

Bluegrass Region Porsche Club of America

# RUMBLE

April 2010



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# RUMBLE

April 2010 Vol. 8 No. 4

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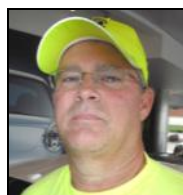
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**The Bluegrass Region  
PCA Board of Directors  
meets on the first  
Monday of each month  
at 6:00 p.m. to eat,  
7:00 p.m. for business.  
Members are welcome.  
See the Calendar  
for details**





## President's Message



### Hey, stuff's happening and you are invited!

Fourteen members turned out for the March 20th Changing Fluids Tech Session at Jim Brandon's garage.

Three cars were serviced, but more importantly 14 club members had fun laying hands on and talking Porsches.

In addition to the cars on lift, we had fun looking over the array of cars outside the garage. From Brad Smith's Anniversary '04 996 Carrera, Clark Harrison's modified 986S with

the 3.6 Carrera engine, to J.W. Wilson's new GT3, and more, we appropriately celebrated mild spring weather and club camaraderie.

That's the bottom line, sharing time with others who know and care about Porsches.

Check out the Calendar of Events in this issue of Rumble. Coming up immediately: Cars & Coffee at Ramsey's Diner on Harrodsburg on April 10th, Driver Education at Mid-Ohio April 17-18, and the Kentucky Speedway/monthly social on April 24th in Louisville at Bluegrass Motorsports. Check out the notice on Page 10 of this issue.

A number of members are set to participate in the season's first Driver Education event at Mid-Ohio April 17-18. This aspect of Porsche involvement in Bluegrass Region continues to grow, and you are invited to join in the fun. Contact **Brant Nystrom**, **Gary Hackney**, or visit <http://www.pitrowsports.com/> if you are curious to know more.

**Mark Doerr** and the Activities Committee along with Tech Chair **Jim Brandon** want to hear your suggestions for future events, so help us design what membership in Bluegrass Region is all about.

Beyond events, the Board continues to sort through details of the website re-design. We also are discussing possibilities for our charity event this year and welcome your input. Contact me or Ed Steverson regarding this year's charity.

You are welcome to attend Board meetings; they're not entirely business as many of us

gather for dinner prior to the meeting. Although the Board normally meets on the first Monday of the month, we met this month on April 6th, a Tuesday, to avoid the basketball crowd conflict on Monday evening at Bar Louie.

We have many members carrying a broad range of knowledge regarding Porsches, and they are happy to share. You can post your questions on Chat, of course, but you also can run into these people at some level at scheduled events, offering more than a simple information exchange via Chat.

In fact, *you* likely carry knowledge or enthusiasm that others would enjoy, so join us at one of our events!

This issue of Rumble was made possible through the contributions of **Phillip Doty**, **Mary Doerr**, **Mike Spirito**, **Clark Harrison**, **Ed Steverson**, **Larry Woods**, **William Glover**, **Mark Doerr**, and **Tim McNeely**. Again, please thank those who take the time to contribute to this newsletter.

The Zone 13 Presidents meeting will be held at the 2010 Parade site in St. Charles, Illinois west of Chicago. Convened by PCA Zone 13 Representative Ken Hold, the meeting promises to enable the eight presidents to hear the latest regarding PCA policy and procedures and to share club issues to nurture improved membership benefits. I will report back in May regarding this event.

Meanwhile, check out the Calendar and join in on one of the activities!

—Paul Elwyn



# BOARD MINUTES



**William Glover**  
Secretary

## **Porsche Club of America Bluegrass Region Minutes for March 2, 2010**

**Location:** Bar Louie

**Board Members Attending:** Paul Elwyn, Gary Hackney, Tim McNeely, William Glover, Mark Doerr, and Larry Woods

**Members present:** Ken Partymiller, Mary Doerr, and Julie Woods

**Call to Order:** 7:00 PM

**Minutes from January & February:** *Minutes approved.*

**President:** Paul Elwyn

- *Motion to approve financial report showing \$5,211.91 on hand: Mark Doerr moved, second by David Patrick*
- *Following discussion, Larry Woods appointed to chair a committee consisting of William Glover and Chris Davis to study Forum feature to resolve concerns regarding ease of use and related website matters. Larry to report back at April meeting.*
- *Board members agreed to a tentative assignment of website sections to ensure content is maintained: Ed, Advertising; Larry, Forum; William, Forum; Mark, Calendar & Events; Julie, Documents/History; Tim, Membership; William, Minutes; Paul, Newsletter, Board, Home Announcements; Chris, Site Tech, design, software, training. Training to be provided by Chris.*
- *Ed Steverson requests suggestions for charitable event/beneficiaries for 2010. Board members asked to submit ideas to Paul or Ed for April meeting.*

- *Zone 13 Presidents meeting April 17th St Charles Illinois. Motion to cover lodging and fuel: Tim McNeely Second Mark Doerr.*
- *Ed Steverson requests Board to consider whether or not to continue a membership appreciation dinner and drive. Board unanimously approved continuing event to be scheduled in June with possible new venue. David Patrick to assist Ed Steverson in planning this event.*

