

Bluegrass Region Porsche Club of America

RUMBLE

August 2010





RUMBLE

August 2010 Vol. 8 No. 8

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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



Three national awards, a \$14,000+ Paddock Challenge victory to benefit children, and a terrific monthly social with drive and car show; *What a great car club!*

I am hastily writing this message prior to P2O, one of my favorite events and one many Bluegrass members attend, some in a drive organized by **Tim McNeely**.

July already has been an exciting month for Porschephiles. Bluegrass Region again won the Keeneland Concours d'Elegance Paddock Challenge to benefit Children's Hospital. With the Commonwealth's matching gift we raised over \$14,000. **Maureen Elwyn** chaired this year's effort with assistance from veteran **Tim McNeely** who has chaired the effort in previous years.

Included in that amount to Children's Hospital is a \$1,500 check from PCA, our award money for having won First Place in the nation in the Public Service category of PCA competition!

The nomination carries an overview of last year's Paddock Challenge win under **Tim McNeely's** leadership and the history of this charitable event begun by Bluegrass Region in 2005 by **Becke Cleaver** and **Ken Hold**, PCA Zone 13 Representative.

Also included in the Paddock Challenge win is a \$2,000 check from Porsche of the Village who, through the leadership of **Bruce Harnish** brought several Porsche cars to the Paddock for display.

Supporting our Paddock display also was the team from Blue Grass Motorsport of Lou-

isville under the leadership of General Manager **Randy Biery**. They brought several cars to the event and set up a large tent with flags to create an official Porsche presence at the Concours, an authorized image that I am sure the other car corals envied.

In addition to these two victories for Bluegrass Region, we managed to win Second Place in the PCA Newsletter competition, losing out to Fox Valley's excellent Whaletales.

Along with these three victories we celebrate Bluegrass member **Phillip Doty** who in his capacity as Region Procedures Manual Committee Chairman won the PCA Zone Representatives Award presented at Parade!

Phillip not only is a valued PCA workaholic on the RPM which guides all of our activities, he also is a highly-respected Concours judge, who served this year on a distinguished team that was the subject of a German television documentary to be aired this fall overseas.

The film crew followed closely the Concours judges as they discussed the cars. I was on hand to observe one of the cars judged, and I can tell you that **Phil** carries significant voice in the task of judging in the highly-competitive field of PCA Concours.

Finally, **Ed Stevenson** and **David Patrick** organized an excellent July membership

meeting to celebrate our members. Fifty-one people turned out, 14 cars joined a scenic drive with **David** in the lead, and 36 cars lined up in our first Family Tree Club Challenge car show, conceived by **Ken Partymiller** and staged on the lawn in front of the 19th Century home owned by **Ken Partymiller** and **Fran Lockwood**.

In addition to the drive and car show that featured nearly all Porsche production models except the 924, the club provided a free BBQ dinner.

Again, Blue Grass Motorsport of Louisville, thanks to Sales Manager **Randy Biery**, brought three cars to the show, an all-new 2011 Cayenne which **Randy** drove, a new Panamera driven by **Ramon Juanso**, and a stunning 2004 black Carrera GT via transporter that was carefully unloaded and loaded by **Bruce Naude** of Blue Grass Motorsport, providing an impressive show for us as we watched the wide exotic on the transporter ramp with tires extending off each side of the ramp, the car itself barely clearing the inner fenders of the transporter.

As with any event, many members volunteer their time to make things happen, and we attempt to recognize everyone, of course, on Chat and in Rumble. But please join me in thanking people who volunteer to make things happen for the club, and do take time to stop by our two dealerships, Porsche

of the Village and Blue Grass Motorsports, to convey your appreciation to **Bruce Harnish** and **Randy Biery**. We may no longer have a Lexington dealership, but we do have two very supportive dealerships serving us.

I am preparing articles for Panorama regarding our Paddock Challenge win and Membership Appreciation Celebration, so hopefully we will be reading about Bluegrass in Panorama in future editions.

I told **Randy Biery** at the social that I am proud of our club, that we may be small, but we have the attention of PCA National as voiced by President **Kurt Gibson**, Treasurer **Ruben Ledesma**, and Regionfocus Management Newsletter Editor **Robert Gutjahr**.

This is a vibrant club with much leadership, both among our Board and among our members at large.

Let's look forward to more victories, more socials, more Porsche events, and more time together as Porsche enthusiasts.

Let's Rumble!

—Paul

Join Lincoln Trail and Kentucky Region PCA for a relaxing weekend at Leavenworth Inn Bed & Breakfast, August 21-22



President Mikel Matthews has invited Bluegrass and Kentucky Region members to join Lincoln Trail Region PCA for a relaxing weekend August 21-22 at the Leavenworth Inn Bed & Breakfast overlooking the Ohio River 35 miles west of

Louisville.

This potential three-region event should be a great experience!

A variety of rooms are available from \$130 to \$155 with breakfast at the Overlook Restaurant included in the rate.

From the website: "The

Leavenworth Inn, a wonderful getaway, consists of 16 rooms within our four guest houses on the property.

"Six acres of beautiful grounds include a tennis court, gardens, walking and bicycle paths, and a garden gazebo. All rooms have private baths, TV/VCR/DVD and satellite, wireless Internet, robes and your stay includes breakfast Monday-Friday at The Inn or a breakfast coupon to The Overlook Restaurant on Saturdays and Sundays.

