change by one hour. For more information contact Larry Woods at red-dog911@gmail.com or <http://tntubs.cnoble.com/>

May 29, 2010: GT3 Tech Show & Tell, Jim Brandon's

Garage. For more details contact Jim Brandon jb993@roadrunner.com

JUNE

June 8, 2010: Board Meeting, 6:30pm Dinner, 7:00 pm at Calistoga Bakery, 2217 War Admiral Way. For more details contact Paul Elwyn 859.583.0205.

June 12, 2010: Cars & Coffee, 9:00 am, Location TBA. For more details contact Paul Elwyn 859.583.0205

June 13, 2010: Ault Park Concours D'Elegance, Ault Park Cincinnati. This year will feature International Designers and Coachbuilders. TBA For more information : <http://www.cincyconcoors.com/> or contact Ken Hold at 859-396-3502.

June 19, 2010: Winery Drive. Come out on Saturday June 19th and join us for the eighth annual Wine Drive. The plan is to meet at Wal-Mart in Georgetown (exit #126 of I-75) at 2:00 pm. We'll have a drive thru the country, ending up at the winery about 4:00 pm. Tim Has lined up a tour thru the wine making, bottling, and cellar areas which show be

quite informative and interesting and he has arranged preferred seating on their deck looking out over the vineyards where we will have dinner...and they'll have a band playing from 5 to 8 pm.

June 20, 2010: Membership Meeting, 5:30pm, Location TBA. For more details contact Paul Elwyn 859.583.0205.

JULY

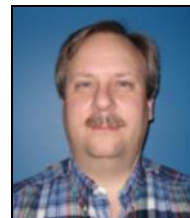
No Board meeting this month.

July 3-9, 2010: Porsche Parade at Pheasant Run in St. Charles, IL. Please see <http://parade2010.pca.org/> for more details.

July 10, 2010: Cars & Coffee, 9:00 am, Location TBA. For more details contact Paul Elwyn 859.583.0205

July 17, 2010: Lexington Concours d' Elegance at Keeneland For more information: www.keenelandconcoors.com

July 18, 2010: Membership Appreciation Celebration at Ken Partymiller's place in Georgetown. Scenic drive and free dinner. More details



Mark Doerr
Activities
Chair

TBA. For more information contact Paul Elwyn 859.583.0205.

July 31: 2010: Porsches to Oxford. Meet at Georgetown Wal-Mart at 7:30 am. Leave at 8:00 for caravan to Oxford. For more information contact Tim McNeely at TMcNeely@vp.com or www.porsches2oxford.com/

AUGUST

August 2, 2010: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Location TBA. For more details contact Paul Elwyn 859.583.0205.

July 14, 2010: Cars & Coffee, 9:00 am, Location TBA. For more details contact Paul Elwyn 859.583.0205

August 15, 2010: Membership Meeting, 5:30pm, Location TBA. For more details contact Paul Elwyn 859.583.0205.

Cars & Coffee

May 8th



at **Ramsey's Diner**, Harrodsburg Rd.

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

CALENDAR OF EVENTS

Activities? What to do? 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

SEPTEMBER

September 6, 2010: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Location TBA. For more details contact Paul Elwyn 859.583.0205.
September 11, 2010: Cars & Coffee, 9:00 am, Location TBA. For more details contact Paul Elwyn 859.583.0205

September 19, 2010: Membership Meeting, Time TBA, Location Larry & Julie Wood's house on Leestown Road. Pot Luck and BYOB. Club will be providing Hamburgers and Brats. For more details contact Paul Elwyn 859.583.0205.

OCTOBER

October 4, 2010: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Location TBA. For more details contact Paul Elwyn 859.583.0205.

October 9, 2010: Cars & Coffee, 9:00 am, Location TBA. For more details contact Paul Elwyn 859.583.0205

October 17, 2010: Membership Meeting, 5:30pm, Location TBA. For more details contact Paul Elwyn 859.583.0205.