**Membership:** Tim McNeely

- *Membership at 120*

**Activities:** Mark Doerr

- *Motion to make Dino Drive and Eddie's Steakhouse Harrodsburg social for March 21: Tim McNeely moved, second by Mark, all in favor.*
- *Submit Insurance request to safety chair JW for March 20th Tech and March 21st Dino Drive.*
- *Propose Bar Louie for future 6 board meetings, All in favor*
- *Tech session @ Jims for fluid change. March 20<sup>th</sup>*
- *Paul requests Cars and Coffee to be moved to Ramsey's Diner on Harrodsburg Rd. @ 9:00 am*
- *Motion to reserve the space at Fire Brook for 2010 holiday party December 12th: Garry Hackney Second by Tim McNeely, all in favor. Tabling the Food decision*

**Meeting Adjourn:** 8:10 pm





**Tim McNeely**  
*Membership  
Chair*

## MEMBERSHIP NEWS

### Two new members, one transfer, 205 members

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

Thomas Bailey of Lexington	2006 Boxster S
Justin Wainscott of Lexington	2006 911 S

We also have a transfer in from the Kentucky Region. Welcome David Hollingsworth of Lexington.

Our membership is at 120 Regular Members and 85 Family & Affiliate Members, making our total membership 205.

**Also, please recognize the following Member Anniversary dates:**

Larry Woods	1984	Jamie Donaldson	2005	Steven Morey	2007
Ken Partymiller	1988	Chris Martin	2005	Howard Stanfill	2008
Terry House	1998	Mark Cole	2006	Bruce Naude	2009
Charles Phillips	2000	Michael Kennedy	2006		
Ed Merkler	2001	Robert McDowell	2007		

# Clear *Bra*



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502.320.2655



# CALENDAR OF EVENTS

## APRIL

April 10, 2010: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Rd. For more details contact Paul Elwyn 859.583.0205

April 24, 2010: Drive the Track Day and Membership Meeting Kentucky Speedway Spend \$40.00 in the gift shop and get 3 laps on the track and then a drive to Bluegrass Motorsports in Louisville. You can participate in either or both. Meet at Starbucks in Frankfort off of Exit 58 near Kohls for the Speedway Drive or meet at 1:30-2:00 at Bluegrass for Social. For more details see Page 10 this Rumble or contact Ed Steverson at 502-320-2655.

## MAY

May 4, 2010: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Bar Louie in Lexington Green, Lower Level. For more details contact Paul Elwyn 859.583.0205

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

May 15, 2010: Winery Drive, location and time TBA. For more information contact Tim McNeely at TMcNeely@vp.com

May 16, 2010: Membership Meeting, 5:30pm, Location TBA. 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. See Page 33 this Rumble for more information. 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 7, 2010: Board Meeting, 6:30pm Dinner, 7:00 Meeting, Location TBA. For more details contact Paul Elwyn 859.583.0205.

June 12, 2010: Cars & Coffee, 9:00 am, Ramsey's on Har-

rodsburg Rd. 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.cincyconcours.com/> or contact Ken Hold at 859-396-3502.

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

## JULY

No board meeting this month because of Parade.

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

July 10, 2010: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Rd. For more details contact Paul Elwyn 859.583.0205

July 17, 2010: Lexington Concours d' Elegance at Keene-



**Mark Doerr**  
Activities  
Chair

land For more information: [www.keenelandconcours.com](http://www.keenelandconcours.com)

July 18, 2010: Membership Meeting, 5:30pm, Location TBA. For more details 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/](http://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.

August 14, 2010: Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Rd. For more details contact Paul Elwyn 859.583.0205

**New Location**

# Cars & Coffee



**9:00-10:30 a.m.**

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

**April 10th**

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



# CALENDAR OF EVENTS

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

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

need to get done that you have been putting off?

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

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



**Mark Doerr**  
[markdoerr@insightbb.com](mailto:markdoerr@insightbb.com)

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

## 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 Woods' 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 con-

tact 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 s. For more details contact Paul Elwyn 859.583.0205.

December 11, 2010: Cars & Coffee, 9:00 am, Location TBA. For more details con-

tact Paul Elwyn 859.583.0205

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

# April 24th: Drive the Kentucky Speedway, caravan to the social at Bluegrass Motorsports

By Ed Steverson

**M**ark your calendar now for an action-packed day featuring two events on April 24th!

First, we will drive on the track at Kentucky Speedway, then we will caravan to Bluegrass Motorsports in Louisville for a lunch, courtesy of Bluegrass.

**We will assemble in Frankfort at Starbucks on the east side of Frankfort at 9 am and will depart at 9:30 am. To get to Starbucks, take Exit 58 Frankfort /Versailles, go towards Frankfort and turn left at the intersection across from Best Western.**

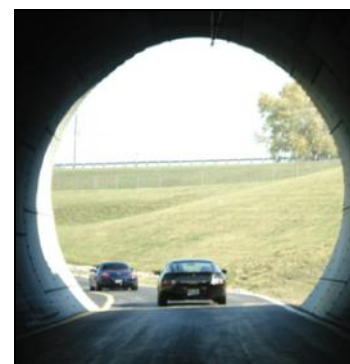
**Those wanting to join us for the social at Bluegrass Motorsports in Louisville should plan on arriving at the dealership around 1:30 pm.**

From Frankfort we will drive to the Kentucky Speedway at Sparta where we will drive the track.

