

Bluegrass Region Porsche Club of America

RUMBLE

November 2010





RUMBLE

November 2010 Vol. 8 No. 11

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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



Checking the mirror and looking down the road, Bluegrass Region in motion

Mirror

October provided a full calendar of Porsche club events and generated more money to benefit this year's charitable beneficiary, the Franklin County Humane Shelter that was flooded in the spring.

A two-day drive organized by **Ed Steverson** and led by **Steve and Ann Womack** who hosted members at their home in Grayson, offered great driving fun during peak color in Eastern Kentucky. Read all about the event in Ed's overview.

Greg Schickel hosted 928 enthusiasts at his place over the weekend of October 16-17.

Owners arrived from surrounding states to celebrate the 928. See **Jim Brandon's** photography and overview "Gathering of Sharks and one UniMog."

At the October 17th membership meeting, **Phillip Doty** and **Robert McClelland** shared their experiences at the Porsche Museum in Stuttgart. Robert's insights along with Phillip's slide show and rich knowledge of the exhibits offered the next

best experience to actually being there in Stuttgart.

Jamie Donaldson's account and photos of the PCA 914 owners Special Interest Group Mid-US Ramble 11 at Deal's Gap offers an overview of the event that staged approximately 45 914's on the Tail of the Dragon. Jamie and **Robby Poindexter** traveled together to this gathering where an original 916 and a clone 916 appeared, along with 914's from stock to wildly modified with V-8 and Subaru boxer engines. Jamie, again, came away with new respect for the car his father, Jim, bought new in 1973.

On October 23rd, we practiced using a Power Bleeder on **Larry Woods' SC**, arranged by our Tech Chairman **Jim Brandon** who hosted the event at his garage. Eight members assembled for this event. Members also helped **Bob Lysack** change oil in his 928. Tech sessions always are informative and fun as we study the intimate details of cars on the rack.

Windshield

Nominations/Election

This month we will entertain nominations at our November membership meeting on the 21st, to be held at Bar Louie in Lexington Green. Join fellow enthusiasts in taking part in the social that launches our annual election of board members.

The Nominations Committee presented at the November 1st Board meeting the following nominees:

David Patrick, President
Ed Steverson, Vice President
William Glover, Secretary
Bob Lovejoy, Treasurer

Robert McClelland, Director
Neil Fisher, Director

Directors elected this year will join directors **Mark Doerr** and **Tim McNeeley** who will serve their second year in 2011.

Ballots will be mailed to members around December 1st and are to be returned by December 15th.

Christmas Party

We are looking forward to our annual Christmas Party to be held this year on December 12th beginning at 5:30 pm at Firebrook Clubhouse.

As was the case last year, the club will pay a portion of the cost per member for the dinner. See the announcement and call for RSVP on Page 12.

Rumble

This issue of *Rumble* carries a good mix of content, thanks to reader contributors. Be sure to thank these people when you have the opportunity: **Ed Steverson, Jim Brandon, Jamie Donaldson, Steve Womack, Bob Lysack, Ken Slone, Aaron Eldridge, and Richard Collins.**

Let's Rumble!

—Paul Elwyn



BOARD MINUTES



William Glover
Secretary

October 4, 2010

Bar Louie, Lexington Green

Board Members Present: Tim McNeeley, Bob Lovejoy, David Patrick, Gary Hackney, Mark Doerr, Paul Elwyn

Members Present: Robert McClelland, Ken Hold, Maureen Elwyn, Mary Doerr

Meeting called to order at 7 pm by President Paul Elwyn. A quorum exists.

August Minutes: Motion by Tim McNeeley, Second by David Patrick, approved.

Treasurer's Report: Bob Lovejoy reported a balance of \$4,948.75. Motion by Mark Doerr, Second by Tim McNeeley, approved.

Membership Report: Tim McNeeley reported one new member, Patrick Kenney. Membership stands at 202.

Activities: Mark Doerr reported:

- Cars & Coffee at Ramsey's on Harrodsburg Rd., October 9th,
- Membership Meeting, October 17th, 5:30 pm, Bar Louie, to feature Porsche Museum slide show by Phil Doty and Robert McClelland,
- Board meeting at Bar Louie, November 1st, 7 pm,
- Membership Meeting at Bar Louie, November 21, 5:30 pm. Membership meeting will feature board member nomination ballot approved by board. Nominations may be made by members attending the

social.

- Charity Drive, October 16-17 to benefit Franklin County Humane Shelter

Tech Session: Tech Chairman Jim Brandon announced a brake bleeding session to be held at his garage, October 23rd, 10 am to Noon. In addition to a brake bleeding demonstration, members are invited to schedule brake bleed or oil change.

Old Business:

- Bylaws amendment resolution/procedure for electronic board vote draft presented by Paul Elwyn. Provision added to allow proxy vote by prior arrangement. Resolution/procedure Motion by Tim McNeeley, Second by David Patrick, approved.

- Christmas Party, December 12th: David Patrick to chair preparations. Members are asked to provide their own alcohol. Club will pay a portion of the cost per member as last year.

New Business: Concern raised by Tim McNeeley regarding political content and profane language on Chat. Paul Elwyn assured the board that Chat moderator Larry Woods had addressed the concern.

Adjourn, 7:30 pm: Motion by Tim McNeeley, Second by Mark Doerr, approved.

