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RUMBLE

May 2005

bgr.pca.org

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Ken Hold • email:kendellhold@insightbb.com

What a great Month! If you haven't been enjoying your Porsche, we need to talk! There was a lot of

activity by club members in April. I'm really excited about the activity we're seeing at track events. Several first-timers, all-timers, and some-timers have let me know they are having fun at the track. Gary Hackney is doing a great job of coordinating and being a resource for track activities. If you have any thoughts about attending or doing a track event, let Gary know. Also for those of you who haven't experienced one of Gary's Tortuous Teutonic Tours, watch for impromptu announcements on the BGR chat. Gary tends to only give 2 to 3 days notice because of the weather variability, so chat is his best means of announcing a drive. We have some of the most beautiful country sides and roads in Kentucky and it's great to be part of a 15 to 20 Porsche drive on a pretty day.

Speaking of the BGR chat, there were several chat comments announcing neat opportunities for member involvement and information in April. There were a couple of technical learning activities dealing with Porsche changes or fixes. Updates were given regarding the new Porsche dealership. Technical advice was shared regarding "how to fix" and "where to get it fixed". Also there were postings for activities from surrounding regions. Recently the Central Indiana Region invited us to attend one of their drives that started near Indianapolis and ended in Cincinnati with a riverboat cruise. We had BGR members participate and enjoy the event. Chat is our best way to communicate these type activities to BGR members, so stay tuned-in to the chats.

There are two good events to mark on your calendar for May. First, be sure and attend the Porsche Customer Appreciation Day at Paul's Foreign Auto. Doors open at 10:00 am on Saturday, May 14. This will be a major learning event for any Porsche owner. Second, be at Portabella's Restaurant on Sunday, May 22 for our monthly social gathering. Did you ever wonder about how our club started? At the meeting, we will view an outstanding DVD documenting the first 50 years of the Porsche Club of America. The meeting starts at 5:30 pm. Good food, good talk, good time! See you there! I'm chairing both events so if you have any questions, drop me an email

(kendellhold@insightbb.com) or call (859.396.3502).

I recently attended a Zone 13 President's Meeting in Chicago. It was great to hear what other regions are doing and get the latest on National activities. Chris Inglot our Zone 13 Rep. scheduled a very aggressive one day agenda that was extremely helpful to me as a new region president. The meeting basically covered four topic areas: 1) Use of the Region Procedures Manual, 2) Latest information from National PCA, 3) Region activities and networking opportunities, and 4) Relations with Porsche Cars North America (PCNA). I was able to pick up some useful tips in each of the topic areas. There is too much information to cover here, but I plan to discuss the topics in more detail at our May 22 social gathering. We've got some very neat stuff going on in the club.

I found the PCNA session to be especially helpful because it was presented by Jack Bair of PCNA. Jack is basically the liaison between PCNA and PCA. He had much to share regarding the new Porsche Prototype Racing Program and partnering with Penske Motorsports. Jack also discussed the relationship that can be developed between PCNA dealerships and local PCA regions. This discussion was very relevant for BGR since we are just beginning our relations with the new Lexington Porsche Dealership.

Now for a quick update on other sports cars activities in Lexington. Sports Car Saturday Night Gatherings have started at the Tates Creek Bean & Leaf. If it's a nice Saturday night and you want to share some quality time with other sports car nuts, shine it up and bring it to the Bean! Also, the Lexington Concours d'Elegance Planning Team is working with WinStar to be the cameo horse farm for this year's Concours d'Elegance and the concours tour stop. Thanks to Doug Cauthen and Gary Bush from WinStar for their support of this major sports car event.

See you at a May Porsche event!

Just for the fun of it!

Ken
859.396.3502

May

May 12, 2005: Board Meeting, Ramesy's Harrodsburg Rd. Lexington 6:30pm

May 14, 2005: Porsche Customer Appreciation Day at Paul's Foreign Auto.

May 22, 2005: Membership Meeting and social. Portabellas Richmond Rd. Lexington at 5:30pm. We will watch 50th Years of Fellowship DVD.

*For more information about
Activities Contact
Ed Stevenson
Activities Chair
101 Rancho Court
Frankfort, KY 40601
502.320.2655*

June

June 11, 2005 : Tennessee Tubs, See page 5 or Contact Larry Woods for details.