Every \$40 spent in the gift shop will qualify you for three laps. Speed is controlled by a pace truck that runs around 80 mph, but you can easily reach 115-120 mph if you slack back and play catch up.



Photography by Mark Doerr from Rumble, January 2009



Just the bank track experience is really cool!

From the speedway we will caravan to Bluegrass Motorsports in Louisville, arriving in the 2 to 2:30 p.m. time frame

for a late lunch provided by Bluegrass.

You are welcome to participate in any/all levels of the day, so you can meet us in Frankfort for the drive to the track, meet at the track to drive to Blue-

grass, or just meet us at Bluegrass for lunch. Lunch at Bluegrass will serve as our April membership meeting.



# Cars & Coffee



March 13th, Ramsey's Diner on Harrodsburg Road

Location for April 10th:  
**Ramsey's Diner**, next to Coffee Pub,  
4391 Harrodsburg Rd.

**O**ur first Cars & Coffee gathering at Ramsey's Diner drew seven members. Conversation as usual centered around important matters such as the new seats, harness bar and harnesses that Bob will install in his 996, The April 17-18 DE at Mid-Ohio, Sebring, the Porsche of the Village Service Clinic on March 27th, and plans for the April 24th drive on the Kentucky Speedway and drive to

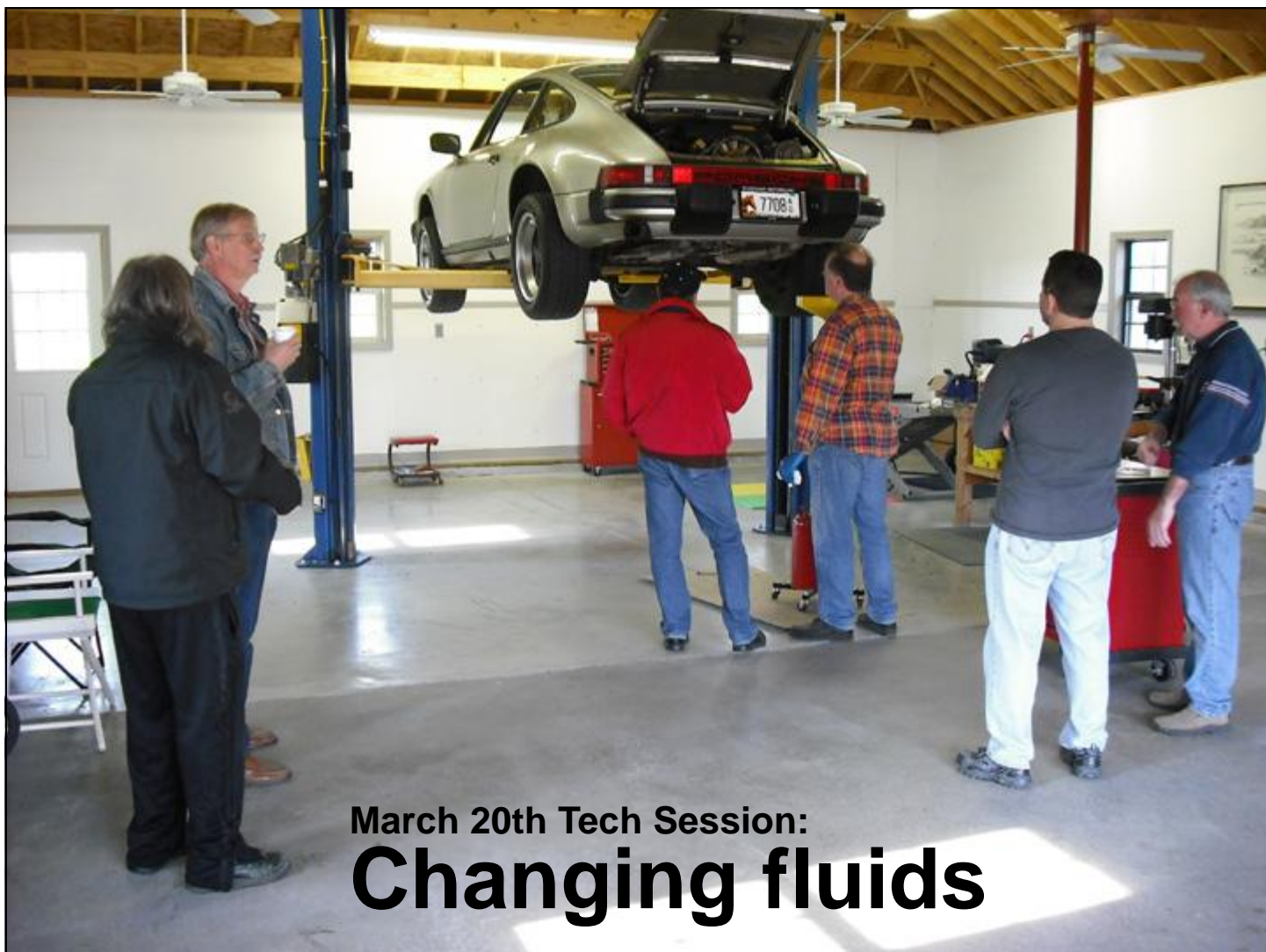
the membership social at Bluegrass Motorsports, and the tech session to be at Jim Brandon's garage...

Join us on April 10th at Ramsey's for Cars & Coffee, and more important stuff.