NOVEMBER

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

November 11, 2010: Cars & Coffee, 9:00 am, Location TBA. For more details contact Paul Elwyn 859.583.0205

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

DECEMBER

December 2, 2010: Possible date for 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 Stevenson for details 502-320-2655

December 6, 2010: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Location TBA. For more details contact Paul Elwyn 859.583.0205.

December 11, 2010: Cars & Coffee, 9:00 am, Location TBA. For more details contact Paul Elwyn 859.583.0205

December 12, 2010: Christmas Dinner and Membership Meeting. Time and place TBA.



9th Annual BBQ and People's Choice Concours May 22nd



By Larry Woods

The Tennessee Tubs 9th Annual BBQ and People's Choice Concours at Cal Turner III farm in Kingston Springs, Tennessee will take place on Saturday May 22nd.

The event consists of Bar-B-Cue at \$20 each and a people's choice concours of some of the best Porsche 356 anywhere in the country.

The added bonus is Cal's private collection of cars, early model Porsche 356 and 911, British cars, BMW and Italian. Cal's collection is always a surprise and definitely something you will talk about long after you leave.

So, you need more to convince you this is an event you don't want to miss? If you are an *Excellence* magazine subscriber, check out page 153 of the October 2008 edition. Or you can check out You Tube ([Tennessee Tubbs Porsche Cook-out 5-19-07](http://TennesseeTubbsPorscheCook-out5-19-07)). Or go to <http://tntubs.cnoble.com/index.php>.

Still not convinced? Look at

the speed limit sign that greets you as you drive up Cal's driveway. This is my kind of car guy.

The event runs from 9:00AM CT to 2:00PM CT (or 10:00AM ET to 3:00PM ET).

You have two options.

Option one is to go down on Friday night and stay in Bowling Green, then get up Saturday morning and caravan with Richard Hughes and the Kentucky Region folks to Cal's farm.

We would meet Friday night at Keeneland around 5:30 PM ET and then drive to Bowling Green and stay at the **Country Hearth Inn ((270)783-4443)** at exit 28 on I-65 south across from the Corvette museum.

This is not the Ritz Carlton, but it is a place to sleep and the cost is reasonable.

The second option is to get up Saturday morning to drive from Lexington to Bowling Green to hook up with Richard Hughes' caravan.

The drive from Lexington is approximately 2.0 hours to Bowling Green but, you gain an



hour with the time zone change.

Richard typically meets at the Shell station at exit 22 on I-65 south between 7:30AM CT and 8:00AM CT (8:30AM ET and 9:00AM ET).

There is also a Cracker Barrel at exit 22 if you arrive early enough to have breakfast.

Richard usually departs for Kingston Springs around 8:15AM CT (9:15AM ET).

The drive from Bowling Green to Kingston Springs is approximately one hour, provided you do not stop and talk to the local police like some of the folks did one year.

If you are interested in attending, please contact Larry Woods at 859-254-7761 or send me an e-mail:

[redog911@gmail.com](mailto:reddog911@gmail.com)

We will meet at the Shell station at exit 22 on I-65 south between 7:30AM CT and 8:00AM CT (8:30AM ET and 9:00AM ET).





GT3

**Technical Show & Tell
May 29th
10:00 a.m.—Noon
Jim Brandon's Garage**



**Pictures are good,
but the *GT3*
in-the-metal
is even better!
Spend two hours
studying the new
GT3
above and below.
Watch Chat
for directions
to this event.**

Elk Creek Winery Drive June 19th



By Tim McNeely

Come out on Saturday, June 19th, and join us for the eighth annual Wine Drive. This year

we will be caravanning up the back roads to Elk Creek Vineyards in Owenton.

We did an impromptu drive up there last year, but it was a last-minute thing and not many people got to go.

As an experienced vineyard explorer, I can tell you that without a doubt Elk Creek is my very favorite in the Bluegrass State. The setting is absolutely gorgeous and the winery itself is first class.

The plan is to meet at Wal-Mart in Georgetown (exit #126 of I-75) at 2:00 pm.