"Most rooms have down comforters and pillows, and all rooms are specially decorated with their own personality.

"We serve guests early morning coffee, tea and juice before breakfast. In the afternoon, guests smell our fresh baked cookies, the perfect snack to

tide them over until dinner. Our Innkeepers are hospitable and make guests feel right at home, but also give them the privacy they desire. Our close proximity to so many of southern Indiana's attractions is another reason guests love staying here."

Visit their website to see many photos and to learn more about this bed and breakfast: <http://www.leavenworthinn.com/> or call Leavenworth Inn for more information: 812-739-2120. Bluegrass Region contact for this event:

Paul Elwyn,
paul.elwyn@gmail.com
859-583-0205

P2O coverage to be in the September Rumble

Porsches 2 Oxford was spectacular this year, with nearly 500 Porsches on display on the brick streets of vibrant downtown Oxford, Ohio.

Featured next month will be Chuck Beck's 904 replicas that offer a distinctive alternative for Porsche drivers who relish the performance of a new, custom-built 1700-pound coupe with customer choice of flat six power.

Send your photos and/or personal P2O experience article to be published as part of the Rumble coverage of the second-largest Porsche event in the United States.



Gail and Ben Prewitt with their 1961 356B were among the many Bluegrass Region members attending P2O.



Tim McNeely
Membership
Chair

MEMBERSHIP NEWS

Four new members, one transfer: total membership 212

Four new members have joined this last month!!! Please join me in welcoming:

Kevin Cosgriff of Midway	2003 Boxster
William VanEpps of Nicholasville	2008 911
Tim Averion-Mahloch of Lexington	2004 Cayenne
James Gilmore of Georgetown	2009 911

We've also had a member transfer in from the Roadrunner Region in New Mexico. A big Bluegrass welcome to:

Franklin & Shannon Salaman of Lexington	2007 911 S
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Also, please recognize the following Member Anniversary dates:

Dan Hendrix	1995
Mechaelle Hanks	2003
Bill Maley	2004
James Curry	2007
Marion Jones	2007
Bob Lovejoy	2008
Bob Lysack	2008
Gary Whitaker	2008
Will Clements	2009

It's great to have five new members. Our membership is at 126 Regular Members and 86 Family & Affiliate Members, making our total membership 212.

Experience is everything.

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



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CALENDAR OF EVENTS

AUGUST

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

August 15: Membership Meeting, 5:30pm, Bar Louie in Lexington Green. For more details see story on Page 5 in Rumble. Contact Paul Elwyn 859.583.0205.

August 21: Leavenworth Inn B&B Sleepover, Leavenworth, IN. Contact Paul Elwyn 859.583.0205

August 30: (September) Board Meeting, 6:30 pm Dinner, 7:00 pm Meeting, Bar Louie. For more details contact Paul Elwyn, 859.583.0205.

SEPTEMBER

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

September 19: Membership Meeting, 5:30 pm, Location Larry & Julie Wood's house on Leestown Road. Pot Luck and BYOB. Club will provide meat,

paper ware, and soft drinks. For more details contact Paul Elwyn 859.583.0205.

OCTOBER

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

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

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

NOVEMBER

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

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

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

DECEMBER

December 2: 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 Steverson for details 502-320-2655

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

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

December 12: Christmas Dinner and Membership Meeting. Firebrook Clubhouse, Time TBA.



Mark Doerr
Activities
Chair

Cars & Coffee



9:00-10:00 a.m.
Enjoy
breakfast and
tire kicking with
Bluegrass Region
August 14th at Ramsey's Diner, Harrodsburg Rd.

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Bluegrass Region wins Paddock Challenge, over \$14,000 raised to benefit Children's Hospital

Editor's Note: The following release was submitted to Panorama for publication in the September issue.

By Paul Elwyn

Bluegrass Region on July 17th donated its PCA Public Service Award of \$1,500 in its winning effort to raise over \$14,000 to benefit the University of Kentucky Children's Hospital.

Conceived and begun in 2005 by Bluegrass Region, the Paddock Challenge sets car clubs in charitable competition during the nationally-recognized Keeneland Concours d' Elegance set on the beautiful horse racetrack grounds in Lexington, Kentucky.

Over 100 Porsches assembled in the Porsche Paddock, creating the largest gathering of Porsches in Kentucky.

Porsche of the Village whose \$2,000 donation and several display cars delivered under the leadership of Bruce Harnish, Certified Regional Sales Leader for the Cincinnati dealership, joined the philanthropic effort.

Blue Grass Motorsport, the Louisville dealership serving

Lexington under the leadership of General Manager Randy Biery, also displayed several Porsches and set up a large tent with Porsche banners to establish an authorized Porsche presence at the show and further raise awareness of Porsche and the Paddock Challenge effort.

Funds raised by the Challenge are matched by the Commonwealth of Kentucky.

The Bluegrass Region effort, alone, chaired this year by Bluegrass member Maureen Elwyn with assistance from former chair Tim McNeely,

raised nearly \$11,000.

This was the second consecutive year that Bluegrass Region has won this annual fundraiser.