Attending were Bob Lovejoy, David and Patricia Patrick, Ed Stevenson, Jim Brandon, Ken Partymiller, and Paul Elwyn.







## March 20th Tech Session: Changing fluids

**F**ourteen members gathered on March 20th at Jim Brandon's garage outside Georgetown for the changing of fluids in three cars.

Larry Woods' 911SC, David Patrick's 997 Carrera, and Ed Steverson's Cayenne were on lift for all to study underneath.



Above: David Patrick (left) works with Larry Woods underneath Larry's '82 SC.

Left: Brad Smith's '04 996 Special Edition draws admiring looks.



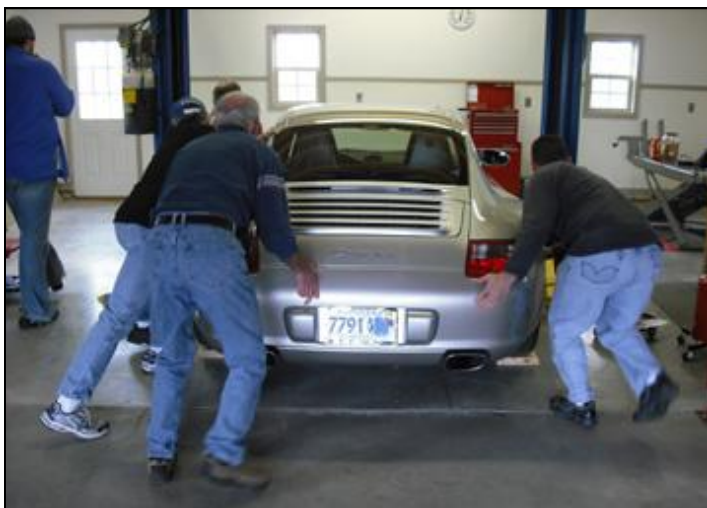
## March 20th Tech Session: Changing fluids



No chunks. Larry Woods shared with the group the appearance of common fine particles on the magnetic drain plug from his '82 911. Metal bits larger than a metallic powder would give rise for a concern about internal wear.



Left: Positioning David's '06 Carrera onto the lift.





## March 20th Tech Session: Changing fluids





March 20th Tech Session:  
**Changing  
fluids**





## March 20th Tech Session: Changing fluids



Above: J.W. Wilson's 2010 GT3 drew a crowd.  
Below: Larry Woods and Ben Prewitt compare 911 SC notes.



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A circular side-view mirror from a car, showing a reflection of a white vintage car (likely a Volkswagen Beetle) driving on a narrow road lined with bare trees. The mirror's frame is visible in the foreground.

# Dinosaur Drive

Photo by Mary Doerr



# Dinosaur Drive

## March 21st



**F**ive deep-throated Porsches under heavy skies on March 21st launched within feet of the intended Military Pike adjacent to Ramsey's Diner on an unanticipated journey *north-west* over a twisting path through the stark wilderness between Harrodsburg Road and Versailles Road in search of another world...to the south.

The tour leader, calm yet uncertain of what lay ahead, set a cautious pace until sighting a safe pullover for the caravan

where consultation with sweep driver Larry woods provided a plan to move the group toward the charted trail south to the Jurrassic world in Danville.

Rock bluffs along the river echoed the shrieks and growls of Porsches breathing life into the narrow trail, sweeping, twisting, rising and falling, that gradually became damp with weather turning darker as the resolute band approached the historic Shaker Village.

A brief break at the Village for the open Boxster to close out impending rain, provided the intrepid seekers a moment to collect themselves prior to entering the final leg of the journey.

Finally, with wipers gently

sweeping for a clear view ahead, five Porsches eased to a rest in front of the shrine in Danville harboring the Hankla Dinosaur Exhibit.

Ten Bluegrass Region representatives assembled, unruffled, eager to brave another world well removed from the familiar.

Sixty skeletons, from flying reptiles to towering carnivores rising two stories tall, greeted the crew inside the stone building which has stood against the elements since long before any of our members were born.

Quiet study revealed life before Porsche, before humanity, a sobering confrontation distant from any world we know.

Later, around the table with food and drink...and huge flat-screens conveying the unfolding drama of three basketball games...we counted our blessings and lived in the present, grateful to be ready for another day, and another drive in the adventure called, *Bluegrass Region PCA*.

Attending were David and Patricia Patrick, Mark and Mary Doerr, Larry and Julie Woods, Muhammad Saifullah, Dara Yeang, Paul and Maureen Elwyn.



# Dinosaur Drive

## March 21st









# LOST in 60 seconds

## Life is full of wrong turns



road that sweeps around the parking area behind Ramsey's, both accessible from the same stop.

Maureen and I were chattering away, excited to be engaged in our FIRST Porsche drive, to be LEADING our first Porsche drive, and to be leading a drive to our town at the end of a familiar motorcycle path, Military Pike to KY 33 to Danville.

I briefly processed the awkward rise in the pavement between the two roads that run in parallel, my mind's processor calculating the possible undercarriage scrape if one were to attempt to drive a low-slung 911 from one road to the next, but it all happened in a blink. My brain somehow told me that both roads had to connect to Military Pike.

And in a blink, I turned right onto the lower road, as did, of course, the four Porsches behind me, drivers I'm sure wondering, "Where are we going?"