We'll have a drive thru the country, ending up at the winery about 4:00 pm. I've lined



**Meet at Georgetown Wal-Mart,
I-75 Exit 126, 2:00 pm**

**Enjoy a scenic drive, a winery tour,
and wine tasting with preferred
seating on the deck overlooking the
vineyards prior to dinner, live music**

up a tour thru the wine making, bottling, and cellar areas which should be quite informative and interesting.

They have wine tastings for those who'd enjoy that. If you'd like to extend the visit, I've arranged preferred seating on their deck looking out over the vineyards where we will

have dinner...and they'll have a band playing from 5 to 8 pm.

Should be a great time. I'll be sending out reminders on the CHAT as we get closer.

Come out and join us!!!!

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Cars & Coffee



Images from April 10th: We enjoyed great conversation at Ramsey's Diner, then we visited 4N Affairs Autowerks to check out Brian's new shop.



Brotherhood of the wind



By Paul Elwyn

I wonder what Porsche pilots 20 years from now will be admiring on the landscape as they motor along with their non-current Porsche hybrid technology working perfectly.

Loafing the 993 along smooth two-lane pavement in rural Illinois,

Maureen and I enjoyed a relaxing pace in 6th gear not possible in the bumper-to-bumper combat on I-65. We savored the contented purr of the air-cooled flat six running free and easy, a mesmerizing mechanical symphony, indeed, as they always say.

We were on our way home from the Zone 13 Presidents Meeting held at this year's Parade site, Pheasant Run Resort in St. Charles, Illinois.

The 900-mile drive in the Porsche made an otherwise "work" weekend a vacation.

Although I had enjoyed meeting the other presidents as well as national PCA personnel and the Parade planning committee, spending an entire sunny Saturday in a conference room becomes tiresome, even to talk Porsche business. I was happy to be back on the road and again in control of my life.

I always prefer two-lane travel over Interstate combat.

Out in the open without the stress of dealing with drivers who don't honor safe space between vehicles, one can enjoy the drive, the ever-changing landscape and a close look at how people live.

On this stretch just south of Morris, Illinois, with little traffic on a peaceful Sunday morning, we could see for miles a landscape featuring the latest wind turbine technology in motion.

White, three-bladed props lazily turned on white stalks sprouting from the fields. The blades turned together, quietly generating electricity while farmers carried on below in traditional meditations with the earth.

These turbines stand out on the flat Illinois plains for miles, so not until we see a service truck parked at the base of one unit located close to the road could we appreciate the scale of these devices.

The juxtaposition of leading-edge technology above and traditional agricultural life below seemed to be oddly complementary in a science fiction sort of way.

An ancient concept, the windmill, re-engineered to address a national desire for independence from foreign oil, seemed to be waving hello to us, to say, "We can do this, create energy from the air."

I sensed a brotherhood, if you will, a partnership between nature and mankind, in this case a brotherhood of the wind.

Extending this possibility of a spiritual blending of science and art, I thought about Porsche engineers who through the years developed higher levels of performance with engines

relying on oil and air cooling. They may have been frustrated with the challenges when more efficient engineering solutions were available.

Then again, maybe some were entertained by the challenges of air/oil cooling; if there are engineers anywhere inclined to embrace a "brotherhood of the wind," where would they more likely be employed than at Porsche where science and art merge?

I am easily impressed by any level of technology that works well, even if well removed from current practice, especially that which effortlessly transports me away from conference rooms.

With apologies to owners of all other models, to me an air-cooled Porsche provides just the right mix of technology and art.

As we swept by the turbines in the Illinois field, I wondered what Porsche pilots 20 years from now will be admiring on the landscape as they motor along with their non-current Porsche hybrid technology working perfectly. Will wind turbines remain on the landscape? Will those passing by even notice?

Will air management simply be one of those quaint realities of ancient technology, such as the last of the air-cooled flat sixes?

Will Porsche owners 20 years from now sense a brotherhood between technology and nature?

I think they will, especially on a peaceful Sunday morning in rural Illinois.