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Kessler Photography captures Porsche enthusiast activity associated with the Alltech FEI World Equestrian Games grand opening ceremony

Porsche of The Village on September 25th hosted “Four Roses, Three Ales, Two Porsches and a Good Time at the Alltech FEI World Equestrian Games Grand Opening Ceremony” for Porsche enthusiasts.

As Bluegrass Region Dealer Liaison, I led drives prior to the opening ceremony.

We caravanned first from the Cincinnati dealership to Lexington Country Club for breakfast then traveled to Four Roses Distillery for a tour and sampling of bourbons.

Following the sampling, I led a drive to the Alltech Brewery for another tour and more sampling.

The group then traveled to the

Hilton in Lexington to enjoy more hospitality from Porsche of the Village and then boarded a bus to the Horse Park to view the opening ceremonies.

This month we have photography by Gary Kessler www.kesslerphotography.com that captures a portion of the Porsche events associated with the World Equestrian Games.



Ed Stevenson



Photos by Gary Kessler

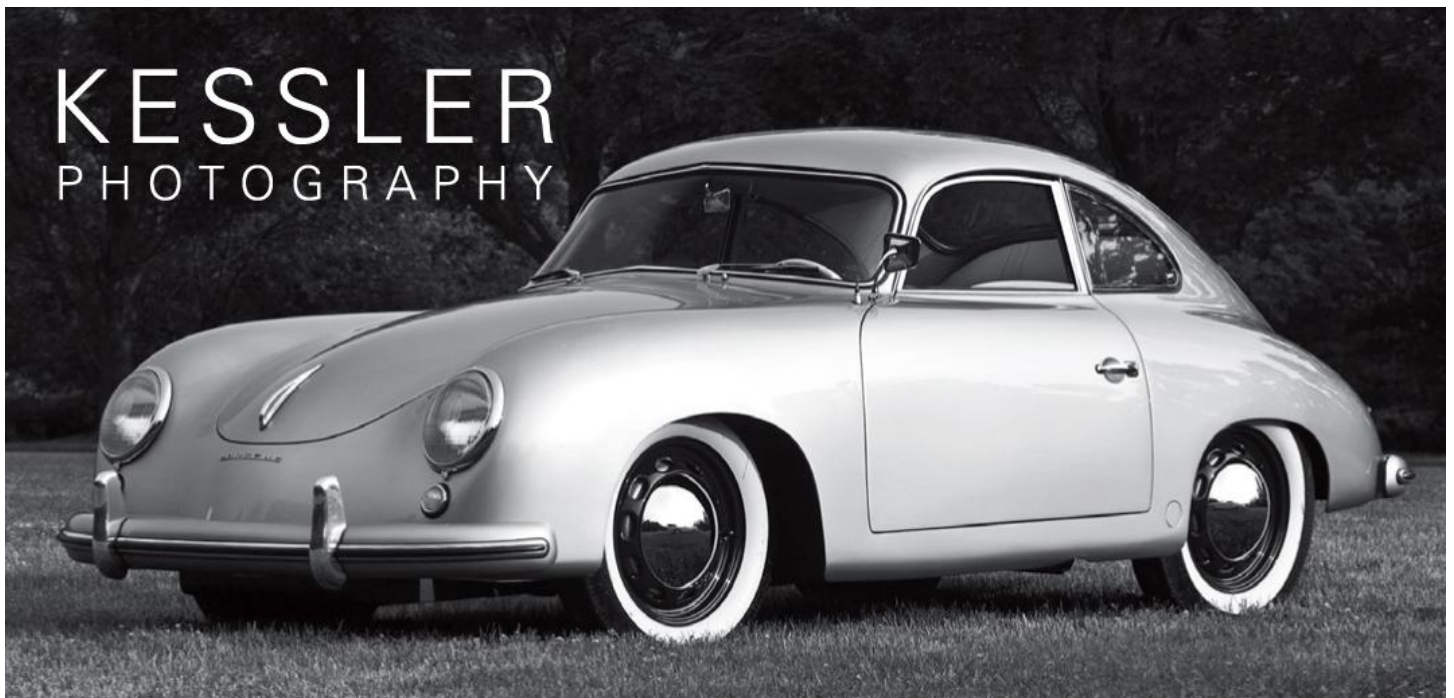
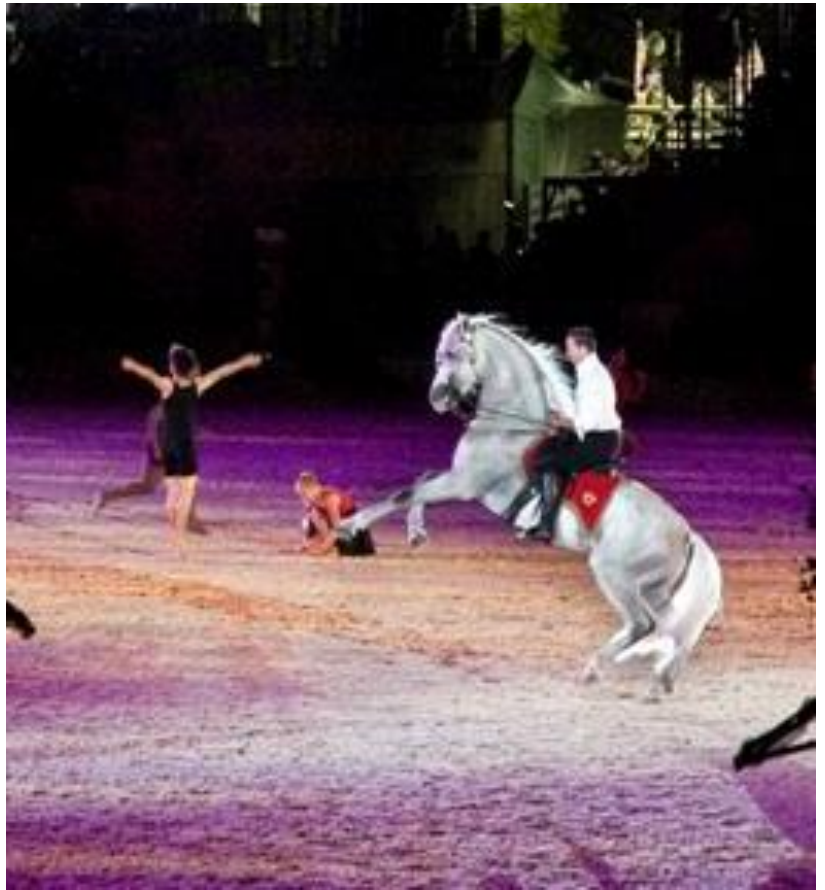
Kessler Photography captures Porsche enthusiast activity associated with the Alltech FEI World Equestrian Games grand opening ceremony