Easing along the narrow roadway bordered by trees hugging the pavement, we swung right, then left, and I thought, *Yes, at some point...*, then we swung right, and right, again, and I knew we were pointed in the opposite direction of South.

You know how kinky roads run; they sometimes swing North before going South, right?

What a beautiful little road! Following a hairpin right turn that in a less confusing moment would have enabled us to gleefully wave at Porsches running in the opposite direction while approaching the turn, we even-

By Paul Elwyn

**I** may hold the distinction of being the only tour leader ever to become lost in the first 60 seconds of the tour.

Maybe not. After all, we have over 100 club members, so the odds are in my favor that possibly someone else has taken a wrong turn...on the FIRST turn.

A wrong turn is one thing. To not have a clue where you are headed is something else.

In 60 seconds I did not have a clue where I and the four drivers behind me were going.

You know, leading a group of cars is not quite the same as driving alone. When alone and

making a wrong turn, I usually utter the traditional words and then look for a turnaround and go back the way I came.

With four cars following your moves, a turnaround on a narrow road is not a casual maneuver.

In my defense, the layout around Ramsey's Diner on Harrodsburg Road is a bit unusual.

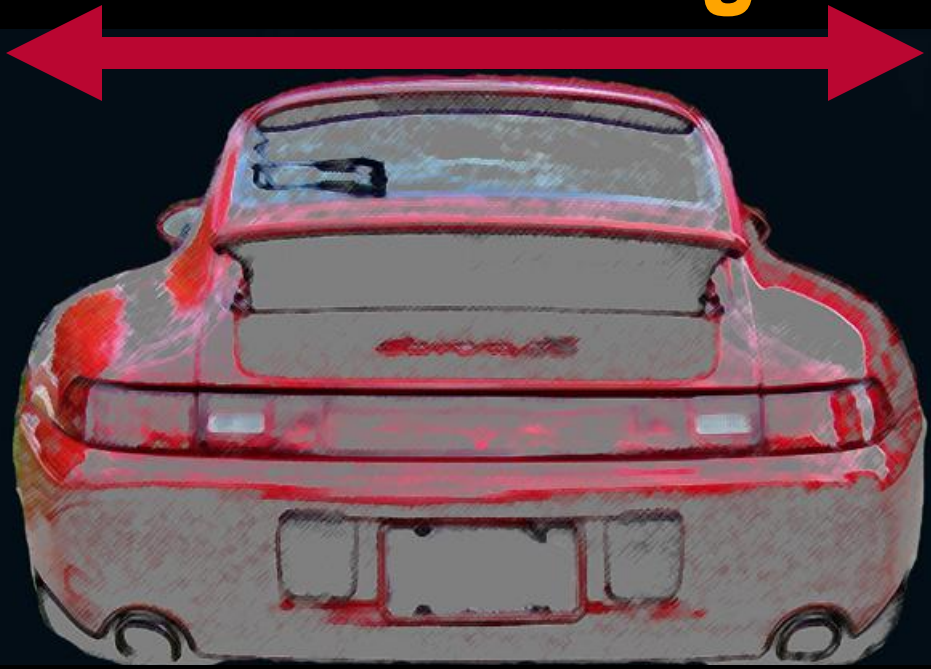
We had been in motion less than 30 seconds. I was checking my mirror to see the order of Porsches behind me, talking to my faithful co-pilot who after 40 years of watching me take wrong turns knows that the sun rises in the East, sets in the West and that South is the opposite of North.

We pulled up to the road that sweeps around the Coffee Pub parking area behind Ramsey's.

You likely know this road. It's the one immediately adjacent to the slightly elevated

# LOST in 60 seconds

## Life is full of wrong turns



tually arrived at an intersection that clearly gave us the choices of North or South, I thought.

I jumped out to ask the driver behind me in a gleaming silver 997 if he had any idea which way to go, and he did not, so we turned "South" and rushed along the pretty lane until we could see... the Castle on Versailles Road!

Following a brief consultation with the sweep driver, we finally connected with KY 33, and we were on our way, 30 minutes after having begun the drive.

That wrong turn aside, the drive was exactly what we look forward to, roller-coaster dry pavement, until the rain began.

But it was a light rain in combination with darkening skies that simply added a little additional drama to a trip that had begun dramatically enough.

Being lost in this case provided a mere diversion on un-

expected beautiful roads, not at all disquieting.

What *is* disquieting?

⇒ Flying bumper to bumper in Atlanta rush-hour commuter traffic, watching your exit sign two lanes to the right pass overhead.

⇒ Driving for 30 minutes toward Nashville when you think you are driving toward Lexington, only to be alerted by your gracious 84-year-old mother-in-law in the back seat who patiently points out your error.

⇒ The overhead signs repeatedly advise that you are approaching Chicago when you are supposed to be driving to Grand Rapids, Michigan.

⇒ Seeing your riding partner on his motorcycle heading North on I-26 as you continue West on I-40. This

doesn't mean you are lost, exactly, but the process of getting back together with him will lead to "lost," eventually. After the third passing in opposite directions, you figure out how to stop the madness.

⇒ Managing a return trip *every year* through the "Johnson City, TN Triangle" poses an interesting study in "lost." Not disquieting is the fact that your riding buddies on their motorcycles will follow you forever in the wrong direction because they simply enjoy riding and don't want to hurry back to work.