June 12, 2005 : Concours D'Elegance Ault Park. See upcoming events on page 5 or contact Ken Hold 859.396.3502.

June 18, 2005 : Equus Run Drive and Membership Meeting For more details see page 5 or contact Tim Mcneely 859.619.7443

June 25-July 2, 2005 : 50th Annual Porsche Parade - Hershey, Pa. Info at www.pca.org/parade/2005/ and www.cpa-pca.org There will be plenty of events and activities for all PCA Porsche owners.

July

July1- July 2, 2005 : 50th Annual Porsche Parade

July 2, 2005: Car show at New Balance Store Lexington- Details Contact Ed Stevenson 502.320.2655.

July 14, 2005: Board Meeting Location details to be in future Rumble.

July 17, 2005: Membership Meeting and social. Location TBD

July 30, 2005: Porsche's to Oxford

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FOR SALE: Complete set of Excellence Magazines, from #1 to date. \$500. Set is in Lexington. See what you have been missing! Mark Gutzman, 859.272.7804 (after 5:00pm)

FOR SALE: Porsche 1978 911SC Targa - Silver - 127,353 miles, only 1729 of this model were produced; located in Lexington. Reduced to \$10,900. Brian Young, Ph. 859.223.4804 (Home after 5:00pm), 859.219.2729 (Work), E-mail: brian.young@verizon.com

FOR SALE: 1988 Porsche 944 turbo, Guards Red 60,000 original miles on it and many performance upgrades. 2 owner car, mint condition, Original wheels and Kinesis 17". \$18,000 with everything \$15,000 with the original Phone dials. 859-265-0512, Monte Nocus

FOR SALE: Porsche 2000 Boxster: 12.2k, Silver w/blk int blk top, sport pkg, VERY RARE M030 SUSP PKG, trac. ctrl, 17" wheels, CD player, wind blocker, second set of 18" turbo-look rims are available for an addi-

tional price, car is nearly new in & out for used price, Priv Sale, asking \$29,375. (847) 362-1271 or folkess361@aol.com.

WANTED: 1999 - 2001 Porsche 911 C4 Cab, Blue with Blue top, must be a manual transmission and in pristine condition. Contact Katie @ 859-266-9109 or kmeng@qx.net

WANTED: 6" x 16" Fuchs alloy wheels. Road rash acceptable. No chromed rims. Willing to buy 1 or more rims. Contact Larry Woods after 6:00PM ET at (859)254-7761.

Officers of Bluegrass Region, PCA

	President	Ken Hold 1456 Saddle Club Way Lexington 40504	kendellhold@insightbb.com 859.254.2817
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Membership by Tim McNeely, Membership Chair

At the last Board Meeting it was decided that we needed someone to be a "Chairman of Track Events". As involved as Gary Hackney is in the SCCA and going to the track himself, it was a no-brainer for Gary to take on this new role. With that added responsibility, it wasn't fair to ask him to keep serving as the Membership Chairman. I was "volunteered" by several of my close friends, and was smoozed into accepting the position...so, I am the new Membership Chairman.

I have been involved with the club for two years now. I attend most socials and drives, so I've had an opportunity to meet a lot of you, and look forward to meeting those I have not. At the end of May we had 86 members (no including 5 which are late in getting their dues paid), 59 Family members, and 5 Affiliate members.

Please join me welcoming our newest member, **Billie Miller** of Richmond...Billie drives a **1990 911**.



Editors Column, by Ed Steverson

Spring has sprung and summer is almost here! I have completed my projects on both of my cars and enjoy one of them almost daily. This is the busy time of the year for the club. We have several quality events coming up. During the membership meeting this month we will view "50 Years of Fellowship" DVD. This dvd was created by The Porsche Club of America and details the fifty years of club history. If you are not able to attend, but would like to view the dvd contact myself or Ken Hold and we will loan you a copy. Other events for the month include Tennessee Tubs and Concours at Ault Park I will be attending both and hope to see many friends and make some new ones. Take advantage of the great weather!