"The PCA Public Service Award money joins funds raised at the Concours to provide critical services to children in need," said Bluegrass Region President Paul Elwyn.

"We are fortunate to have the support of two dealerships in this effort, and we thank Bruce Harnish of Porsche of the Village and Randy Biery of Blue Grass Motorsport for their contributions to the Paddock Chal-

lenge.

"We also thank PCA for recognizing the Paddock Challenge charitable event with the presentation to Bluegrass of the Public Service Award."

By Maureen Elwyn and Tim McNeely

Bluegrass Region members answered the call to support this year's Paddock Challenge, once again raising the largest contribution to benefit the Uni-

Continued on Page 10



Paddock Challenge team members with the presentation check and trophy are (from left) Vice President Ed Stevenson, Neil Fisher, event chair Maureen Elwyn, Clark Harrison, Treasurer Bob Lovejoy, former chair Tim McNeely, Cole Harrison, and Ken Hold, Bluegrass member and PCA Zone 13 Representative, holding the Becke Cleaver Trophy.

Bluegrass Region wins Paddock Challenge, raises over \$14,000 for Children's Hospital



versity of Kentucky Children's Hospital.

I was very impressed with member turnout for this effort and enjoyed every minute of the event.

Although I attempted to individually thank everyone, I want to again say THANK YOU to all who assisted in this event!

Also, at least 12 Kentucky Region PCA members arrived in caravan to join the paddock, and we thank them for joining us in this event.

Tim McNeely, who has chaired this effort in the past, again brought his enthusiasm and experience to the paddock. Following is Tim's message as released on Chat.

—Maureen Elwyn,
Paddock Challenge
Chairperson

Bluegrass Region PCA has repeated our victory from last year and our name will go on the silver cup for 2010!!!

It's great to see our club continuing to give to the Children's Hospital: \$2,225 in 2007, \$4,346 in 2008, \$5,656 in 2009, and we raised \$5,371.96 in 2010. What a Club effort, once again!

We all need to thank:

- **Porsche of the Village** (Cincinnati) for a \$2,000 check toward the Paddock Challenge
- **Blue Grass Motorsport** (Louisville) for sponsoring our tent, bringing the large Porsche flags, and displaying some really cool cars (including a Carrera GT)
- **The Bluegrass Region PCA Board of Directors** for supporting and voting to donate \$1,500 from our treasury to the UK Chil-



Staying cool in the Porsche Paddock are Challenge faithful Barry Harrison, J.W. Wilson, and Cole Harrison.

Bluegrass Region wins Paddock Challenge, raises over \$14,000 for Children's Hospital



- dren's Hospital
- **The Porsche Club of America** for awarding us the national Public Service Award, making our \$1,500 donation possible
- **Maureen Elwyn** for taking on the task of chairing this event....egging us on to success....and working hard ALL day long
- **Clark Harrison** for working his butt off, doing a great job of begging, and bringing his Brother Cole (all 6'-10" of him at 16 years old) to be our personal assistant in any thing we asked.
- **Clark's Dad Barry Harrison** for being there the 4

year in a row supplying really GOOD cigars to all those who wanted to partake.

- **Jamie Donaldson** for being our main director at the front of the paddock and standing on his feet out there for 6 hours
- **Jim Brandon, Jamie Donaldson, JW Wilson, Ken Partymiller, David Patrick, Bob Lovejoy, Larry Woods** (I'm sure I forgot somebody) for being on our Paddock Pit Crew in parking and directing cars,
- **Larry Woods** for setting up the club banner,
- **Ed Steverson** for creating

the presentation check and "join the club" cards printed,

- **un-named others** that I have forgotten, and for that I apologize,
- **the Corvette Club** for helping us get serious about supporting this event,
- **and to all the participants** who contributed the cash, all to a great cause.

We got many three-digit checks, and it takes those to raise the kind of money we did for the kids.

Support from those who drove into our Paddock was outstanding! We counted 101

Porsches in our Paddock. I'm sure we missed some.

We had some of action at the Membership sign-up desk and expect to be seeing results soon.

By the way, if you were not aware, the State of Kentucky matches all money given in the Paddock.....so the Bluegrass Region was responsible for donating nearly \$11,000 to the Kentucky Children's Hospital.

The day turned out to be quite a success because of everybody named above.

This was truly a CLUB effort, one that we can all be proud of, again.

—Tim McNeely

Bluegrass Region wins Paddock Challenge, raises over \$14,000 for Children's Hospital



Porsche of the Village donates \$2,000

Porsche of the Village Certified Regional Sales Leader Bruce Harnish poses with Maureen Elwyn and a GT3RS, one of the cars on display from the Cincinnati dealership. Porsche of the Village donated \$2,000 to the Paddock Challenge.



Bluegrass Region presented itself very well at this year's Parade



Ken Hold
PCA Zone 13 Representative

Bluegrass Region presented itself very well at this year's Inter- national forum.