April 24th: We drive Kentucky Speedway, gather at Bluegrass Motorsports for our April Social



The weather definitely could have been a little nicer, but several showed up and enjoyed a rainy spring day.

The morning started out with four cars showing up

for a damp, rural drive on route 227 and 607 for some nice twisties and elevation changes all while enjoying some of our scenic country landscape.

After arriving at the speedway, we picked out our latest speedway merchandise, and enjoyed four laps on the track. Yep, we ended up getting an extra lap. Ask me and I will tell you how.

After a brief visit to the winner's circle, we headed to Bluegrass Motorsports for our monthly social. Upon arriving we were greeted by Randy

and parked our Porsches in the service area out of the weather as at this time it had started raining and thunderstorms were on their way.

Bluegrass Motorsports provided a nice lunch from a local deli and the dealership provided an excellent location to wander around looking at cars and socializing. I always enjoy visiting Porsche dealers, and some of our best events have happened in or around dealers.

With the nasty weather there weren't any test drives, but I'm sure there

will be many in the future.

It was good to see Bruce Naude and Ramon Juanso's familiar faces and to see that they were able to continue with the marque. We also enjoyed meeting our new friends from the dealership.

I would like to thank Jim Haynes, Randy Biery and the entire staff at Bluegrass Motorsports for a very welcoming and enjoyable day despite the weather!

Drive it,
Ed Steverson



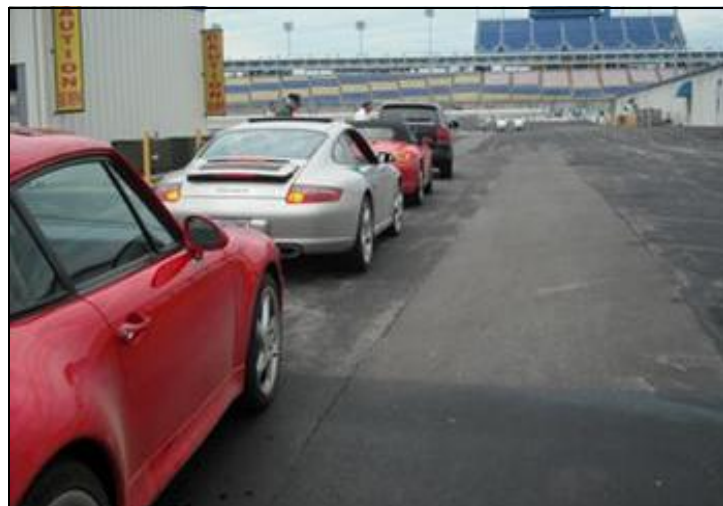
This year's Kentucky Speedway team included Patricia and David Patrick, Corbin, Kaitlyn, Tracy, and Ed Steverson, Paul Elwyn, and Gilbert Mamauag.

Slithering along Rt. 227 on damp roads on a scenic drive to Kentucky Speedway were Ed, Tracy, Kaitlyn, and Corbin Stevenson in the Cayenne, Gilbert Mamauag in his new Boxster S, David and Patricia Patrick in their 997 Carrera, and Paul Elwyn in his 993 Carrera 4S.

Once at the Speedway, Corbin riding shotgun with Paul took photos as everyone followed the pace truck on track.

Corbin snapped a shot of the sign (below) on the Speedway promoting Eddie and Tracy on radio station 700 WLW. Who knew?

Speedway photography
By Corbin Stevenson



We drive the Kentucky Speedway and gather at Bluegrass Motorsports for the April Membership Meeting



Winner's Circle at the Speedway provides a photo opportunity. We handed cameras to spectators who kindly shot our group photo.

The checkerboard convex podium positions cars

well for photos.

With the cars are Gilbert Mamauag with his PDK-equipped Boxster S, Kaitlyn and Tracy Steverson with the Cayenne, Patricia Patrick, pumped from driving the track in

the 997 Carrera; Corbin Steverson with the Carrera 4S, Ed and Tracy Steverson with the Eddie and Tracy sign *WAY* in the distance behind them, and David Patrick and Paul Elwyn on the podium.

