

Bluegrass Region Porsche Club of America

RUMBLE

November 2011





RUMBLE

November 2011 Vol. 9 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



October review, November Events, Board Nominations, and Holiday Party plans, a great year!

October proved to be another month with plenty to do with the Bluegrass Region PCA.

We joined the KY Region at the Louisville Concours for a beautiful day at Churchill Downs. The KY Region also sponsored a drive to Huber Winery in Indiana. Our Member Appreciation Celebration was on the 22nd with a drive, show and dinner.

Charity Drive

We raised a total of \$420 to benefit the American Macular Degeneration Foundation. Thanks to everyone who attended and thanks for the donations for AMDF. We will make the donation in honor of Ann Womack. Again our club though small continues to make a difference.

Paddock Challenge Trophy

On the 14th we had several members present to officially receive the Keeneland Concours Paddock Challenge Trophy. The trophy will be on display in the lobby of the KY Children's Hospital.

November Social, Cars & Coffee, Board Meeting

Our monthly social for November will be held at Village Host Pizza on Old Vine in Lexington on the 20th at 5:30. Cars and Coffee will be on the 12th at Ramsey's on Harrodsburg Rd and our Board meeting will be

on the 7th with dinner at 6:00 and business at 7:00.

Board Nominations

At the board meeting the nomination committee will recommend the following members to fill our openings: Ed Steverson president, Ken Slone vice president, Bob Lovejoy Treasurer, Maureen Elwyn secretary, Mark Doerr director and Tim McNeeley director.

Per Bylaws, members will be invited to nominate from the floor at the November social. We will be sending out ballots the first of December and will tally the votes by mid December.

Holiday Party

After the positive response of having the "Holiday" Party in January this year due to weather cancellations, we have decided to move the party to January again.

We will be having the get together at Firebrook Subdivisions Clubhouse in late January. This will be our annual business meeting and introduction of our new officers and directors.

This year has gone quickly and I for one have enjoyed it. We have had a lot of club activities to enjoy and everyone has been great to work with.

I hope to see you at one of our last activities as the year winds down.

—David Patrick



Bluegrass Region Board member Neil Fisher, KY Children's Hospital Chief of Surgery Jay Zwichenberger, and Bluegrass Region Vice President Ed Steverson pose with the Beck Cleaver Paddock Challenge Trophy presented to Bluegrass Region PCA for the third consecutive year for winning the charity competition held at the Keeneland Concours d'Elegance to benefit KY Children's Hospital.

Over \$525,000 has been raised during the eight-year run of the concours, according to Chairman Tom Jones. See more about this presentation on Page 7.

Porsche Club of America *Panorama* will carry a story about Bluegrass Region in the December issue.

BOARD MINUTES

October 3, 2011
Sawyer's, Lexington

Board Members Present:
David Patrick, Ed Steverson,
Robert McClelland, Paul Elwyn,
Neil Fisher, Mark Doerr,
Bob Lovejoy

Call to order by President
David Patrick 7:00pm

Secretary's Report:
September 6 2011 minutes.
Motion Mark Doerr, Second
Neil Fisher, approved

Treasurer's Report:
Balance \$4132.00. Motion Paul
Elwyn, Second Neil Fisher,
approved

Chair Reports:

- **Membership:** David Patrick, 195 members
- **Safety:** David Patrick, insurance for Oct. 22 drive already taken care of

Business:

- **Keeneland Paddock Award presentation** will be Oct. 14 at Ky Children's Hospital lobby. Neil Fisher and Paul Elwyn committed to represent the club. Other board members will attend if possible.
- **Website update:** Ed and Chris have worked to get it complete. The new format will be more user friendly, using Google Calendar, will continue to have links. Ed will have update for November mtg.
- **Elections:** Feelers going out for President, VP and 2 directors. Mark Doerr and Tim McNeely express interest to remain directors. Bob Lovejoy is willing to remain treasurer. Election committee will present their recommendations at the November mtg. Ballots will go out in December. Paul Elwyn will serve as election chair and will ask Ben Prewitt and Jim Brandon to help with counting ballots.
- **Member Appreciation Celebration** had to be amended due to scheduling conflicts. New Itinerary will be: Meet at POL at 1:30 for 2:00 departure on our Charity Drive. Return to POL at 3:00 for Family Tree gathering. Drive to the Patrick residence around 4:00 for free dinner supplied by the club. Asked for RSVP to Ed Steverson or David Patrick by Wed. Oct. 19. Motion David Patrick, second Mark Doerr, approved.