Drive it,
Ed



Image from PCA.org



Image from PCA.org

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Questions from PCA.org

Turbo Smoke

Q: When I start the car after it hasn't been run for a while, I often get white smoke coming from the right side of the engine, beneath the exhaust headers. I think it may be from the wastegate. It disappears within a few minutes. I'm not losing any fluids. It doesn't seem to affect the engine's performance. Any ideas of what causes it, and what I can do about it.

A: It sounds like you have some fluid (oil or coolant) dripping onto the crossover pipe or wastegate area. I would first look at the top of the engine, near the firewall, to see if the cork gasket that is at the back of the camshaft housing is leaking a bit of oil. This would fall down near the wastegate area. Clean up all of the oily surfaces with brake cleaner, and dry it off. Run the engine for a few minutes, then check to see if any of the surfaces have become oily again. Clean and repeat. If you do this for long enough, you will eventually find the source of the oil. Fix that problem and you should be able to start the engine without any trepidation.

George Beuselinc - PCA WebSite - 5/16/2005

A/C System

Q: I have a totally acceptable A/C system running R12, but the annual recharge is getting costly. A local Mercedes/BMW independent garage has been using a new product call "Freeze 12" as a EPA legal, direct replacement to R12. (See <http://autorefrigerants.com/freeze12faq.htm>). The FAQ's on the website and the local garage swear it's better R134a (lower pressure and lower cost, ect.) Given a stock 911 A/C system, what are your thoughts? Has the Porsche community used this product? Is there any downside to "evacuating the R12" and "trying it"?

A: As long as you can recover and reuse the R12 there is nothing wrong with trying it. My experience is that R12 is the best for the older 911s. The trick is to seal the system. Replace the hoses and o-rings and the system will last for years. Turn the system on once a month for five minutes all year and the seals will stay moist. This will allow the R12 to stay put for some time to come.

Stephen Kaspar - PCA WebSite - 8/25/2004



Image from PCA.org

Upcoming Club Events

Fourth Annual Tennessee Tubs Bar - B - Cue, June 11th

The Tennessee Tubs have invited us to a most memorable Porsche event at Cal Turner III farm in Kingston Springs, Tennessee. The event consists of Bar-B-Cue for the first 150 arrivals at \$10 each, a silent auction 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 early model 356 and 911. Cal has on order a Carrera GT. He has been waiting on it since last year unfortunately at last word he has still not taken possession of the car.



Photo by Larry Woods

The event is Saturday June 11; it runs from 9:00 AM to 2:00PM CT. You have two options. 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) across from the Corvette museum.



Photo by Larry Woods

The second option is to get up Saturday morning drive from Lexington to Bowling Green and hook up with Richard Hughes caravan in Bowling Green. The drive from Lexington is approximately 3 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 between 7:00 and 7:30 AM CT. There is also a Cracker Barrel at exit 22 if you arrive early enough to have breakfast. 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 last year.

If you are interested in attending please contact Larry Woods at 1-877-424-8271 or drop him an e-mail at glwoods@us.ibm.com.

Concours at Ault Park, June 12th

On June 12th we will meet at the Walmart in Georgetown at 7:30 am and caravan to the 2005 Concours at Ault Park. Last year was a great time! The weather was fantastic and there was and the cars were plentiful! Including a new Carrera GT and a Enzo. For more information please contact Ken Hold 859.396.3502.



Ault Park 2004 Photo by Ed Stevenson

Upcoming Club Events Continued

Equus Run Drive, June 18th

The third annual Equus Run Drive will meet at Starbucks in Franklin Square in Frankfort at 2:00pm and drive to Equus Run Winery for a wine tasting. Following the visit to the winery we will have another drive and end up at Portabella's on Richmond Road in Lexington for dinner and a membership meeting. Please join us at any of the above places. For more information contact Tim Mcneely 859.619.7443



Track Action, by Gary Hackney

This month guest columnist Benson Miller describes his experience at CIR's recent Spring Brake DE. So I get to be brief.

An easy way to find out about DEs--PCA and other--all over the country is by going to <http://www.trackschedule.com/sched.html>. This calendar has links to the organizers of each event which makes it easy to find the details. There's also a schedule at www.pca.org for PCA events, but I haven't found it to be very complete. And sometimes you can find dates on a track's website calendar--especially at Putnam and Barber--that haven't been posted on the organizer's web site yet.