Photos by Gary Kessler

Kessler Photography
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FEI World Equestrian Games
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Photo by Gary Kessler



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by GARY KESSLER

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Tim McNeely
Membership
Chair

MEMBERSHIP NEWS

No new members, one transfer, 202 total membership

Signups are slow, no new members this last month....BUT, we did have a couple transfer in from the Rally Sport Region (Michigan). Please join me in welcoming Mike & Jennifer McNalley. I know they plan to be active. I met Mike at our Membership Appreciation get together at Ken Partymiller's, and I ran into Jennifer at Foreign Affairs Motorwerks getting a new engine in her Cayman....ouch.

Our membership is at 121 Regular Members and 81 Family & Affiliate Members, making our total membership 202.

Also, please recognize the following Member Anniversary dates:

- Bob Dawson 1991
- Greg Schickel 1995
- Lisle Dalton 2001
- Mark Stuhldreier 2007
- Will Baker 2009
- Ched Crouse 2009
- Tim Murphy 2009

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CALENDAR OF EVENTS

NOVEMBER

November 13, 2010: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road. For more details contact Paul Elwyn 859.583.0205

November 21, 2010: Membership Meeting, 5:30pm, Location Bar Louie Lexington Green. 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 on US 60 near Brighton Shopping Center in Frankfort at 5:15. For more details contact Ed Steverson for details 502-320-2655

December 6, 2010: Board Meeting, 6:30pm Dinner,

7:00 Meeting, Location: Ramsey's on Harrodsburg Road. For more details contact Paul Elwyn 859.583.0205.

December 11, 2010: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road. For more details contact Paul Elwyn 859.583.0205

December 12, 2010: Christmas Dinner and Membership Meeting. Social time 5:30 PM Dinner 6:30 PM, Firebrook Clubhouse. For more details contact Paul Elwyn 859.583.0205

JANUARY

January 3, 2011: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Location Bar Louie, Lexington Green.

January 8, 2011: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road.

January 16, 2011: Membership Meeting, 5:30pm, Location Bar Louie Lexington Green. For more details contact Paul Elwyn 859.583.0205.

FEBRUARY

February 7, 2011: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Location Bar Louie, Lexington Green.

February 12, 2011: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road.

February 20, 2011: Membership Meeting, 5:30pm, Location Bar Louie Lexington Green.

MARCH

March 7, 2011: Board Meeting, 6:30pm Dinner, 7:00



Mark Doerr
Activities Chair

Meeting, Location Bar Louie, Lexington Green.

March 12, 2011: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road.

March 20, 2011: Membership Meeting, 5:30pm, Location Bar Louie Lexington Green.

For the website: Send a photo of your car, year/model to paul.elwyn@gmail.com

Cars & Coffee

November 13th



Ramsey's Diner Harrodsburg Rd.

9:00-10:00 a.m.

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

October 17th membership meeting features Porsche Museum slide show



At the October 17th social, held at Bar Louie in Lexington Green, members enjoyed a slide show featuring photos and information by Phillip Doty with additional commentary by Robert McClelland from their recent visits to the Porsche Museum in Stuttgart.

The exhibit constantly is changing. Race cars are pulled

from the exhibit to compete in vintage events, then returned to the museum, underscoring the point that the cars on display are not replicas, but are the actual cars, including LeMans winners, prototypes and concept vehicles that have contributed to Porsche's unique history.

Prior to the slide show mem-

bers approved the bylaws amendment, "At the discretion of the Board of Directors, business of the Board of Directors may be transacted by electronic transmission." The amendment carries a resolution outlining procedure that requires a motion to be shared with all members for reply to board members prior to an electronic vote. The process will be reserved for

matters that cannot wait for a regularly-scheduled board meeting.

Attending were Michael Kennedy, Michael Fielden, Neil Fisher, Ken and Adell Hold, Mark and Mary Doerr, Bob and Nancy Lovejoy, Jim Brandon, Tim and Trish McNeely, Ed Steverson, Phillip Doty, Robert McClelland, Paul and Maureen Elwyn.