- **November 7 board meeting** set for Sawyer's, 6 pm dinner, 7 pm business.
- **November 20 membership meeting** at Village Host Pizza 431 Old Vine St at 5:30pm.
- Motion to have board "retreat" with new board and officers at McClelland's house to discuss long term thinking and planning for 2012. To be held on Jan. 8, 2012 at 2:00pm. Motion, Robert McClelland, second Ed Steverson, approved.

Adjourn: 8:00 pm.

Respectfully submitted
by Robert McClelland

MEMBERSHIP NEWS



Tim McNeely
*Membership
Chair*

No new members, one transfer, 192 total members

No new members this past month....however, we did have one member transfer in from the Kentucky Region. Please join me in welcoming Dan Fultz of Louisville. Dan is a vintage Porsche owner with a 1968 912 and 1974 911!!!

Also, please recognize the following Member Anniversary dates:

• Bob Dawson	1991
• Greg Schickel	1995
• Lisle Dalton	2001
• Tim Murphy	2009
• Will Baker	2009
• Ched Crouse	2009

Our membership is at 114 Regular Members and 78 Family & Affiliate Members, making our total membership 192.

Good weather is going to start getting scarce for a few months, so make sure and take advantage of the activities coming up in November.

CALENDAR OF EVENTS

For more information regarding events, contact David Patrick, 859-229-1376.

Nov 12 Cars & Coffee, 9-10 am Ramsey's Diner, Harrodsburg Rd.

Nov 20 Membership Meeting, Village Post Pizza, 431 Old Vine St. Business meeting to entertain election Nominations presented by Board, and

nominations invited from members.

Dec 5 Board Meeting 5:30 pm, at office of Robert McClelland, 1795 Alysheba Way, Unit 2102 (behind Meijer in Stonecrest complex in Hamburg

Dec 10 Cars & Coffee Ramsey's Diner Harrodsburg Rd. 9-10 am

No Membership Mtg. in December.

Jan 2 Board Meeting

Jan 14 Cars & Coffee, 9-10 am Ramsey's Diner, Harrodsburg Rd.

Jan 15 Holiday Party/ Membership Meeting at Firebrook Clubhouse. Catering by 3 Peas in a Pod. Volunteers needed to set up at 3 pm.



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Becke Cleaver Paddock Challenge trophy presented to Bluegrass Region PCA; over \$525,000 raised by Keeneland Concours in eight years to benefit KY Children's Hospital



Keeneland Concours d'Elegance and Bluegrass Region Porsche Club of America officials on October 14th attended a presentation of the Keeneland Concours d'Elegance Paddock Challenge trophy recognizing Bluegrass Region PCA.

Bluegrass Region last year won the national Porsche Club of America Public Service Award in recognition of the Paddock

Challenge event begun by Bluegrass Region PCA Vice President Becke Cleaver. Bluegrass Region PCA has won the Keeneland Concours competition for three consecutive years.

Gathered at Kentucky Children's Hospital were Keeneland Concours Co-Chair of Sponsors Connie Jones, Concours Chairman Tom Jones, Concours Paddock Chair Bill Alley,

KY Children's Hospital Chief of Surgery Jay Zwischenberger, Bluegrass Region PCA Board member Neil Fisher, Bluegrass Region PCA Vice President Ed Stevenson, and Concours Paddock Challenge Chair Del Mercier.

Alley and Mercier also presented to Dr. Zwischenberger the Highest Individual Giving plaque recognizing for the fourth year

the Sterling British Motor-ing Society.

The Keeneland Concours d'Elegance in eight years has raised over \$525,000 to benefit KY Children's Hospital. Gifts from the Concours according to Dr. Zwischenberger have been used to recruit world-class doctors and to support procedures to benefit the medical treatment of children.