Gary Hackney

Upcoming Driving Events

- | | |
|------------|---|
| May 7-8 | Mid-Ohio PCA @ Mid-Ohio |
| May 30-31 | TracQuest @ Mid-Ohio (www.tracquest.com) |
| June 11-12 | Peachstate PCA @ Road Atlanta (probably already full) |
| June 25-26 | BMWCCA @ Putnam Park (contact Lee Wegner) |
| July 4-5 | TracQuest @ Virginia International Raceway |
| July 23-24 | Mid-Ohio PCA @ Putnam Park |
| July 23-24 | Alabama PCA @ Barber Motorsports Park |
| August 6-7 | Chicago PCA @ GingerMan Raceway |
- See the various regions' websites for more info.

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Porsche News

PCA 50th Anniversary and Membership Station at the Mid-Ohio Porscheplatz (Porsche Corral) for the ALMS race weekend, May 20-22, 2005:


There will be a PCA 50th Anniversary and Membership station within the Porscheplatz at Mid-Ohio from Friday, May 20th through Sunday, May 22nd. The Porscheplatz is hosted by Porsche Cars North America and Porsche Motorsport North America with the cooperation of the International Motor Sports Association (IMSA) and the American Le Mans Series (ALMS). There will be scheduled appearances by Porsche race drivers for informal talks and autographs. In addition, IMSA will offer supervised Parade laps of the track on Friday afternoon from 6:45 - 7:15 pm with a two lap maximum open to the first 100 registered Porsches on a first come, first serve basis. Registration for the Parade Laps starts at 9:00 am on Friday, May 20th to credentialed Porscheplatz participants only (available at entrance at no cost to Porsche cars, owners and companions - track ticket required). Special features for the weekend will include a "Long Distance Award," raffle drawings for an "Honorary Pit Crew Member" with an ALMS Porsche race team, a "Hot Pit" escorted tour, two passes to the "Victory Circle" celebration, a behind the scenes Paddock tour of Porsche race teams and a "Celebrity Car Show." Round two of the IMSA Porsche GT3 Cup Challenge Series will take place on Sunday, May 22nd. For information contact Roy Wilkinson, 330-733-4813, rwiik5@juno.com and also visit the IMSA website, www.imsaracing.net for the latest event schedule and special ticket pricing. Parking in the Porscheplatz will be for Porsches only. "For Sale" signs on cars will not be permitted. For drawings and awards, participants must be present to win.

New Porsche Prototype Racing Program Announced for North America
Penske Motorsports to Partner in Campaigning New Factory-Built Porsche Racecar

ATLANTA, GA, April 15, 2005 - In response to increasing customer demand and to raise the excitement level in American sports cars racing, Porsche Cars North America, Inc. (PCNA), And Porsche Motorsport North America (PMNA), today revealed they will embark on a new racing program created for customers in the American Le Mans Series (ALMS). The two organizations have commissioned their parent company, Porsche AG, to design and construct a racecar that will be eligible to compete in the LMP2 (Le Mans Prototype 2) class of the ALMS. It will be the first Porsche-built prototype racecar since the 1998 Porsche 911 GT1.

Penske Motorsports, Inc., a wholly owned subsidiary of Penske Racing, Inc., will field the new Porsche prototype in its first full season of competition exclusively in 2006. One of the world's most successful racing organizations, Penske Motorsports has a rich racing history with Porsche highlighted by winning championships in the 1972 and 1973 SCCA Can-Am series campaigning the legendary Porsche 917/10 and 917/30 race cars. It is anticipated Penske Motorsports will debut the new Porsche prototype at the final two races of the 2005 ALMS season, the Oct. 1st Petit Le Mans at Road Atlanta and the Oct. 16th season finale at Laguna Seca, as test events before entering the entire 2006 season.




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My First Porsche Club Drivers Education

By: Benson L. Miller, Bluegrass Region PCA

If you're like me you love to drive, and when the opportunity presents drive fast. Even though I've put over 110,000 miles on my '84 930, I still hear that nagging voice saying, "slow down, stay safe, don't push the limits or else, you don't know what's over that hill".