Car hauler for rent

Brand new car hauler, 18ft, dovetail, dual axle brakes, licensed for those out of state

trips, complete with straps. Special BGR rate \$50.00 per day. Contact Brad Smith 502-

320-2756 or Ed Steverson 502-320-2655



Christmas party at Firebrook Clubhouse December 12th

RSVP by Dec. 8th with preferred menu entrée to markdoerr@insightbb.com

Hello All:

The annual Christmas party will be held on Sunday, December 12th 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 \$30.00 per person.

By December 8th, please confirm that you will be attending and which entrée you would like to have.

Email me at markdoerr@insightbb.com.

The menu is as follows:

**** 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, Iced Tea, Coffee and Water

Please, by December 8th make your choice and email me at markdoerr@insightbb.com so I can arrange with the caterer.

**Regards,
Mark Doerr**

Directions to Firebrook:

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.

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Drive participants assembled at the home of Bob and Jane Coleman were Ken Hold, Maureen Elwyn, Ken Slone, Bob, Rita, Kylie, and Blaze Lysack, Mikki and Aaron Eldridge, Bob and Jane Coleman, Ed and Corbin Steverson, Steve and Ann Womack.

Charity Drive through Eastern Kentucky offered great driving, shooting, 'racing,' food, fellowship and \$920 for Franklin County Humane Shelter

By Ed Steverson

We gathered at the home of Bob and Jane Coleman for Danish and coffee prior to hitting the road into Eastern Kentucky on the morning of October 16th.

Steve and Ann Womack led the convoy of eight Porsches first through Red River Gorge and then over smaller roads leading us to the Grayson area where Larry and Pattie Mock hosted our lunch at their home.

Following lunch, everyone "raced" on Steve's airstrip, fired a 50 caliber rifle and dined at the Womack home.

The drive continued on Sunday, another beautiful, Autumn day in the mountains.



Photo by Ken Slone

Wide bodied 911s owned
by Steve Womack and Bob
Coleman rest
at Red River Gorge.

Charity Drive raises \$920

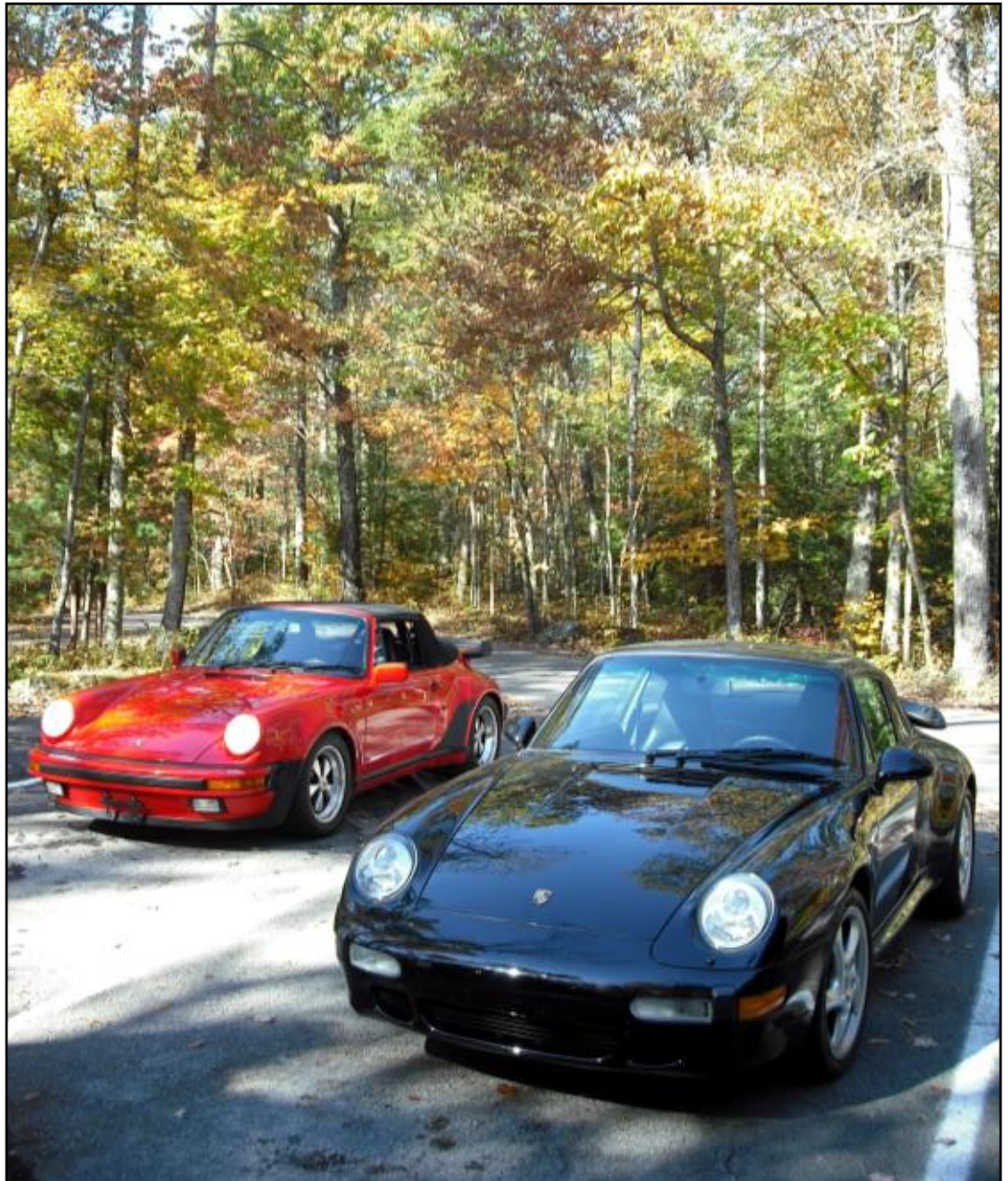
(Continued from Page 14)