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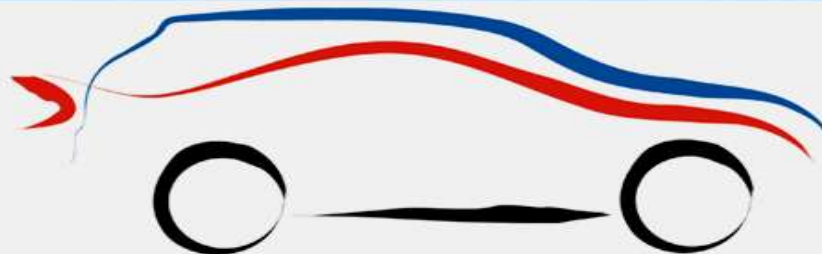


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PORSCHE

Cars & Coffee

October 8th
Ramsey's Diner

Stunning weather greeted enthusiasts at the October 8th Cars & Coffee.

Attendees were Mike Sanders, Scott Congelton, Jamie Donaldson, Ken Slone, Robert McClelland, Bob Lovejoy, Al Remley, Paul and Maureen Elwyn.

Following breakfast we studied Al Remley's yellow 914 with its well-detailed, freshly rebuilt (at Stuttgart Motors) 2.0.

Also back for conversation was Mike Sanders' '78 911 SC with 964 body kit.

Cars & Coffee continues through the winter from 9 to 10 am at Ramsey's Diner on Harrodsburg Rd. You can count on a group of Porsche junkies gathering on the second Saturday of each month.

Join us!



Above: Jamie Donaldson, Ken Slone, Mike Sanders, Robert McClelland, and Maureen Elwyn survey member cars following breakfast.



Left: Mike Sanders, Scott Congelton, Jamie Donaldson (hidden by Scott), and Al Remley gather around Al's 914 with its fresh engine.

Cars & Coffee

Next session
November 12th
Ramsey's Diner
Harrodsburg Rd.
9-10 am

Huber Winery attracts members from three Porsche clubs



For miles we marveled at the hundreds of cars parked in dusty fields along the road to Huber Winery.

We were concerned about our freshly-waxed 993 possibly to be parked among the hundreds of SUVs carrying children.

Having visited the winery last summer as part of the multi-region Leavenworth Inn event, we expected another quiet retreat as before, but October is prime time, evidently, at Huber.

CIR member Larry Haskett arranged reserved parking for Porsches adjacent to the outdoor dining area of the winery where live music entertained hundreds of visitors whose non-Porsches were parked in dusty fields.

Bluegrass Region members Michelle and Neil Fisher posed



Huber Winery attracts members from three Porsche clubs



Central Indiana Region PCA members enjoyed door prizes.

near their Euro 944 at Huber Winery in Indiana on October 8th.

The Fishers joined Kentucky Region members for the drive from Louisville. Central Indiana Region members also attended, taking time for door prizes for their members.

Upon parking, we were greeted by four CIR members. Dick Rutlowski teased me having watched me kneel down to look underneath our 993.

"That's never good to see someone looking underneath the engine."

I had missed a turn and was backing out onto the roadway when I felt a thump underneath the rear of the car. I imagined that I had damaged a heat exchanger or worse, the OIL TANK, and was losing precious Mobil 1. I couldn't see any damage, so the incident merely served to provide easy conversation with a fellow enthusiast.



Kentucky Region PCA members enjoyed Huber wine.



We received a warm welcome from and enjoyed visiting with Central Indiana Region members Becky and Dick Rutlowski, and Brigitta and Bob Snider.



The winery was so crowded with visitors, that Maureen and I grabbed lunch and hit the road looking for that perfect, scenic drive toward Cincinnati where we would visit with our daughter. We found that drive, through Madison, Indiana and

along IN 56 following the river.

Prior to leaving Huber, a young couple with child paused to admire our 993. The young man owned a 928 but was considering a 911, thinking that the back seat would be more accommodating for his daughter.

Huber Winery attracts three Porsche clubs

He studied the 993 back seat and thought that looked inviting for his daughter. (Don't you love this delusional thinking?) I suggested a four-door Porsche, but he quickly dismissed that notion. We talked Porsches for a few minutes while his family walked away toward the live music.

He appeared to be ready to spend the day looking at Porsches instead of pumpkins. That predilection made sense to me, as did the determination to make a 911 a family car, which had been my choice 23 years ago.

—Paul Elwyn



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TECHNICAL

Taking a closer look

What is your (VIN) number?

By Phillip Doty



“Excuse me, but what is your (VIN) number?”

While at this year's Parade in Savannah, I was able to attend a tech session, taught by Bob Lefferdo, from Porsche Cars North America, who handles Porsche After Sales Parts Support Training. He gave a great PowerPoint presentation on the intricacy of Porsche numbering systems. He also gave out a great reference booklet, a portion of which is set forth below.