- **Mr. Phillip Doty** was presented the Zone Representative Award for 2010. This award is given to individuals who the 13 Zone Representatives feel have made outstanding contribution to PCA. The award is not given every year and is done solely at the discretion of the Zone Representatives. Congratulations Phillip!!
- **Mr. Paul Elwyn** won second place for Newsletter of regions having between 100 and 199 members. Congratulations Paul. First place was won by another Zone 13 Region, Fox Valley.
- For the second time the Bluegrass Region received National recognition for participation in the Keeneland Concours d'Ele-

gance. In 2004 the Region was awarded the second place Public Service Award along with its \$1,000.00 cash component. This year the Region won first place and received \$1,500.00. Congratulations to the Bluegrass and its continuing support for this very worthwhile event and the Kentucky Children's Hospital, the event's designated charity. PCA Treasurer Ruben Ledesma in an email to me, said, "Thank you very much for sharing details of this wonderful event. Bluegrass region is very deserving for the 2009 Public Service award. And its continued role with the Keeneland Concours is meritorious and commendable. You have a terrific group and I look forward to visiting your Region in the future. Have not forgotten the outstanding hospitality provided during our visit for the EC meeting"
—Ruben

- I'd also like to recognize the combined efforts of Phillip Doty, Paul and Maureen Elwyn, and Robert and Richard McClelland for the literal "sweat" they poured in concours preparation of Robert Gutjahr's 1979 924 Sebring. It came in 2nd in its class! Robert appreciated your efforts very much.

I'm sure there will be more stories of the 2010 Parade to come. Soon we need to start preparing to attend the 2011 Parade in Savannah.

Congratulations to the Bluegrass!!

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July 25th: Scenic drive, car show, and dinner

We celebrate our members

**Text and photos
By Paul Elwyn**

Fifty-one people attended our second, annual Member Appreciation Celebration, held this year on July 25th at the 19th-century home of Ken Partymiller and Fran Lockwood.

Board member David Patrick organized a scenic drive to the Partymiller farm from the former Porsche of Lexington site, drawing 14 cars.

For the first time we staged a car show, called the Family Tree Club Challenge in which we sought to display as many Porsche models as possible. Vice President Ed Steverson worked on this idea presented by Ken Partymiller, producing a parking map for the show for all cars pre-registered. Ed arranged for owners to place identification cards on the dash of the car to assist members in identifying the cars and owners.

Thirty-six cars were displayed in the show, including the 2011 Cayenne, 2010 Panamera, and a 2004 Carrera GT provided by Blue Grass Motorsport of Louisville, thanks to Sales Manager Randy Biery and sales consultants Ramon Juanso and Bruce Naude.

The club provided a free BBQ dinner.

We recognized our winning Keeneland Concours d'Elegance Paddock Challenge team that raised nearly \$11,000 on July 17th to benefit the University of Kentucky Children's Hospital.

Also recognized were Blue Grass Motorsport for its presence at the paddock and Bluegrass Region member Phillip Doty for having won the PCA Zone Representatives Award at



Parade.

Phil recognized the club for having won the PCA Public Service Award, and he also recognized me for having won Second Place in PCA Newsletter competition.

Phil also distributed door prize tickets for a drawing to win a Parade Concours Judging polo shirt, won by Jenna Steverson who had the winning ticket.

Fran Lockwood provided golf cart rides to those interested in seeing part of the farm, and family members including children seemed to have a great time along with the adults.

We enjoyed an excellent social, exactly what car club members should be able to provide for one another.

July 25th: Scenic Drive to the Partymiller Farm

We celebrate our members



David Patrick (blue shirt) gives the pre-drive safety talk per PCA guidelines.



David and Cindy Ratliff are out for a Sunday drive in the family GT3 track car.

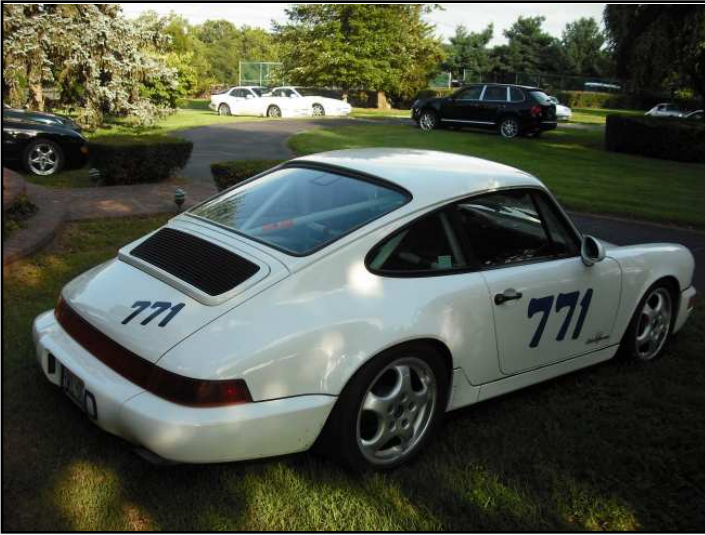


The Membership Appreciation Celebration Drive was a family affair.



July 25th: Family Tree Club Challenge car show

We celebrate our members



The Family Tree Club Challenge car show drew 36 entrants representing nearly all production Porsches except the 924.



July 25th: Family Tree Club Challenge car show

We celebrate our members



July 25th: Scenic drive, car show, and dinner

We celebrate our members



We gathered for a group photo at the Member Appreciation Celebration held at the home of Ken Partymiller and Fran Lockwood. Not everyone present is pictured, and to avoid overlooking people we are not identifying individuals.