And therein lies the key to taking wrong turns, in being "lost." Do so in the company of patient people.

As long as no one is bleeding or ill, your ride is intact, your

livelihood is not at stake, and those around you are still having a tolerable good time, the unexpected turn merely provides another level of entertainment, not catastrophe.

So, to all who have taken a wrong turn, you're not alone.

And to all who somehow have managed to *never* take a wrong turn, be advised: You are managing too well this chaotic world and need to loosen up. Take a wrong turn for the experience of riding by the seat of your pants. Just be sure you know how to regain control.

If you are fortunate, those following you will have a sense of humor, *or at least the social grace not to tell you to your face that you are an idiot*, which thankfully for me, I have had the good fortune to find in those who have attempted to follow me.

After all, life is full of wrong turns.



# Restoration of Carrera # 148 of 246



Mike Spirito has been a Porsche enthusiast since age 18.

**M**ichael Spirito has been a Porsche enthusiast since he was 18 years old, and although he remains abreast of current Porsche development, he focuses on classic, low-production Porsches.

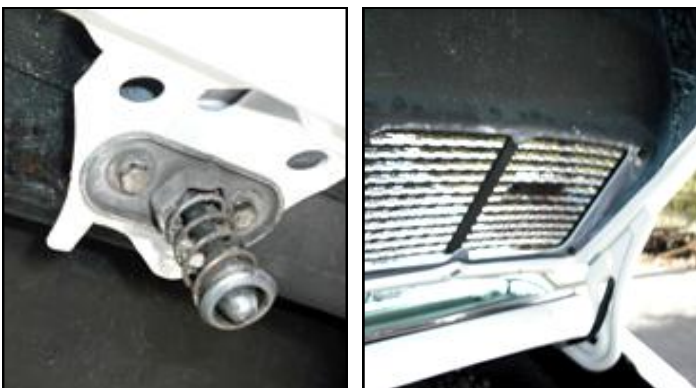
Standing alongside his current project, a 1974 911 Carrera Targa, number 148 of 246 imported into the U.S., Mike is

well on his way to having another fresh Porsche in the stable.

The '74 U.S. Carrera does not sport the ROW 210 hp engine, but it otherwise carries the dynamic goodness and iconic features of the early short-hood 911.

Mike notes that this model and the '73 Carrera were the only cars originally equipped with the iconic Ducktail spoiler.

Although the tail on his car is a replica, it is an exact replica



This replica of the factory Ducktail spoiler is bonded to a production steel engine lid as was the original, unlike most all-glass replica tails which are heavier than the factory steel/glass tail. If you have seen an all-glass replica tail, you easily can appreciate the detail advantages of a steel base.



# Restoration of Carrera # 148 of 246



**Body work early in process by Gary Taylor at Unique Auto Body in Frankfort**

**Photography by Mike Spirito**

in that the fiberglass tail is bonded to a production steel engine lid, unlike most all-glass replica tails which are heavier than the factory steel/glass tail. Featuring 180 hp, the '74

Carrera 2.7 arrived without thermal reactors. The car also arrived without air conditioning, with manual windows, and manual seats, all contributing to the light, 2,600-pound curb

weight.

This example had 5,000 miles on an engine rebuild when Mike bought the car three years ago, but it otherwise was showing its age with typical rust and

# Restoration of Carrera # 148 of 246



wear on the interior. With only 54,000 miles currently on the odometer the low-volume Porsche sat neglected for 10 years in Maryland. The Continuous Injection System (CIS) required sorting to be drivable.

Mike narrowed the problem to a faulty fuel pump check valve that allowed fuel pressure to bleed off. Tony Porasi in Louisville sorted the CIS, then Mike placed the Targa into service, driving it nearly always top down for the past two years.

The only mechanical upgrade planned at this time is an electronic fuel injection system to replace the original CIS.

In February Mike began a light restoration by calling on Unique Auto Body in Frankfort, the same shop that restored

to show standard the body of his 1960 356 Super 90 Roadster.

Shop owner Gary Taylor stripped the body of glass and trim, replaced rusty panels with fresh metal, and applied the original factory Grand Prix White paint using PPG prod-

*Continued on Page 27*





# Restoration of Carrera # 148 of 246



Much detailing remains to be done with the installation of the new interior.



Built in December of 1973, the '74 Carrera is numbered 148 out of 246 Carreras for the U.S.



The 1974 Carrera was the last Porsche to carry the orange bar in the crest. This is a replica badge from Sierra-Madre.



Old interior soon will be replaced with a black with houndstooth insert interior and charcoal grey carpet by Autobahn Interior in California.



What does this crank do?

# Restoration of Carrera # 148 of 246

ucts.

One month later, the shell emerged in nearly flawless finish with no orange peel, glass and trim reinstalled with new rubber seals.

Mike considers the extent and quality of work, along with the fast turnaround by Gary to be well worth \$5,000, and on close inspection, you can see why. The formerly weathered and rusty Targa now rivals Mike's award-winning 356 in finish.

Autobahn Interior in California is creating a period-correct black vinyl interior with houndstooth fabric inserts and charcoal grey carpet for \$1,700 to refresh the cabin.

Dean Morgan of Lexington will install the interior.