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If you have a specific question on 1980+ Porsche VINs, part numbers, or engine/transmission numbers, please email me and I will do the research with this book and other reference books and get back to you.

This month's session is on Vehicle Identification Numbers, also known as “VIN”, as used on our Porsches. Some of this is mandated by the US National Highway Traffic Safety Act. Some is typical German logic. Just don't ask me to tell you which is which....

The following is applicable to US import cars. German domestic manufactured Porsches or the “grey market cars” (Porsches originally made for German or use, or for use in other countries (Japan, France

(FRANCE? Huh??)), but shipped to the US and allegedly “federalized” (or not...) are not covered by these sequences.

Let's use a typical Porsche VIN of WPOAC299X5S720415

WPOAC299X5S720415: Here, WPO = Porsche Sports Cars/Panamera, while WP1 = Cayenne.

WPOAC299X5S720415: For position “4,” Porsche uses alpha characters, A, B, C, etc., to indicate model types, such as Coupe, Targa, SUV, (Cayenne), sedan (Panamera), etc. This can vary from year to year.

WPOAC299X5S720415: Position “5” uses alpha characters, A, B, C, etc. to indicate engine type, such as normally aspirated, turbo, Hybrid, etc. This can vary from year to year.

WPOAC299X5S720415: This is the restraint system. “O” = Active, and “2” = Passive.

WPOAC299X5S720415: For model years 1981-2009: This is the Porsche model number code and appears in positions 7, 8 and 12:

911 = 911 ('81-'89) 951 = 944 Turbo ('86-'90) 987 = Cayman ('06 on)

924 = 924/S ('81-'88) 964 = 911 ('89-'94) 993 = 911 (993) ('95-'98)

928 = 928 ('81-'95) 968 = 968 ('92-'95) 996 = 911 (996) ('99-'05)

930 = 911 Turbo ('81-'89) 980 = Carrera GT ('04-'06) 997 = 911 (997) ('05-'11)

931 = 924 Turbo ('81-'82) 986 = Boxster ('97-'04) 9PA = Cayenne ('03-'09)
944 = 944 ('85-'91) 987 = Boxster ('05 on)

NOTE: For model years 2010 on, VIN position “7” was changed to a static “A,” leaving positions “8” & “12” as model designators. The new code is:

A 87 = Boxster Cayman ('10 on) A 97 = 911 (997) ('10 on) A 70 = Panamera ('10 on)
A PA = Cayenne ('10 on) A 21 = Cayenne ('11 on)
WPOAC299X5S720415: This is a “digit check” mandated by your NHTSA.

WPOAC299X5S720415: This is the model year, starting in 1980 as year “A.”

More recent year codes are: 1990 = “L,” ending with “Y” in 2000 (no “Z”); in 2001, they converted this position to numbers, thus 2001 = “1” while 2002 = “2” and so forth. (Thus, this VIN is for a 2005 model.)

WPOAC299X5S720415: Production plant: “N” = Neckarsulm (924 production site), “S” = Stuttgart; “U” = Uusikaupunki, Finland (Boxster models); “L” = Leipzig (various)

WPOAC299X5S720415: Third digit of model type. See positions 7 & 8 above.

WPOAC299X5S720415: Series sequential number. Typically the first several cars of a production run are diverted to Factory's “special customers” or to the Porsche Museum. Some-

times, the first lower numbered series cars were used as test vehicles at the factory or Weissach Test Facility. Additionally, the last production-run cars are held back for special customers, such as Jerry Seinfeld or some sultan of some Middle Eastern country. Commemorative models such as the 1,000,000th Porsche go to the Museum, the Porsche Factory or special customers. End production numbers are reported in several publications.

With this information, I bet you are now curious about YOUR Porsches' VIN. That's OK. I have checked our 1987 Carrera's VIN against the Factory (PCNA's) Certificate of Authenticity, the Porsche “Red Book” and other publications. If you are curious about your VIN and where it fits into that year's production run, send me a copy to phdoty@aol.com and I will reply as soon as possible. (Please, no pre-1980 models; I don't have that data.)

Travels with Snoopy

Words and photos by Jamie Donaldson



On the road from Georgetown, KY to Waco, Texas. I can drive this distance in a single day/night without fatigue, including fuel stops for Snoopy and three Cracker Barrel stops for me.