We raised \$460, which was matched by the club, bringing our total gift for the Franklin County Humane Shelter to \$1,920.

Last year's drive under the leadership of Steve Womack generated \$2,750 for the American Macular Degeneration Foundation.

Anyone who would like to contribute to this year's charitable effort can give a check to me or Treasurer Bob Lovejoy made out to Bluegrass Region PCA.

We are open to a new beneficiary for next year's charity drive, so if you have a recommendation, contact me or any board member.



Taking a break at Red River Gorge





Photo by Steve Womack



Above: We gathered in spotty sunshine filtering through the trees with the Gorge in the background. Bottom Left: Larry and Pattie Mock hosted our lunch near Grayson. Right: The MGA coupe (rare) belongs to Bob Coleman's uncle, Jim McDaniel, who introduced Bob to sports cars with this very car, and to horses, shooting and to other "bad habits," according to Bob.

Drag racing at Womack's air strip



Aaron Eldridge in his '81 Euro 911 SC Targa rips past Ed Steverson's Cayenne S.

Photos by Bob Lysack



Charity Drive 'one of the best events of the year'



Steve Womack assists Rita Lysack as she prepares to pull the trigger on a 50 caliber.

Photo by Bob Lysack



Ken Hold takes aim.
Photo by Ed Steverson

Headed to the pond are
"Roadie," Ed Steverson,
Steve Womack, Ken
Hold, Rita Lysack, Blaze
Lysack, Corbin Stever-
son, and Kylie Lysack.

Photo by Bob Lysack



Charity Drive 'one of the best events of the year'