Following photos, we hit I-71 for a quick run to Louisville, arriving at the dealership ahead of the rain.

We drive the Kentucky Speedway and gather at Bluegrass Motorsports for the April Membership Meeting



Joining us at the dealership were Brant Nystrom, Bob Lovejoy, Jim Brandon, Larry Woods, Ken Partymiller, Ken Slone, and Ken Hold.

Bluegrass Motorsports Service Manager Lee Holder welcomed our cars into the service area.

Bluegrass provided an excellent box lunch. Following lunch we perused the tempting inventory at Bluegrass.

We assembled in the showroom for remarks by General Manager Randy Biery who invited us to attend the June 3 DE in-

formational meeting and the June 25-27 Pumpkin Run DE at Putnam Park.

By mid-afternoon, the rain resumed, providing everyone with an interesting drive home.

Ken Hold's black 930, for instance, looked really good from the rear in the rain, generating an impressive shower of its own from the wide rear tires, but the classic Turbo Slantnose disappeared altogether in the downpour as the rain increased.



We drive the Kentucky Speedway and gather at Bluegrass Motorsports for the April Membership Meeting



Reviving a *Super 90* Roadster

Mike Spirito's 356 Super 90 Roadster today captures all that Porsche intended in 1960, but by the time he was able to acquire the car in 2006, the classic needed a complete restoration to regain its former glory.

Following \$1,500 in rust repair and \$8,000 in body and paint work by Mark Taylor of Unique Auto Body in Frankfort, the Super 90 was back in its original gray paint ready for the fresh engine by Ken Daugherty of Kentucky Region.

"Ken's Son, Andy, specializes in the reconstruction of 356 Porsches and is extremely talented," said Mike. "Andy did a great deal of the work on the car.

"He is currently into a '59 Cabriolet that had the bottom two inches of the entire car missing from rust. To see the work he is doing is phenomenal!

"At the TN Tubs event a car Ken and Andy had rebuilt, a Speedster, won best in show. The Daughertys had done the



What \$20,000 could buy in 2006. Two years later this 1960 356 Super 90 Roadster would win first place in Class B Open at the TN Tubs People's Choice Concours and second in class at the Kenneland Concours.

motors on a good half of the cars in the show," said Mike.

One of the unique features of Mike's car is the exhaust. Ken Daugherty modified a new

muffler to remove the dual outlets designed to exit through the bumperettes to create a single, center outlet with oval stainless tip fashioned by a Lexington

fabricator. To complete the modification, front bumperettes were mounted on the rear bumper to cover the original exhaust outlets.



Reviving a *Super 90* Roadster



Beyond modified exhaust the roadster's body now is stock with the former non-stock rear quarter flairs removed by Andy Daugherty.

Ken Daugherty rebuilt the engine, and Ken and Andy performed the rest of the mechanical rebuild with a few exceptions.

The dual Solex carburetors were rebuilt over a six-month-period by an 80-year-old specialist in Nevada.

The transmission was rebuilt by Vic Skirmats in Michigan.

Autos International in California created the blue leather

Reviving a *Super 90* Roadster



interior.

NLA in Nevada re-chromed the wheels.

Chrome was done by Moe Gralock in Indiana. "Moe also did an excellent job of re-hab of the window frame and various other pitted-beyond-belief parts," said Mike.

\$60,000 later the Super 90 was ready for prime time, running to the TN Tubs Concours at Cal Turner's farm to win First Place in Class B Open two years ago.

Mike now drives the roadster nearly every week.



Reviving a *Super 90* Roadster



Shorten that list of possible regrets

My first Driver Education



Patricia Patrick with the '06 997 Carrera at Kentucky Speedway

By David Patrick

“When we look back on our life, the only regrets we will have are the things that we did not do.”

This is an approximate quote from Mark Twain. I have been trying to shorten my “list” of possible regrets the last three or so years.

One checkmark is next to the purchase of a Porsche sports car. Like many people it was a dream of mine and my wife’s (lucky guy aren’t I!).