Although the Targa currently rests on rusty steel wheels, Harvey Weidman of Weidman Wheels in California is refinishing the 15x7 and 15x8 Fuchs alloys with frosted lips and black centers to coordinate with the black Carrera script transfers to be applied to the body.

Mike hopes to have the Carrera finished and on the road within the next month.

Mike drives his show-quality 356 nearly every week, so members can expect to see the Targa, top down, working hard rather than resting quietly in the garage.

In a future issue of Rumble, we'll take a look at the completed car.



This 1974 2.7 makes 180 hp to move 2,600 pounds of Carrera. Mike plans to add electronic fuel injection to replace the original CIS.



# Highlights from the National Board of Directors meeting, San Jose, California



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

**K**urt Gibson, National President, welcomed Paul Gregor, Club Coordinator for Porsche AG, who spoke to the national board.

In 2009, PAG sold 19,696 units (cars). Of that total, the Panamera pre orders and orders accounted for 6%, while the Cayenne represented 39% of the total.

A financial recovery for 2010 is predicted by PAG, and the new cars (911 GT3 RS, 911 Turbo and the Boxster Spyder) are in anticipation of that recovery.

PCNA will participate in the New York Auto Show, the Classic Restoration Project and the intro of the Boxster Spyder

through Driver Education events.

Hans Peter Porsche will represent the Porsche Family at the St. Charles (IL) Porsche Parade in June-July. No one from the Family attended last year in Keystone, Colorado, due to the financial crisis between Porsche and VW.

The factory will introduce the new Cayenne in the near future (see recent "spy" photos of it in auto magazines).

On other PCA matters, "Escape" will be in Sun Peak, British Columbia from Sept. 9 to 12.

"PorschePlatz" welcoming tents were to be at the races at Sebring on March 20th, and at

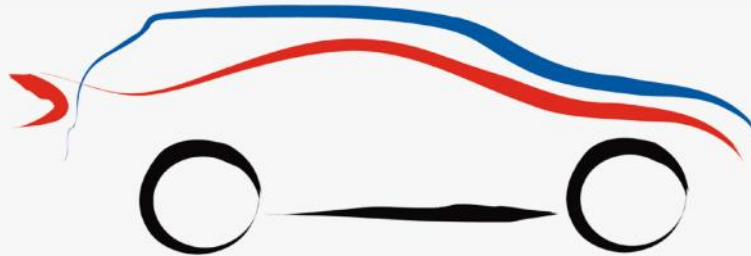
Petit LeMans on October 2nd, as well as at Grand Am on April 11th.

Porsche will be at the New York Auto Show from March 31 to April 8th and will hold a VIP session for PCA members on April 2nd.

The Factory is stressing the new department, Classic Restorations, where they are taking an older 911 and restoring it to factory standards. It will be shown at the 2011 Porsche Parade and is rumored to be the PCA annual sweepstake prize that year.

The Factory is launching a Porsche Boxster Spyder Drivers Ed event, from April to July, with driver instructors from the Porsche School.

PAG is issuing a special invitation to all members of PCA to visit the Museum in Stuttgart. If you go, be sure to contact the Factory in advance for special amenities. Don't forget the Factory shuts down the last three weeks of July for model



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# Highlights from the National Board of Directors meeting, San Jose, California



changeover, etc., so plan around that time frame, if you do go.

Manny Alban, National Vice President, next addressed two upcoming initiatives: 1.) The Board of Directors will be asked to approve a \$. yearly dues increase at the Parade meeting. 2.) The National Office lease is expiring, and consideration is being given to purchase of real estate on which to possibly construct our own building. Board approval is needed for this initiatives.

Ruben Ledesma, National Treasurer, announced that PCA had a pre-audit income of \$103,000, and has \$3.73 million in total assets, of which

\$1.96 M is in equity (6%). The complete financial audit will appear in the June *Panorama*. The 2010 budget for the Club has been completed.

Vu Nguyen, National Executive Director reported that PCA has 57,000 members. Approximately 350-400 members have the new PCA VISA card ( I saw one, and it featured the owner's car all across the front of the card, at no extra cost to the cardholder!)

PCA is working to make the email program, "eBrake" more user friendly, and to issue it on Tuesdays. For those with iPhones, a new vendor PCA "app" is forthcoming that will be GPS-based.

Membership: Steady-flatline. Seeing an improvement in the multi-year renewals. Work in progress on improved dealer relations.

*Panorama*: Down 8% in revenues, but steady in costs incurred in production. Advertising on the PCA website is being explored as a revenue stream.

Porsche Parade: Killington, Vermont is "out" for 2011. The autocross site, "promised" to be paved for us, won't be.

Registration for the 2010 event at St Charles, Il, opened on March 9th. (Still not sold out. Apply today!)

Special Interest Groups: Boxster Advocate has launched a new website!

These are only the highlights from this meeting. Anyone with questions should contact me for more details.

## Experience is everything.

- **Oldest Porsche service facility in Central Kentucky**
- **Factory trained tech**
- **Porsche diagnostic equipment**
- **Warranty work available**



  
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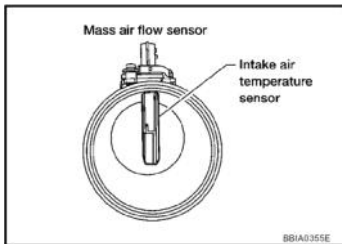
## Resurrecting a Boxster, Part 3

# 986S 3.6 Boxster Exhaust flames!



Photo by Nick Key

**I am in my  
mid-twenties...  
flames are always  
cool, but the lack  
of top end  
horsepower  
wasn't.**



**I** know it has been a long time since I have given everyone a real update, but honestly, it has been a while since a major update has occurred... until now.