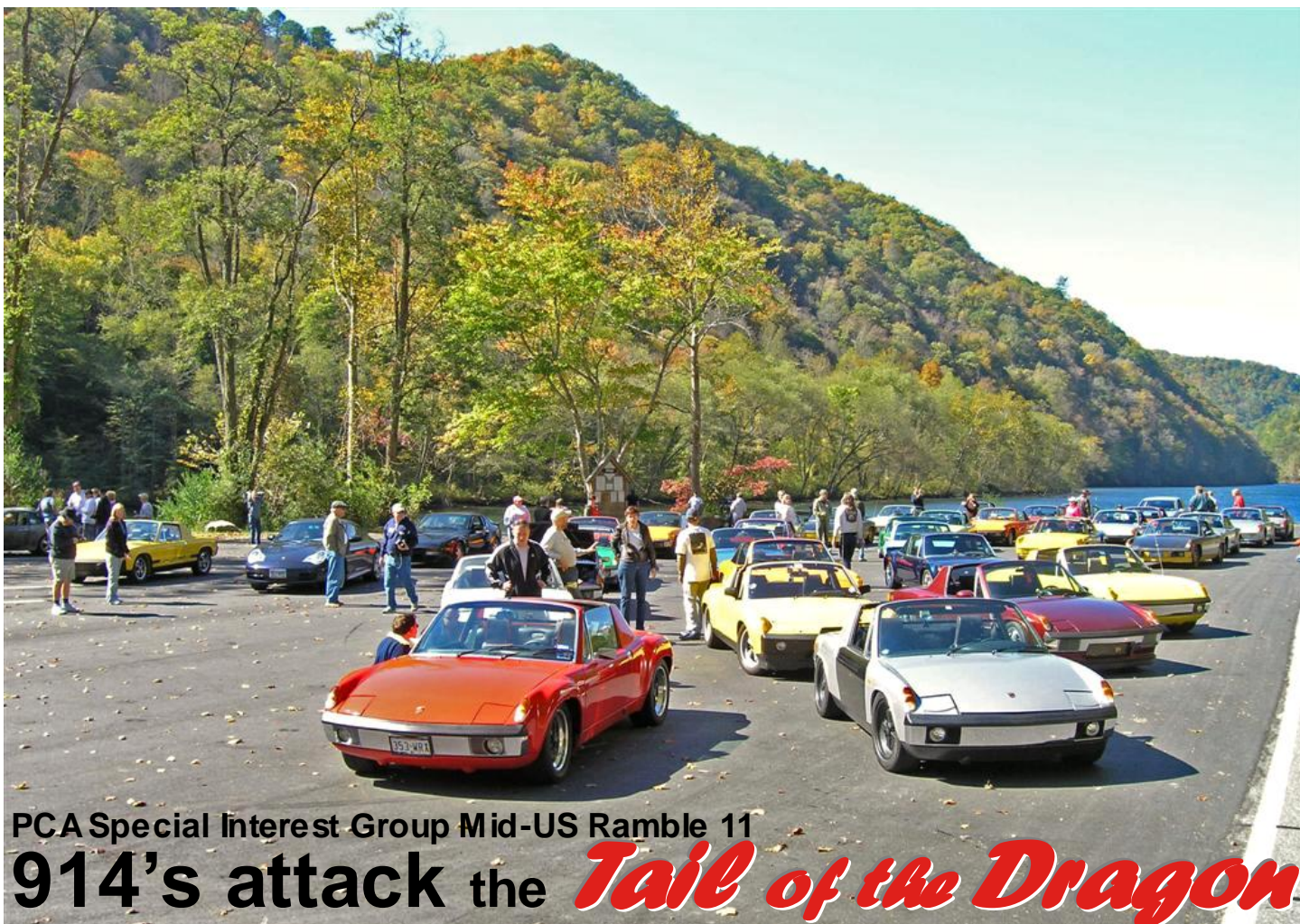
Dinner grilling
at Womack's

Photo by Aaron Eldridge



Following dinner at Womack's guests were entertained by local musicians Mark Ison and Kyle Burnett.

Photo by Bob Lysack



PCA Special Interest Group Mid-US Ramble 11

914's attack the *Tail of the Dragon*

**Text and Photos
By Jamie Donaldson**

@ good breakfast is a great way to begin any travel adventure, so fellow BGR member Robby Poindexter and I arranged to meet at the Berea Cracker Barrel on the morning of Thursday October 14th to start our journey.

We were a two-car convoy headed South to Vonore TN in our 914's, to participate in Mid US Ramble 11, a PCA SIG (Special Interest Group) activity that was organized by/for 914 owners that really like to drive their P-cars.

This was to be my first venture in a multi-day trip with "Dad's Mistress," my original condition '73 914-4, meeting up with 43 other 914 owners who were registered to participate in the event. Most of the communication among this group is by internet posting on www.914World.com, and many of the participants were going to be repeat offenders from previous Rambles.

Robby and I arrived a bit early at the host Grand Vista Hotel after an uneventful drive, and settled down in the parking lot to watch as a trickle of cars from surrounding states became a flood in late afternoon. Most of the 914's were driven in, and a few were unloaded from a variety of towed rigs.

As we examined each new arrival, I was struck by the vari-

ety of powertrains represented. Several were bone stock 1.7L's like mine, many 2 L's in various stages of tune and modifications, and a bunch of 914-6's. Then came the more exotic specimens, from several Subaru turbo transplants all the way up to a NASCAR prepared 350 c.i. V-8, from Texas! There were several track cars that were streetable, but the most exotic of all was an original 916 and a 916 clone owned by "Dr. 914," George Hussey from Auto Atlanta. The 916 model (Insert both 916 photos) was a Porsche factory prototype of which only 11 were built, and this particular car was the first one ever imported into the USA. It had not been driven since Charlotte Porsche Parade, and Dr. 914 was our hero for bringing and driving a very rare P-car of

Then came the more exotic specimens, from several Subaru turbo transplants all the way up to a NASCAR prepared 350 c.i. V-8, from Texas!

914's attack the *Tail of the Dragon*



Above: Robby Poindexter and Jamie Donaldson begin their journey to the Tail of the Dragon.

Below: An original 916 and a 916 clone owned by "Dr. 914," George Hussey from Auto Atlanta. The 916 model was a Porsche factory prototype of which only 11 were built, and this particular car was the first one ever imported into the USA.



such great value. We all drooled over and put so many fingerprints on this treasure that he had to wash and wax it that evening!

There were license plates from IL, IN, OH, CT, MD, TX, AK, MO, AL, NC, FL, KY, CA (a long story!), and even TN, and I'm sure I probably left out a few more. This amazing geographic representation verified the interest in the objective of this event- we were going to drive the "Dragon!"

For those unfamiliar with this legendary stretch of pavement, it is an 11-mile section of US Rt. 129 on the border of TN/NC which contains 318 curves,

come, with many old friends relating mostly car stories since they had last met. Then conversations turned to details for the coming day, departure time of 9:14 AM to conquer the "Tail of the Dragon." We would first snake our route as a group, with a few scheduled stops then return on our own in the afternoon.

As the sun rose on a clear and cold Friday morning, the parking lot was a dazzling array of wonderful old driving machinery, some in factory colors I had only seen in photos. There were a few patches of gray primer scattered among this rainbow of polished steeds, and



including many switchbacks and changes of elevation. When included with the scenic Cherokee Skyway, they form a loop route of 120 mi. that will entertain drivers all day long. And as a bonus for this outing, fall colors were on full display, varying in intensity with elevation changes along the route.

That evening, after all the cars were tucked in for the night, we had an informal meal and wel-

a couple needed extra coaxing to fire up for departure. Soon all were assembled in a single line rolling down the highway, only to come to an abrupt roadside halt when the leader's 914-6 dropped a CV joint! Of course there were more "helpful" mechanic supervisors than room under the car. A jack and two jackstands appeared from somewhere in the line of stopped cars, bolts were re-

914's attack the *Tail of the Dragon*



A 914 car show began at 9:14 am on Saturday morning.

placed, and we were again rolling along.

I had driven this route many years ago, but moving “briskly” along in a train of cars is much different from driving alone. We attempted to maintain sufficient spacing to allow for the accordion effects of differing driving styles and handling characteristics, and occasionally we could even admire the surrounding scenery, rather than concentrating on the tailpipes of the cars in front of us.