My wife purchased the car as a 25th Anniversary gift that we would both really enjoy. Truly a gift that keeps on giving. Just turn the key and the cares go away to be replaced by a smile.

Only one problem! The purchase of our car checked one item off of the list but soon added another: *how to drive this thing the way it is meant to be driven without being a menace to the other 99% of drivers on the road?*

David’s instructor, Fred Dunlea, demonstrating proper line in his 1987 930

Like many of you, I have broken the posted speed limit a time or two in my Porsche car. OK every time I drive it. We have some great roads in Kentucky to drive our P-cars on. Just follow Tim to Elk Creek Winery some time and you will see what I mean. It just may not be the safest way to enjoy “sporty” driving.

Soon after joining PCA, I started hearing about an event called a “DE.” Sounded like a good way to go racing without the expense so I was more than

a little scared to try this event out.

As I got more used to the car, it started to make sense that this would be a good way to drive my car above the speed limit *safely*.

I started asking more questions about DE’s at some of the Club socials. Bob, Ed, JW, Jim, Ken, Gary, Larry and Ken were all helpful and made me feel comfortable about the idea of a DE. They assured me it would be safe and fun.



“When we look back on our life, the only regrets we will have are the things that we did not do.”

—Mark Twain

Shorten that list of possible regrets

My first Driver Education

I could hear the cars from the other run groups running the track. It was like a siren song calling me to come and join the fun.

I finally made the decision in February of this year to participate in a DE.

Ed Steverson, Gary Hackney and Bob Lovejoy told me they were going to go to a DE at Mid Ohio Road Course sponsored by the Ohio Valley Region. This sounded like a great track and I had seen some races on TV from the track.

We left on Friday the 16th. I followed Ed who had his 944 on a trailer behind the family Cayenne S. We drove up I-71 in the rain and arrived for the tech inspection around 6:30 pm.

After a quick inspection and sign ups, we were treated to pizza and drinks while being introduced to our instructors.

On Saturday morning we arrived at the track at 7:15 am.

The weather was in the low 40's with a strong wind blowing. We thought it was going to snow all day but we got lucky and the track at least stayed dry.

The day started with a drivers meeting and then a classroom session for us newbie's. I could hear the cars from the other run groups running the track. It was like a siren song calling me to come and join the fun.

Finally, 9:40 am; time to get to go out on the track for the first time. On our first session Fred Dunlea; my instructor, took the wheel of my car to drive a couple of slow laps.

He kept the speed under 70 mph as he explained the "line" and his approach to attacking it.

Did I mention Fred is an ex Navy pilot? Great Guy. It's not just the cars. It's the people.

After two laps, it was my turn to drive.

Again, we stayed below 70 as I tried not to follow the line of the car in front of me.

We stopped at the beginning of the Front Straight then performed a braking exercise. Pretty easy with ABS; just accelerate to 70 mph and stomp the brake pedal until the car stops.

The idea is to let you learn the feel of your brakes. (I already knew mine from some of the great roads I mentioned earlier.)

With the first session over, I was excited that the next session would be at a higher rate of speed.

Two hours later it was Run Group D's turn again.

With helmet on and strapped in waiting on the pit road for the previous group to finish, I

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Shorten that list of possible regrets My first Driver Education

was filled with many emotions. I was scared, excited, anxious and full of jittery nerves.

After a couple of laps, I finally calmed down and could hear Fred in the intercom that he shared with me.

"Don't brake here. Don't brake there. Why did you downshift in a turn? Trust the car. You don't need to brake here, either!"

It was like I had never driven before. Thanks to Fred's patience, we made it to lunch with no worries. I was having a blast and hadn't even broken 100mph yet. I could not wait for the afternoon.

After lunch we had another class session and two more sessions on the track. It was getting more fun as I learned the line and got smoother.

Sunday was another cold day just like Saturday. We had the same routine for class and driving sessions. I was feeling confident after the first track session as I was now able to control the car and realizing it could do a lot more than I could. After two laps of my second session, Fred let me go solo the rest of the day.