How do you find out what the handling characteristics and limits of your car are without too much danger? Where can you go to safely drive as fast as you and your car can go? If these questions roll through your mind as they do mine then you should definitely attend a Porsche Club Drivers Education event. My first Drivers Ed was last weekend at Putnam Park in Indiana.

I had a lot of questions about what a Porsche Club Drivers Ed weekend is all about so I thought you may be interested in what the experience is like. You don't need to have aspirations to be a race car driver to enjoy what they call "serious fun". All you need is the desire to be a better driver and to learn about the dynamics and limits of your car. Wanting to have an exciting and fun weekend doesn't hurt either! My "D" group ranged from a retiree learning how to drive his "new" 1986 911 Porsche to experienced drivers running beautiful race machines. What I saw at Putnam that was even cooler than the cars was the growing smiles on all the faces as the weekend progressed.

Purpose: Rather than go fast I quickly learned that the purpose of Drivers Ed is to become a safer driver by learning all about your car's dynamics while accelerating, braking, and cornering. The emphasis is on safety not speed. Passing is not allowed unless the car in front moves over and waves you buy and track workers black flag the drivers that don't strictly follow the rules. Three spins off track and you're kicked out.

When they say "serious fun" they stress the "serious" first which makes the "fun" possible. The more I learned and smoother I drove the faster I would get around the track. By Sunday morning I was flying down the straight at 120 miles per hour, hitting the brakes only 300 feet before the turn in point for Turn 1...talk about a rush!

Tech Inspection: You will definitely be pushing your car well beyond what it experiences in street driving and it needs to be in good condition. A qualified mechanic is required to inspect your car and sign a tech inspection form which is provided when you sign up. The brake fluid must be flushed and replaced within the last 12 months to be sure it is free of moisture. I used my first Drivers Ed as a great excuse to finally fix up all the nagging problems that I had let go for too long.

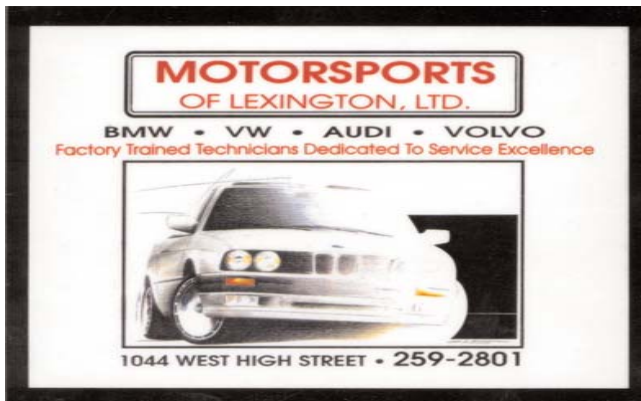
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On the cover



May's cover car belongs to Jamie Donaldson. Jamie has all manner of original documents including dealer key tag. Jamie's Dad purchased this beautiful 914 new from Portsmouth Volkswagen, Inc. (Portsmouth, OH) on Jun. 7, 1973, and Jamie is the second person to have ever driven it. Factory list price was \$4499 and options included AM radio(\$89.95), custom Delphi Green metallic paint(\$206), console(\$20), appearance group(\$300), Porsche side stripe(\$16.95), mag. wheel covers(\$69.95- which Jamie's dad hated and discarded!), for total price including tax of \$5603. When Jamie purchased the car last Sept. (for \$1) the mileage was 41K and his dad had maintained it in original condition by not driving unless weather was nice, and this saved the body from typical death by rust! Phil Doty described it as a "time capsule" and Jamie will continue to maintain in original driving condition. Jamie often drives to membership meetings in his 914. Drop in and check it out!
Ed



My First Porsche Club Drivers Education Continued

The People: All I had to do was say, "this is my first Drivers Ed" and I immediately fit right in. There were 12 people out of my "D" group of 22 that had never been on a race track before. The veterans enjoyed freely sharing their knowledge and experience with all of us newbies and I was really impressed with how friendly, courteous and safety conscious everyone was. The pure love and enjoyment of driving tied us all together.