Photo by Tyler Patrick





Laura Elwyn, age 3, at Road America, when she thought cars were really cool.

Porsche: A family affair

By Maureen Elwyn

Once we won People's Choice in a Kentucky Region show in Madison, Indiana, but when the opportunity to adopt a baby girl presented itself, we sold the car to cover adoption costs with no regrets.

To say that I was mad as I crossed the highway to last year's Keeneland Concours d'Elegance would be an understatement. I was furious!

I was two hours late for my time slot helping my husband, Paul, and other Bluegrass Region members park cars in the Porsche Paddock. As I scrambled up the road toward the tent, I tried to compose an acceptable excuse.

My tardiness was entirely our twenty-year-old daughter's fault. Laura had asked me to wait and ride with her as she traveled to Cincinnati to hang out with friends for the weekend.

At 10:00 am when we should have been pulling out of the garage, she was still in bed. Finally rising, she took a leisurely shower, packed her suitcase, checked Facebook, and

responded to multiple text messages. When we finally hit the road, her Ipod blasted so loudly that conversation was impossible except for her reminding me for the umpteenth time how much she disliked cars and anything associated with them.

Why she had asked me to ride with her was beyond my depth of understanding.

I continued my trudge toward the Porsche tent nursing my grievances. Suddenly the blare of a car's horn penetrated my cloud of frustration.

I turned just in time to see Laura driving slowly down the road, flashing "I love you" in sign language. I knew from experience that she wouldn't leave until she was sure I had safely located her dad.

I waved goodbye and returned her sign of affection. Assured that all was well, she floored the little silver Neon and sped off towards freedom. "Have fun," I mumbled, then continued my ascent to the pad-

dock with about as much enthusiasm as a prisoner on death row.

The group of car enthusiasts assembled beneath the tent seemed much less concerned about my late arrival than I. Paul, who has spent more than his fair share of paternal hours waiting on his perpetually late daughter, just shrugged and suggested we eat lunch then get on with the important business of looking at cars in the other paddocks. I readily agreed.

Unlike Laura, I embrace Paul's passion for cars and motorcycles and for the most part enjoy attending car shows and gawking at vehicles. I especially enjoy the older Corvettes (We honeymooned in a red '64), and British cars (Our first new car was a '72 MG Midget), but I must admit that the Porsches we have owned have all held a special place in my heart.

We bought our first Porsche, a 1971 911T, in 1986. Oh, how we loved that car! Paul spent two weeks preparing the body for multiple coats of sleek Guards Red paint to repair sandstorm damage out West.

I was attending graduate school and would sit in a lounge chair positioned just outside the garage door sunbathing and studying. The finished product looked stunning. We drove the wheels off that car. Once we won People's Choice in a Kentucky Region show in Madison, Indiana, but when the opportunity to adopt a baby girl presented itself, we sold the car to cover adoption costs with no regrets.

Before Laura was out of diapers, Porsche fever struck again. This time we purchased a '76 911S, but now that we were a family, our car had to comfortably hold the three of us.

The "king of modifications" (I could tell you about the time my husband took a hacksaw to the afore-mentioned

brand new MG Midget, but that would be another story), Paul patiently crafted a booster seat that fit safely in the back. We were happy to be traveling in a Porsche again and our toddler took it all in stride content that Mom and Dad were in the front seat and she was headed somewhere she could eat, play, and feed the animals.

Five years later, our trio drove to West Virginia so Paul could bring home a 1979 SC sight unseen. Laura and I dropped him off at the appointed spot and when he arrived home six hours after us, I was stunned.

The car was chalky white, sported remnants of track time, and was piled from the floorboard to ceiling with junk!

to be found. My child would be an orphan! After arriving safely home, Paul fixed the steering column and we bid the car a not-so-fond (at least on my part) farewell.

In 1997, Laura neared her teen years and we purchased a red 1985 Carrera. Her classmates thought having a dad who drove a Porsche to work was awesome. Boys, in particular, liked to stand in the garage drooling and staring. She was not in the least impressed with their interest in the car or her dad. We were subjected to frequent, dramatic eye rolls (If you've raised a teenage female you know the look), and endured impassioned *cars are so boring* speeches.

Paul and I had a lot of fun in

So here we were now, two years after the purchase of our current Porsche, concluding our tour of the Concours.

As we strolled back to locate our much-loved 993 for the return trip home, I abruptly stopped dead in my tracks. I could hardly believe my eyes.

Grabbing Paul's hand in amazement, I pointed to the last row of the paddock. He turned to see what held my rapt attention. There, nestled under a giant oak, sat a Guards Red 911T. Could it be? We rushed across the paddock for a closer inspection. I held my breath as Paul examined the car.

He straightened, smiled, and pronounced that it was indeed our very first Porsche, a bit faded perhaps, but, looking

Wiping lingering tears, I whispered a fond farewell to the old 911 at the Concours and slid into the seat of the 993.

Smiling at Paul, I sent a text to our grown-up daughter thanking her for driving me to Lexington and wishing her a great weekend.

The Porsche and I happily traveled homeward.

I was ready for the next leg of the journey.

Porsche: A family affair

Needless to say, my optimistic husband loved that car and in a few months her make-over was complete. Before and after pictures do not do justice to the transformation.