I remember descending the stairs, seeing those big doe eyes, the pouty mouth, those sexy hips, and realizing she was all mine!

My first new Porsche, my Cayman! And yes, it's true, I come from one of "those" families that names our vehicles, and of course the cars, like boats, are always of the female persuasion, but here before me wasSnoopy?

It was those headlight eyes, oval air intake mouth, and mirror ears that made the first impression, so Snoopy she would be, regardless of the gender bending.

Having associated with a wonderful group of Porsche owners who have been tolerant of my '73 914 for several years

now, I'm fascinated by the demographics of Porsche people as case studies of sociological profiles. They come from many varied backgrounds, professions, income levels, bound together by a real passion for a tradition, and even an obvious love, for precision driving machines. These foreign made machines embody tradition and a tangible history of performance driving and racing, in a time when true sports cars are few and far between. Some traditionalists believe Porsche has lost its true identity by adding Cayenne SUV's and Panamera sedans to its offerings, but the bean counters argue that these products have allowed the evolution of sports cars to continue.

Yes, we do love our Porsches, and when we assemble P-cars and P-people together it really shows. The variety of model offerings over the years is most fascinating, and the manner in which our special cars are equipped or modified often reflects personalities and special interests.

As example, Snoopy was special ordered to be my daily driver, without any high performance options that a driver might want if headed for an occasional track or DE weekend. Granted, there are also those luxury loaded garage queens, stuffed with enough factory options of leather and electronic marvels to double the base price, or enough power

Travels with Snoopy

By Jamie Donaldson

and racing options to win the world's best GT races.

My stock 2.7L is said to be able to top 160 mph, and that's plenty fast out on the interstates of this country! And besides, Snoopy gets much better fuel mileage than the faster Cayman S, so who needs the extra cost? The stock 17" rims with wider tire sidewalls may not corner as well as the 18" or 19" options, but Snoopy doesn't ride like a brick on highways either.

And of course we then have the endless list of aftermarket "mods," and I have to admit I did add a few to further personalize my "ride." The exposed cooling condensers in the front of most all P-cars are too subject to road debris damage, and in the first year of driving the fins suffered multiple dings from all kinds of ingested objects, from rocks to a dead bird. I participated in a Cayman Register group buy to have made some top quality custom grills for our Crocs, and not only have they solved the problem, but they enhance the front lines of the car in my opinion. Some of the new Porsche GT's are now factory equipped with similar grills, but I believe they should be standard equipment on all models.

Another factory option added was the screen between cabin and engine compartment, because as a photographer and traveler, I'm frequently lugging stuff in the rear cargo area (not an option in 911's), and in a panic stop situation I don't want that stuff shooting into the cockpit! I mounted a clear Lexan panel, made from a golf cart windshield, to the screen wire mesh, and this reduces the cockpit cooling load on the AC, a good feature during my recent drive to Texas. That rear cargo



The exposed cooling condensers in the front of most all P-cars are too subject to road debris damage, and in the first year of driving the fins suffered multiple dings from all kinds of ingested objects, from rocks to a dead bird. I participated in a Cayman Register group buy to have made some top quality custom grills for our Crocs, and not only have they solved the problem, but they enhance the front lines of the car in my opinion.

area of the Cayman is another significant feature for travel, a bonus of the mid-engine design.

I'm well aware of the advantages of the evolution of this engine placement since I had the opportunity to drive a 904 on the track many years ago, have Dad's 914, and view the Cayman as a continuing practical application for that design. And in deference to my autocross days back in the 60's and 70's in my rompin' bugeye Sprite, I did have to add a performance mod that many of the Cayman Register gang were gaga about, a free flowing cat back exhaust swap. I chose the AWE system after much read-

ing, and it was an easy install. My butt dyno quickly told me it was worth the effort, as the rpm's wind up faster, much like you would expect from a lightened flywheel. I gained an extra .8 mpg, and now I could certainly hear the engine rev up for sure! It is a glorious sound!

So Snoopy is road ready, and we recently set off on a 16 hr. drive from Georgetown (KY) home base to Waco TX. I have many years of experience at long distance driving, and Snoopy and I have made this same trip three times in recent years. I know from those past trips that I can drive this distance in a single day/night with-

out fatigue, including fuel stops for Snoopy and three Cracker Barrel stops for me.