The Central Indiana Region Porsche Club organizers that ran the event were exceptional in all aspects. As soon as I arrived Friday evening I felt assured that my car and I were in very good hands for the weekend. It was amazing how efficiently they kept everything running on time.



The Event Structure and

Instruction: Drivers are divided into 4 groups, A-D. First time track drivers and those wanting to learn about the handling of their car start out in the D group. Each group has three 30 minute track sessions Saturday and Sunday and the C and D groups have two 30 minute classroom sessions each day.

Each C and D driver has an instructor assigned for the weekend. You ride in your instructor's car for at least two lapping sessions and your instructor rides with you in your car until they and you are completely confident that you can handle your car, the track, and the track traffic safely. It's really exciting when you get to drive solo!

I don't see any downside at all of starting out in the D group even if you have some track experience. You learn at your own pace, get great instruction, and can definitely drive as fast and hard as you want to. The classroom instruction is very informative but not so technical that you have to be an engineer to absorb the needed knowledge.

I think family and friends would be bored to tears unless they simply love to be around a race track, great cars, and the people driving them. There's not even a Wal-Mart around Putnam Park if that tells you something.

Wear and Tear on Your Car: The main things that take a beating, depending on how hard you decide to drive, are the brakes and tires. The risk of car to car contact on the track is surprisingly low. There was a definite consensus among the experienced Drivers Ed folks that as long as your car is properly maintained the wear and tear from a couple of hours on the track is minimal. I agree.

Continued on page 10

My First Porsche Club Drivers Education Continued

My instructor, Rich Burke, drives an awesome 930. It was a dream come true for me to ride at full race speed in his car. When possible, they match the instructor's car with the driver's car which makes time on the track with your instructor even more relevant and informative. Rich gets an A+ in my book!



The Track: Putnam Park is a great place for first time track drivers for several reasons. First, with the exception of the last two turns there is nothing but grass if you go off track. It's a lot less scary when you can screw up without smashing into a wall. Second, Putnam is more of a technical track than a high speed track. The turns are sharp enough and close enough together to keep your "pucker factor" and speed within reason. I thought the variety of turns was fantastic with a mix of off-camber, hair pin, and S turns that give you a great feel for all of the dynamics and limits of your car. When you nail the line and slingshot out of "Dead Bear Turn" there is no better feeling in the world.

Cost: The event cost is around \$300.00 and once you are there you will only need money for a hotel room, food, and beverages. Oh yeah, I burned a lot more gas each day during 90 minutes of track time than I did during the 4 hour drive to Putnam Park! Be sure to fill up before going to the track each morning.

What You Need to Take: A roll bar is only required in open-top cars. The factory three-point restraint system is OK and the driver and instructor must have the same restraint system. If you plan on driving fast I recommend a four or five point system so you can focus on driving rather than trying to stay in your seat.

You need to take a helmet with a Snell rating of SA95 or SA2000. Motorcycle helmets are not permitted and they do check them. Shoes must be enclosed with leather or canvas uppers and I saw everything from racing shoes to sneakers. Blue jeans and a long sleeve shirt meet the needs for driving. Leather gloves are not required but sure help when your hands get all sweaty. Eye protection is only required if your car doesn't have a windshield.

A folding chair comes in handy along with a sun shade/tent in hot weather. I took a plastic box with a roll of paper towels, glass cleaner, oil, a tire pressure gauge, sun tan lotion, and room for the other stuff I wanted at the track. Don't worry about taking any tools because lots of people have them and are glad to help you out if you have a problem.

Retrospect: All I can say is, "I'm hooked". I woke up at 1:30 this morning thinking about going on-line to sign up for the next Drivers Ed. Earlier today I sent Rich an email asking him to let me know where he would be instructing next.

I not only came away from my first Drivers Ed a better and safer driver, but I came away with a permanent grin etched on my face as well. I have a much better understanding and appreciation for the limits of my car and driving abilities and have finally found a way to safely drive as fast as I want to.

As for you, go for it! Check out the regional PCA sites event calendars and be sure to sign up early. The event I attended filled up the first day that registration was opened to non-members. Hopefully we'll meet at a Drivers Ed event soon.

THE END - or should I say, THE BEGINNING
Benson Miller

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