I was now running much faster and trusting the brakes. I was now topping out at a little over 120mph on the back straight and waiting until about the 250-foot mark to brake for turn 7 heading into "Madness."

There were two things that helped me have a better understanding of how to drive the track.

First, I rode a session with Fred in his '87 930. I really got

a feel for the line and how to brake by watching him drive like a bat out of hell!

That 930 was just plain raw! I've heard that they are awesome cars, and I now believe it.

**"Don't brake here.
Don't brake there.
Why did you down-
shift in a turn? Trust
the car. You don't
need to brake here,
either!"**



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Shorten that list of possible regrets My first Driver Education



Gary Hackney with his 968

line and driving technique helped me with my driving.

So I had a fantastic weekend at my first DE. I am going to try and do one or two a year and hope to get my son, Tyler, to one so he can learn to drive his car. (I plan on passing it on to him someday.) Everyone went out of their way to make me comfortable. I made some new friends and strengthened other friendships.

I encourage every one to experience a DE. You WON'T regret it!

The other thing was a ride in a brand new Boxster Spyder that was at the DE courtesy of PCNA. They are using DE's to introduce the car to the family.

Strapping into this car with a professional driver was fantas-

tic! It is a very fast car, and I was impressed with the way it handled the course.

The Boxster was equipped with PDK and the driver used "launch control" when leaving the pits. Again, watching his



Pit Row Sports Kicks off season at Mid-Ohio Sports Car Course



By Brant D. Nystrom
with photography
by Glenn Kelly

Following a successful inaugural season in 2009, the participants of Pit Row Sports were chomping at the bit (frankly, just short of going nuts) to get back on the racetrack.

That opportunity presented itself the weekend of May 17-18 at the Ohio Valley Region hosted Driver's Education event at the Mid-Ohio Sports Car Course.

Over 15 racing enthusiasts from Lexington, Kentucky packed trailers with tires, jacks, racing gear, and don't forget their favorite racecar, to make the 250-mile trek to Lexington, Ohio for a weekend packed with road racing.

The Mid-Ohio Sports Car Course is a very technical track with 16 turns and 2.4 miles in length. There are excellent facilities at the course including rental garages, classrooms, and a variety of spectator areas.

Most of the participants arrived Friday and either took part in or watched the instructor groups run all afternoon. We staked-out space in the paddock (this track allows DE participants to rent garage space at the track), and took care of registrations and track inspections.

While Friday was beautiful (sunny and in the 70's) the rest of the weekend would be a battle against the cold and wind. For most of us, including myself, this would be the first racing weekend of 2010. We were all excited, anxious, and a little rusty as well.

We arrived at the track early Saturday morning. The temperature was in the 30's and

very windy, but we changed out tires, took care of friends with car problems, and prepared for our first sessions on track.

Mid-Ohio is a fantastic track. It is highly technical and requires a lot of input from the driver. It is especially challenging on cold tires.

Our first day on track was great, and most of us were in the groove by the afternoon. Even the classroom sessions were informative and fun thanks to animated and experienced instructors.

Saturday evening we met for dinner – 30 of us! We shared stories of the day and plans for tomorrow.

Following an eventful evening and some thawing of cold bodies, we returned to the track. As a treat, Porsche provided two new Boxster Spyders and professional drivers to take event participants for taxi rides in the new cars. The rides were incredible, and being on track with professional drivers was a rare learning opportunity for those like myself to follow their lines after being passed.

We drove out the afternoon before loading up trailers and equipment. The 250-mile drive home flew by as we talked about track strategy and upcoming event plans, and dropped off the carnage from our weekend – enough said.

Since the event we have re-connected old friendships, and spent more money to prepare and repair our vehicles. In the days since, we have enjoyed watching videos of run sessions, analyzed Glenn's photographs, and signed up for future events.

Mid-Ohio was great fun, and we highly recommend it to any-

one looking for some track experience.