It would be so tempting to let Snoopy "run free" as we say in the horse business, as I know she feels very secure on the road at 135 mph (don't ask!), but I don't condone radar detectors or paying speeding fines. By the way, bluegrass music has great tempo for freeway driving! The only serious concern I've had about touring in a Porsche is tire problems without a spare, and sure enough, I had my first flat in Kerrville TX. The TPMS warned that the RR tire was low, and there was a drywall screw, but the local

Travels with Snoopy

By Jamie Donaldson

Discount Tire patched it properly from the inside, and I drove it another 15 K miles without problem. Since then I've replaced the original UHP summer tires with all season Kuhmo's, because they weren't kidding about not driving the originals in snow, and don't ask how I found that to be true!

But temperatures on this trip were much different from previous trips. We left KY in 61 F and arrived in Waco at mid-

night in 101 F, and when I opened the door it was like stepping into an oven. Driving in these conditions makes the cockpit screen partition valuable by reducing AC load, because I know a dark body color adds significantly to body heat soak. The long term drought has taken a heavy toll on the whole area of TX and several surrounding states, and it is sad to see the dead trees and brown fields empty of crops and live-

stock. When we left TX a week later for the return trip home, the afternoon temperature was 114 F, and the drive back was made in 2 legs, with night lay-over in Little Rock AK. As usual, the GPS lady tried to turn us across a couple of open fields, but I tell her to shut up as Snoopy and I drive on. That's why I always carry a map!

For many of these trips I used to fly, but now driving with

Snoopy is a form of enjoyable travel entertainment. I can reach most of my destinations just as quickly by driving, and without all the hassles of TSA examinations of my woodturning tools, most of which they view as weapons. After all, you can't even get to heaven these days without changing planes in Hot-lanta!



Another factory option added was the screen between cabin and engine compartment, because as a photographer and traveler, I'm frequently lugging stuff in the rear cargo area (not an option in 911's), and in a panic stop situation I don't want that stuff shooting into the cockpit! I mounted a clear Lexan panel, made from a golf cart windshield, to the screen wire mesh, and this reduces the cockpit cooling load on the AC, a good feature during my recent drive to Texas.

Membership Appreciation Celebration 2011 features drive, show, and dinner



deal weather greeted Bluegrass Region PCA members participating in the Membership Appreciation Celebration, held this year on October 22.

President David Patrick led a spirited scenic drive through three counties returning to the starting point at the former Porsche of Lexington site.

David passed a hat for

contributions to be matched by the club for our 2011 charity benefit, the American Macular Degeneration Foundation.

We soaked up perfect sunshine while admiring cars and visiting with one another prior to relocating to the home of David and Patricia Patrick for pizza and door prizes. Everyone won a door prize!



Membership Appreciation Celebration 2011

features drive, show, and dinner Photos this page by Ken Slone



Drive participants were Ed, Tracy, and Corbin Steverson, Neil Fisher, Shirley and Gary Whitaker, Jamie Donaldson, David Patrick, Karen Taylor, and (photographer not pictured) Ken Slone.



Right: Maureen Elwyn and Karen Taylor enjoy sunshine and conversation.



Membership Appreciation Celebration 2011 features drive, show, and dinner



Membership Appreciation Celebration 2011

features drive, show, and dinner Photos this page by David Patrick



Membership Appreciation Celebration 2011 features drive, show, and dinner

Targas!

Right: Mike and April
Shepherd stand with their
recently-acquired 1997 993
Targa.

Below : Herman Tudor with
his 1984 911 Targa.



Membership Appreciation Celebration 2011



A group of people are gathered in a living room. Three people are seated on a brown leather sofa: a man in a black shirt and tan pants looking at a small device, a woman in a tan jacket and jeans looking at a small device, and a man in a blue and white striped shirt and jeans holding a blue cup. Standing around the room are several other people. In the background, two men stand near a staircase; one is holding a blue cup and the other a red cup. To the left, a woman in a grey t-shirt stands near a lamp. To the right, a woman in a striped shirt and jeans is drinking from a red cup, and a young girl in a grey shirt and pants stands next to her. On the far right, a man in a grey shirt and jeans is holding a camera. The room has a patterned rug, a wooden floor, and a staircase with white railings.



Door prizes following dinner

Membership Appreciation Celebration 2011



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Going back together, sort of

Now in *gleaming Grand Prix White*, the '79 911 is going back together, sort of, so I can move on to mechanical work without tripping over freshly-painted parts.