Traffic was light on Friday, not the same on Saturday. This stretch of twisties is a magnet for auto and motorcycle club outings, so weekends are not the best days for those wanting to run in higher gears. And the “crotch rocket” bikers are crazy, flashing past cars on blind curves, crossing double center lines, and dragging pegs around switchbacks! I’m always concerned one of them will lose traction and slide under me- might damage my car!

The remainder of the group drive went as planned, and after

lunch in Robbinsville I reversed course back across the Dragon with a few other 914’s, and bikers of all shapes and sizes scattered in between.

That night we took over (also planned!) a local pizza and beer place to recall the day’s adventures, along with a few other tall tales for entertainment.

Saturday morning we assembled in specific classes for a car show, which also started at 9:14 AM? Where else could I ever see this many brother (or sister?) 914’s lined up for inspection, and touching! More drool and fingerprints, then prepare for the drive on Cherohala Skyway.

This time we separated into three groups, and had a more leisurely cruise through open country, eventually twisting and climbing to 5000’ elevation and back down. Saturday traffic on the Skyway was less congested than on the Dragon, so after another late lunch I chose to return on the Skyway for photo ops and a side road exploration down Bald River

Road. Wonderful scenery - took me back to my early days as a starving fine art photographer.

Saturday night was banquet time, so time for a clean shirt

and a glass of vino. There were awards for car show judging, tech quiz winners, novelty awards from prior “events,” and raffle drawings for a host of



914's attack the *Tail of the Dragon*



items donated by event sponsors and participants. Even the food was excellent, and another good time was had by all, late into the night.

On Sunday morning I had to head back home, so I missed the Blind Autocross in the hotel parking lot, starting at 9:14 AM as usual! I would have been afraid to watch, with the driver blindfolded and taking directions from the passenger/

navigator. Of course it was a time/speed contest, and I heard that a few cones died but no damaged cars.

On the drive back up I-75 I discovered that Mistress had suffered a broken trunk hinge mount- looks like metal fatigue. But we arrived safely home after our first extended trip together, and it was a most enjoyable and educational time with other nutty 914 owners. I have

new respect for these little cars as traveling companions.

Monday we visited the body shop to arrange for some welding repairs, and fortunately there won't be any exterior scars visible on her original NLA Delphi Green paint.

She rocks me!

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TECHNICAL

Taking a closer look

Members bleed brakes at the October 23 technical session



Larry Woods' 1983 SC served as demonstration vehicle for members to practice bleeding brakes using a Motive Products Power Bleeder at Jim Brandon's garage on October 23rd. Eight members participated in the session including John Bell, Jamie Donaldson, Ken Partymiller, Bob Lysack, Ben Prewitt, Ken Slone, Paul Elwyn and our host, Tech Chairman Jim Brandon.



Left: Jim Brandon prepares the power bleeder and explains how the system works. Right: Bob Lysack pumps the power bleeder to 10 psi.

TECHNICAL

Taking a closer look

Members bleed brakes at the October 23 technical session



The Power Bleeder pressurizes the brake system so that a second person pumping the brake pedal is not required. Bleeding begins with the wheel farthest from the master cylinder, the right rear. Left rear, right front, then left front follow.

Watching Jamie Donaldson bleed the left rear brake caliper are Ben Prewitt, Bob Lysack (behind) David Patrick, Ken Slone, John Bell, and Jim Brandon.



Above: Jamie Donaldson releases pressure on the brake caliper and watches the fluid moving through the clear hose. Once the dark, old fluid is replaced with clear, fresh fluid, the bleeder is closed.

Left: The hose clamp prevents pressurized brake fluid from moving through the vent hose and onto the floor.

Gathering of Sharks (*and one UniMog*)



Text and Photos By Jim Brandon

The Second Gathering of the Sharks was held at Greg Schickel's Scott County estate on 15-17 October. Twenty six people attended the event with ten Porsche 928's present. Attendees came from Illinois, Indiana, North Carolina, Georgia, Ohio, and Kentucky to enjoy a pleasant Fall weekend, camaraderie, bonfires and Burgoo.

The combined 928 technical expertise present was impressive as was evidenced by the two supercharged engines (can you say 500HP at the rear wheels). Also, as shown in the photo, is Greg's 928 recently returned from the frame/paint shop where the damage from the 2002 mishap has finally been repaired to (almost) fac-



John Ryall's 500 HP supercharged 928, one of two attending

Gathering of Sharks (*and one UniMog*)



Left: Greg Schickel's 928 restored to factory specification following a 2002 mishap.

Above: Greg's 1963 UniMog 404S ex-Swiss Army utility vehicle in street legal "daily driver" trim.



tory specs. Now, as "they" say, re-assembly is just the reverse of disassembly.

For a change from the 928's, Greg had his 1963 UniMog out for fun and play.

The UniMog is a German

utility vehicle that has changed little since the 1940's. Greg has two. The one out for the gathering is a model 404S, ex-Swiss Army model which Greg drives regularly (Yes, it is street legal!).

Greg has not decided whether the Gathering of Sharks will become an annual event. I'm sure those in attendance hope that it will be.