By 1999, Laura was too big to sit in a jump seat and had begun to complain that she had spent too many hours of her short life visiting rallies, shows, and car lots.

Leaving her at home, Paul and I drove to Lexington to pick up the '83 Pewter Metallic SC which she would later sighing deem "okay, I guess."

My enthusiasm was tarnished when Paul and I vacationed alone in the Porsche that summer while Laura stayed behind with her grandmother. When a huge pothole on I-75 outside of Knoxville cracked the steering column bushing and the car smelled like gas fumes as we climbed the Blue Ridge Parkway, my disillusionment increased. My vivid imagination envisioned us plummeting off the edge of the mountain never

that car, but it too left the family after three years. He predicted it would be his last Porsche, but I knew better.

During Laura's senior year of high school we bought a Mini-Cooper S. Paul proclaimed that it was "more fun than a Porsche" and for a brief time the three of us relished traveling together again. Laura thought the car was cute and declared that she could sleep well in it, and even though she was usually asleep or non-communicative listening to her music on earphones, reading a book or doing both at the same time, we enjoyed some great trips.

By now, Laura owned her own car which soon, laden with everything she owned, would transport her to college. I don't know if it was just his way of handling the empty nest or if Paul fell into lust, but two months after Laura enrolled at NKU, the Mini Cooper was history and the 993 Carrera 4S was welcomed into our garage.

very much like it had the day we had waved goodbye and mailed our check to the adoption agency.

This revelation brought tears to my eyes as I realized I had come full circle, not the Keeneland Racetrack oval mind you, but my own circle of life as a parent and Porsche owner intertwined.

My mind fast-forwarded to Laura signing "I love you" as she headed toward Cincinnati, then quickly rewound 21 years to the purchase and sale of this car.

The anger I had felt that morning evaporated as I remembered once again the excitement and anticipation we had experienced as we lovingly gave up our Porsche to welcome a child.

Although the road to young adulthood had been paved with the frustrations of growing up and achieving independence, this was one trip I would not have missed.



The anger I had felt that morning evaporated as I remembered once again the excitement and anticipation we had experienced as we lovingly gave up our Porsche to welcome a child.



2010 Parade Concours d'Elegance:
Porsches as far as the eye can see

Photo by Paul Elwyn

2010 **PORSCHE PARADE** *St. Charles*

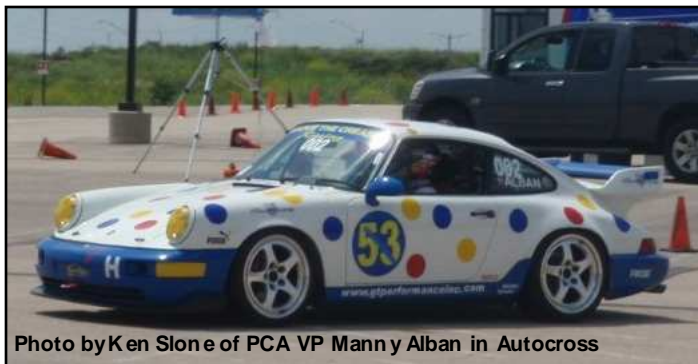


Photo by Ken Slone of PCA VP Manny Alban in Autocross



Photo by Paul Elwyn



Photo by Paul Elwyn

Parade: WOW!

By Paul Elwyn

Family commitment and a busy travel agenda restricted my Parade experience, but in the

two days I was at Parade, I saw a level of Porsche exposure beyond what I have previously experienced.

What follows is a thumbnail of Parade, scratching the surface of the national event.

The Concours, alone, in-

volves so many entrants that we felt challenged to take in everything on the day of the judging.

Observing the hybrid racer pictured above being pushed into display position consumed many of my brain cells. From my open-mouthed study of the

surface components, I could only imagine what lay beneath the carbon fiber, alloy, and high-strength steel, all at a build quality that said "show car" as well as "technology-leading race car."

So much to see; so little time.



Concours people are enthusiasts eager to share

Text and photos
by Paul Elwyn

This was my first Parade, so up front I was expecting this event to be a little special, and it was.

The indoor Concours Prep Area, for instance, provided a roomy, comfortable space with huge overhead doors to move air, wall-to-wall carpeting, terrific lighting, restrooms, refreshments, everything, in short, to make Concours preparation as comfortable and efficient as possible and out of the weather. The weather this year, however, was nearly perfect.

With at least 60 cars in preparation at one time, many with wheels removed, engine compartments partially disassembled, and with enough room around each car for the many cleaning tools and products necessary to do the job, the space speaks volumes about the intensity of Parade Concours preparation.

Still, without fail, everyone working would happily engage in conversation while working, volunteering more information than requested regarding the car and their relationship with it.

The owner of the 1986 Euro 930 Turbo (right), for instance, bought the car new because he was drawn to the unusual color, Marble Gray. Picture high-gloss gray primer. The car to-

day has only 14,000 miles on it, but the owner obviously was having a wonderful time cleaning the wheel wells and suspension, all as clean as the exterior. The *inside* of the fenders, for example, were as clean as the outside of the fenders.