I seem to have acquired a talent for tripping over my own feet, let alone parts well out of the way.

With nearly all major body parts reinstalled, the next steps include restoration of the dash face, climate control, dash pad, and replacement of the headliner, glass, sunroof, and mirrors so the car again will be legally drivable. Driving around as I did last month without glass in 40-degree weather was necessary to avoid paying a transport fee to the paint shop, but law enforcement takes a dim view of cars on road without lighting, mirrors, and glass.

The plan is to assemble to a driving state, service the engine and put some more miles on the car, hopefully sorting the CIS in the process. At some point this winter I will drop the engine and transmission to at least further clean, inspect, and possibly disassemble depending on how the car runs and diag-

nostic results.

As you can see, the car in its initial configuration will wear its original SC panels, except for the rear bumper rubber.

Those chunks weigh 8 pounds each. One of mine is split beyond repair, and I don't want to spend one penny to replace it so I can have 16 additional pounds wagging the tail.

Once I know where I stand financially with the engine, then I will make decisions regarding remaining elements, such as replacing the rear bumper with a lighter unit and choosing lighter interior components, likely an RS treatment with lightweight seats. A long-hood backdate with ducktail (and Bilstein green trim??) may happen at some point.

Included in the essential build will be upgraded brakes and shifter bushings/coupler or a WEVO shifter to ensure I hit the intended gear when I am attempting to bring the rig down from 150 mph to handle that 50 mph turn. (Come on, work with me, here.)

I'm still having fun, although every day I find what I cannot do as well as I did 20 years ago when I last rebuilt a car.

I needed two months of work

to regain a portion of my mojo. My bodywork in fresh paint, for instance, reveals dents overlooked, now requiring a dent doctor. After carefully



By Paul Elwyn



refinishing the door trim, I dropped one aluminum piece on edge, denting and, of course, requiring refinishing, the second round with repair now visible.

For the most part, however, I am moving forward, sort of, my work on second or third attempt actually improving the car!

When viewing a completed car we possibly do not process the small issues that were included in the rebuild. I found, for instance, three problems with the dash fresh air/heater controls and spent nine hours attempting to restore proper function of this unit, possibly the victim of a fist in anger. This small component task isn't critical to living with the car, since the dash climate controls were of questionable benefit when new.

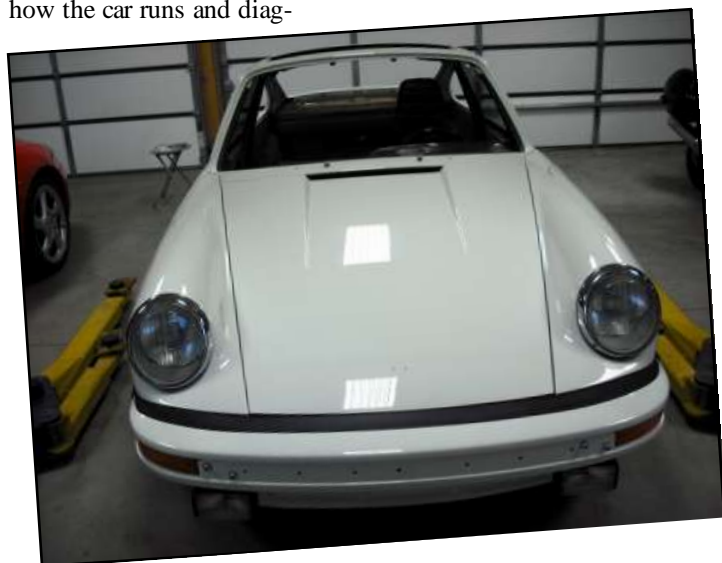
Installing the vinyl dash face cover, rebuilding the dash pad, installing the headliner and glass are next. I expect any mechanical issues to be less intimidating, although I will

be relying on assistance from club members if the engine must be rebuilt. Mechanical work is "clean" work compared to body work which turns the entire shop into a dust bin. That's why I tackled the body, first, while overhead doors could remain open.

I did a few laps around the subdivision the other day, listening to the happy whir of the engine, looking forward to the day when I can once again attack back roads, sun reflecting off the Grand Prix White paint, frightening cattle.

One day I will look back on this project and say, "That was fun...., struggling to create a half decent 911."

And then I will contemplate Stage 2.



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