Pit Row Sports and Lexington area participants included:

Tom Bailey
Gary Hackney
Jerry Heston
Paula Hollingsworth
Tim Howard
Glenn Kelly
Grant Lanning
Suzanne Lawson
Bob Lovejoy
Bruce Naude
Brant Nystrom
David Patrick
David Ratliff
Curt Richards
Ed Steverson
Brian Wooldridge

We'd like to thank everyone for the good times, companionship, and endless support and assistance.

Remember, Pit Row Sports is an inclusive group that works to further interest in road racing, sports cars, and getting drivers on-the-track. Please feel free to visit our web site at www.pitrowsports.com or contact any of our members to get a rundown of our activities and to join us for some fun times at the track.

This year, we're attending events at Mid-Ohio, Road Atlanta, and Putnam Park, and our next planned events are the NASA regional event at Putnam Park May 14-16, and the PCA DE at Road Atlanta June 4-6.

We welcome any and all participation in the events, even if

you simply want to be a spectator to get a taste of the experience.

Positions Available:

We have current openings for experts in:

- high speed bug-removal, and a
- tire change assistant's assistant,
- a helmet carrier and chin-strap assistant,
- a strap-in/strap-down driver assistant,
- a tool identifier/hand-it-over specialist,
- lap timer and assistant clipboard carrier,
- windshield cleaner/ de-greaser/ rubber remover specialist,
- a tire pressure recorder/ watch it that's hot! Assistant,
- a lug bolt finder's assistant and many more exciting positions.

Once you have gained experience in any or all of these fields, we will not let go of you, even under threat of punishment.

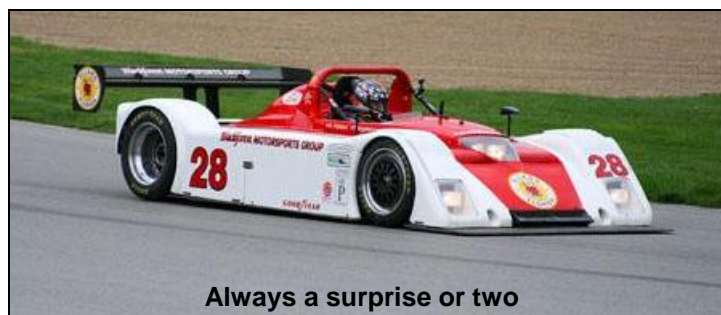
See you at the track!



Tim Howard

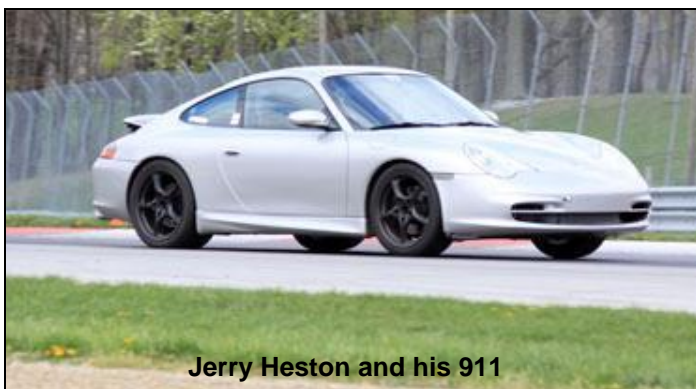


**Pit Row Sports
kicks off
season
at Mid-Ohio**
Photography
by Glenn Kelly





Bob Lovejoy and Brant Nystrom fighting it out



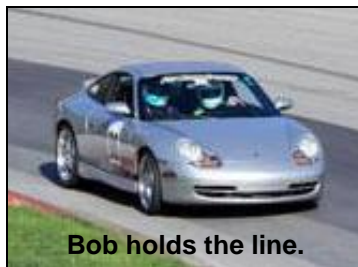
Jerry Heston and his 911



Curt Richards in an M3



David, Tom and Bruce preparing



Bob holds the line.



Pit Row Sports kicks off season at Mid-Ohio
Photography by Glenn Kelly



The Pit Row Sports crew



Gary Hackney flies by



Ed Steverson in his 944

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