Michael and Shannon Gallagher detailed their 1995 993 Guards Red 3.8 RS from mid-afternoon on Friday and all day Saturday. They had finished the initial wash and dry outside when a late Turbo owner just beginning his wash next to them dropped the hose and soaked the red RS that had just been towed dry, but Michael and Shannon laughed and began toweling again while talking enthusiastically with the embarrassed Turbo owner.

Once the RS had been judged, I noticed the Gallaghers smiling as a small child sat behind the wheel of the RS, her hands touching everything within reach.

I'm sure there are Concours people so intense that they could not stand to allow a child to touch their car, which would be understandable, but what I saw over the entire Concours field on Sunday was a high level of comfort among owners who watched families with children touching, leaning to peer through the open windows, and in general walking around the cars as if they were in a



Michael and Shannon Gallagher's 3.8 RS in preparation.

grocery parking lot instead of at a Concours field of fanatically-prepared cars.

So, yes, Concours people from my limited, first-time view spend a lot time, money and physical labor preparing their cars, but they also enjoy

talking with spectators and sharing their enthusiasm for their cars, underscoring the fact that the cars are cool, but so are the people who own them.



2010 PORSCHE PARADE St. Charles

Preservation Group judges choose car driven to Parade

Text and photos
By Paul Elwyn

One might think that driving a Concours car could be detrimental when the judges assemble.

That's not always the case,

according to Bluegrass Region member and Concours judge Phillip Doty, regarding the judging of the Preservation Group category.

At this year's Parade, he served on a team with PCA National President Kurt Gibson, past PCA President Prescott Kelly, PCA National Secretary Caren Cooper, and PCA Tech Chair Alan Caldwell.

"The green '73 911S was entered in the air-cooled class of the Preservation Group category. This class examines the car, its originality, and how well it has been preserved, *but used*, by the entrant," notes Phil.

"The car that won first place, a Sepia Brown 911T, was shown by the original owner.

"The green car, while it had

documentation going back to before its actual manufacture, was exhibited by an owner who had owned it for just two years, and had not driven it much.

"The brown car was *driven to the Parade*. In this group, Preservation rules evaluate the car and *HOW it is used*.

"Stored cars do not fare well in this group, compared to other PCA classifications, such as Restored," says Judge Phil.

Below: Bluegrass Region member Phillip Doty, PCA National Secretary Caren Cooper, PCA National President Kurt Gibson, Past PCA President Prescott Kelly, and PCA Tech Chair Allen Caldwell discuss an early 911 in Concours judging.



Bluegrass Region member Phillip Doty (left) and PCA National President Kurt Gibson examine the engine compartment of a 1973 911S at the Porsche Parade Concours d'Elegance. As supported by Preservation Group rules, this car lost to a car that was driven to Parade.





Working at the Car Wash, Baby

**Text by Robert McClelland
with photos by Paul Elwyn**

I couldn't believe we were so fortunate! Tom Sawyer couldn't have done a better job of getting us involved.

My brother Dick and I had traveled an unreasonable distance in our Champaign Yellow 1964 356C in 90 degree heat all

the way through Detroit to St. Charles, IL [Chicago] in one day and in appreciation, Phil Doty got his friend Bob Gutjahr to let us wash the bottom of his exotic 924 Sebring Edition! Parade is exhilarating!

Dick and I wanted to see the Parade Concours on Sunday. I had jumped into the 356 on Friday morning in Lexington

with a promise to pick up my brother Dick in Detroit (Grosse Pointe actually) to head west for three days to St. Charles, IL for the Concours portion of the annual PCA Porsche Parade.

As I pulled out of my driveway I phoned Dick to tell him I was on my way. If such a trip in a 46-year-old car can be uneventful, it was. An uneventful 70 mph and 32 mpg all the way to Detroit with sunshine and waivers from passers by, I stopped only long enough for gas near Toledo and to change drivers and head west out of Detroit with my brother at the wheel.

Dick and I had made a similar trip to Charlotte two years previous in my 928 and finished with a pass through Delaware on the way back to see our cousin usher in her 90th year. By the time we returned there were 2500 additional miles on the clock. But this year we had a goal: I was taking a week off

to spend some time in Dick's garage after the Parade, so we were limiting ourselves to the Sunday Concours.

In just six (6) more hours we pulled into the parking lot of Pheasant Run Resort. Neither first nor last, there was no wait for our registration. Apparently because I had signed up and reserved our room early in the online Parade registration, our room was one of the closest to the lobby. As others can tell you, there were issues with an interesting sulfur tone to the water in that part of the complex and after our first night we moved to one of the back wings.

Never having been involved in a Concours prep activity, the only "Concours" connection I had experienced was serving coffee at Keeneland with Adell Hold. I had read that it was permissible to be in the Concours prep area at 4:00 AM but I wasn't quite sure that was serious or tongue in cheek. Surely the latter. I keep my cars clean, but there are limits and one must sleep...I thought.

[The truth is that in 1973 Dick owned a 1967 427 Shelby Cobra that he wanted to show in a car show at the Charleston WV Civic Center. He said to me, you know how to really clean a car. Would you clean the car for me so I can show it? We won best in class for the show. But then, how many cars do you think were in the same class....]