Numerous excuses abound, believe me, from running over a gas hole cover at a station in Knoxville causing a pinch in one of my headers, to a blown alternator. However, today is another day, and the Boxster has made yet another resurrection.

For nearly the entire last year, the Boxster has driven well, but not perfectly. In terms of symptoms, it had two major items of interest.

The first symptom was a lack of top end power. I'd love to tell you all how, but this may not be the best vessel for that. Ask me sometime when you see me.

The second symptom was the car would throw flames out of its exhaust whenever I would let off the throttle.



By Clark Harrison

## Correcting air/fuel ratio

I am in my mid-twenties... flames are always cool, but the lack of top end horsepower wasn't.

After some thought, albeit rather simple, I came to the conclusion that the car had to be running a very rich fuel to air ratio. After more thought, albeit much deeper this time around and with invaluable help from Shawn Leonard at Stuttgart Motors, we figured out the major problem was with the reading being sent to my DME by my Mass Air Flow sensor (MAF for short).

First, a little background on the modern Mass Air Flow sensor. For our sake, I will keep this discussion to the Bosch Hot-wire type found in your modern Porsche. A MAF sensor has an exposed wire which is considered "hot" because it carries current through it at all times. This wire reads the temperature of the air passing by it.

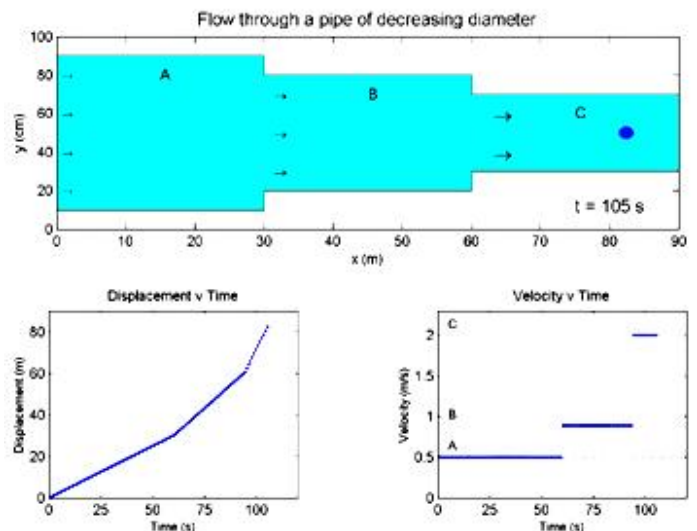
MAF sensors are usually located in a MAF tube, behind a

screen, which is used to create a laminar air flow before said air reaches the sensor. These tubes vary in size. If you drive a Boxster, your tube is most likely about 3.0", but if you drive a Cayman or 996 it will be nearly 3.5."

MAF sensors are also unique to a engine type. In other words, the MAF on a '97 Boxster may look like one from a '04 turbo, but they are not interchangeable, mostly due to a different level of resistance built in. The following is a very simplified explanation of the function of a MAF.

As air passes by a MAF, it will send its signal to the ECU. The ECU or DME will calculate that value as the incoming air volume and will adjust the fuel being delivered to maintain a proper air/fuel ratio.

The MAF sensor, and more importantly the DME, has no idea what size tube the MAF is sitting in, only the size it *should* be in.



# 986S 3.6 Boxster:

## Correcting air/fuel ratio



Photo by Nick Key

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**The MAF sensor,  
and more  
importantly the  
DME, has no idea  
what size tube the  
MAF is sitting in,  
only the size it  
should be in.**

---

Time now for a simple fluid dynamics lesson (hope you are staying with me): As air increases velocity, it cools. That is our first important point. Secondly, the velocity of a fluid, or air in this case, will experience an increase in velocity when the diameter of a tube decreases. Simply put, this is because of the density of the fluid in question.

Now, if a tube is smaller than expected, the MAF sensor will read incoming air as more than expected because the air will be moving at a faster speed causing a cooler temperature reading.

Hopefully, it all came together there.

When we swapped my Boxster's engine from its original 3.2 to a 3.6 from a '02 996, we were smart enough to use the proper 3.6 MAF sensor... but as you can now guess, *we simply set it back into the original Boxster MAF tube*. This caused my new 3.6 MAF sensor to read a velocity higher and thus calculate a larger volume than was actually incoming to my engine.

Therefore, my DME put more



fuel into my engine than it needed. This caused my exaggerated air/fuel ratio which was in turn the cause of my exhaust flames, dramatic loss of gas mileage, and loss of top end power.

Turbocharged cars running aggressive A/F ratios usually shoot flames when they let off the throttle. Can you guess why, now?

I now have my MAF sitting in a proper 3.5" MAF sensor tube out of a Cayman, none the less, plumed with an entire cus-

tom intake system, and all I can say is wow!

Look for the next installment with intake details, photos of the install, and a dyno!







# 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.**



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



By Larry Woods

**T**he Tennessee Tubbs 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).**