Notes from the Hilton Head Concours d'Elegance and Motoring Festival

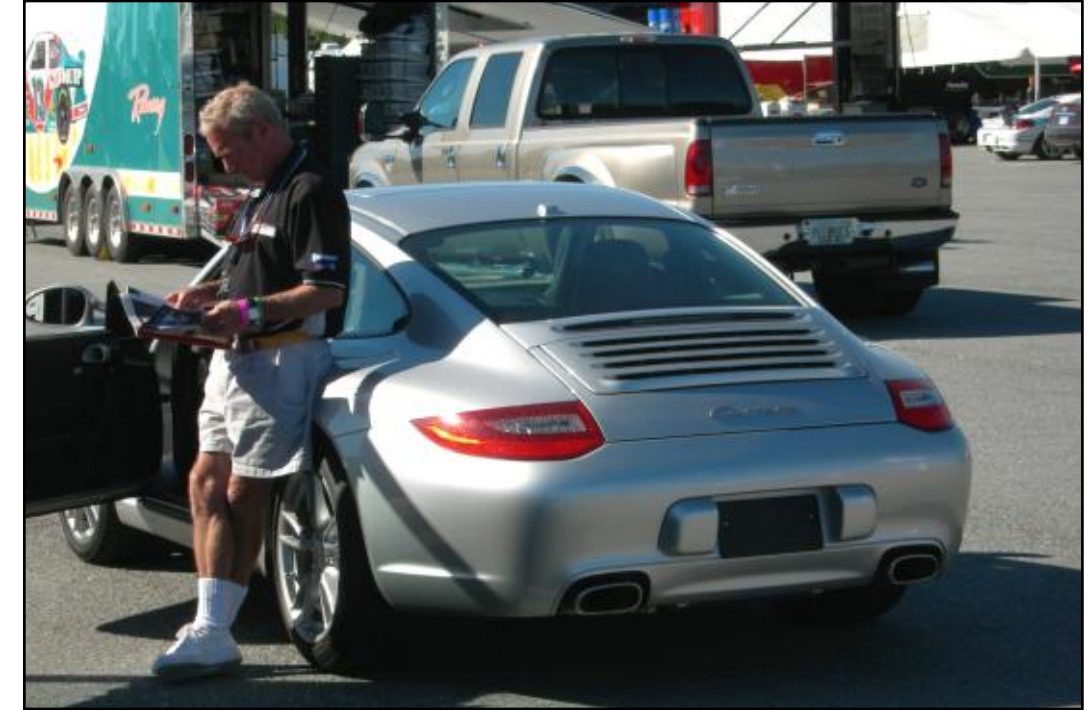
Text and
Photos
By Richard
Collins



My brother's 2002 GT2 (twin turbo) is "scary" fast...and weighs only 3200 lbs. We didn't get it on the track today but got a few go fast stretches on some local roads.

It really pins you to the seat much more than the GT3 or TT he had. And with two-wheel drive, no PSM or PDK etc, it is much like the old turbos but with less lag and unbelievable traction. The ceramic brakes are huge and stop without any fade, pity the guy behind who can't stop.

But I also have to say his 2009 C2S (Dark green) with PSM, PDK and other comforts is also one helluva car. 140 mph in 4th is not an issue with



Racing legend and Porsche Sport Driving School Chief Instructor Hurley Haywood with the C2S he drove providing hot laps at the Hilton Head Speed Fest

two gears to go.

The several laps we took with Hurley Haywood on the Hut-

chinson Island track were phenomenal in a similar C2S. Even with 17" street tires, etc., I never felt like we were out of control with Hurley driving, on a track I would consider not particularly safe, not that I am an expert. If you ever have an opportunity to hot-lap with Hurley, do not pass up the chance.

My brother Ken's latest project car is a 1974 Carrera with a 3.0L 1980SC engine. This car is an original one owner Florida car he purchased recently. He is in process up upgrading the suspension, shifter and installing turbo sport seats (from my IROC clone since I put OMP racing seats in it for tracking).

The 2011 Porsche Parade is here in Savannah across the river on Hutchinson Is-

land. They will not be using the Savannah track, but rather will use Roebling Road up the street a few miles for DE's. This parade will be worth considering if you have never done one previously. This is a great area.

FYI, the annual Hilton Head Concours and Speed Fest have been separated into several weekends. The concours is next weekend at Hilton Head and they are overbooked with show cars. The Speedfest is overseen by HSR and while there were some great track cars, it was not as big as it could be, yet...they ran the Cayman spec class and as this is the end of the season, I can tell you, they look like they have been through a NASCAR event.

See photos on Pages 28-29



Ken Collins' 2002 GT2 with 40k miles

Notes from the Hilton Head Concours d'Elegance and Motoring Festival

Photos by Richard Collins



Replica 250 GTO built on a 250 Ferrari GTe chassis



Early 911T with 3.8L at Hilton Head



A pair of Factory 5 Cobra Replicars



A Rahal M1 BMW giving 5 hot laps for \$50 for charity



1974 RSR IROC clone with 3.0L RSR engine



Cayman spec racer driven by Hurley Haywood

Notes from the Hilton Head Concours d'Elegance and Motoring Festival

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Monza 2nd overall in 1 hour Enduro behind 3rd place Cayman spec racer; winner was Mazda GTP IMSA car.



3.8L engine in 911T



Ken Collins' latest work in process, an IROC clone with 3.0 SC engine in a 1974 Carrera tub