The Pheasant Run Parade venue was a resort within an urban setting. Generally there are commercial developments surrounding the Pheasant Run facilities. There is a very nice golf course at the back of the hotel and conference arenas on the side and across the four lane highway in front. The Parade Concours was to be held Sunday on the fairway of the first hole on the golf course and the Concours "prep area" was across the highway in a car-



Robert and brother Richard McClelland with the 1964 356C which they drove 591 miles to St. Charles, Illinois.



Working at the Car Wash, Baby

peted arena, similar to a convention center or exhibition hall where tables could be set for displaying products at a vendor's show. In Charlotte, we could stand on the second floor and look down on the prep area. Anyone could walk into the hall and, following a pathway around the many participating cars, could witness the madness

that is true Concours preparation. What an education!

Just after we arrived on Friday afternoon, we found Paul and Maureen Elwyn.

After introductions, Paul explained that Phil Doty had a friend who was prepping a 924 for the Concours. It was a "driver" but was participating in "preservation" class. They were looking for volunteers to

help with the prep. They were going to resume work at 8:00 AM Saturday if we were interested.

St. Charles being on Central time and Dick and I both early risers, we agreed to show up ("if we can"). After a Bourbon Street Buffet in Jambalaya's Restaurant, we got some shut eye and dreamed of Porsche Heaven (otherwise known as the parking lot outside). For those who have not been to a Parade, imagine a mall parking lot where all the cars are Porsches and yours looks commonplace. There is truly one of every kind.

When we arose Saturday, it was bright and sunny outside. This was rare for both of us. We had slept until 8:00 AM and clearly we were not going to be on time to help in the prep.

Dick and I stumbled down the hall looking for coffee without realizing that the registration area had free coffee and dough-

nuts. Regardless, it was worth it. After our first cup, we did find the registration tables as well as a cut-a-way exhibit of the internals for the new hybrid Cayenne.

In registration, I discovered that I had signed up for the Monday TSD rally again this year. We also signed up for something called the Michelin Tire Comparison. I found that the Comparison would be driving two identical Boxster Spys for comparison excepting that one was equipped with a high-tech street tire and the other a high-tech very sticky track tire. Who cares about the tires, let me at the new Spys! I won't go into the details except to say that the difference is striking.

We wandered around the registration room with a second cupper and realized it was then 10:30. We decided that to avoid the embarrassment of copping out on our promise, we would head across the street to





Gmund Coupe

Working at the Car Wash, Baby

the prep area and share our “considerable” skills with the 924.

It really is important to understand that I keep my cars really clean. I mean I wipe down the paint with Griot’s stuff and even put that blacking gel on my tires every other time. So I was certain this would be nothing for me to move right in and really make a difference. We were off...

Once across the street we noticed a couple of cars being

loaded onto a trailer. I grabbed Dick’s arm and said, “That’s a Gmund Coupe.” Dick is a P.H.D. automotive engineer but his interests admittedly lie in the mechanics and not the artistry. I explained that this was one of the first Porsches and we started trotting toward the trailer before the door was shut. I won’t dwell on this much but to put it in context, the owner shared some time with us and we discovered him to be one of the foremost collectors of Por-

sches in the world and he invited us to come see his collection and share a cupper with him and his wife.

We walked to the opening of the prep area and stood in the door. It was absolutely like Willy Wonka to a Porsche fanatic. We looked at each other and dived right in. To appreciate the aura, the 924 was in the back right corner of the hall (about 175 feet away), but it took us an hour and a half to get there. The first car was a Carrera Speedster that I recall

an article on in Panorama. And from that point on we could only soak up the energy that flowed from owners to their cars. To emphasize five (5) points for example:

- 1) two cars had fenders off to be sure the joints aligned and all the dirt was out.
- 2) Every car had tools and a carrier of some sort for their detail equipment
- 3) One fellow had his wife cleaning the tread of his tires with a toothbrush
- 4) Many of the cars had wraps (similar to elastic car covers) for their tires
- 5) One car was wrapped in plastic like saran wrap when it was ready.

Dick and I were flummoxed. As we moved through the hall, we talked with owners about various products and how they used them. We listened to experts compare notes on what to do if it rained or “where did you get your...”

We worked our way around to the 924 and only Phil Doty was busily pushing some minute detail around.

Phil explained that Bob Gutjahr, the owner, was out look-





Working at the Car Wash, Baby



Richard McClelland prepares to mount the license plate and frame to the 924, a more difficult task than one might imagine in the final hours of Concours preparation.

ing for some “correct” lug nuts for his wheels. Apparently he had brought the wheels to use on the car for the show but the ones on the wheels he drove from Maryland on were not the “correct” lug nuts.

Bob later explained, “Phil kindly reminded me that the Turbo Spider Web wheels, which were on the car when we drove out, are a different size than the original Sebring 14” wheels. I found the six lug nuts in two NAPA stores about 30 minutes from the hotel. I was real, real lucky that day,” said Bob.

We are not talking about one of the high end cars here, but apparently it was important. Especially because the class the car was entered into was “preservation.”

We told Phil that we were there to help but he assured us that there wasn’t anything to do right then. So we moved on. We were only half way around the prep area and we had been at it an hour and a half.

Just around from Bob’s car was a Speedster that the owner had personally disassembled and reconstructed through a 20-year restoration project. It had been the subject of an



Bob Gutjahr details the inner fender of his 924 Sebring Edition for Preservation Class Concours competition.

“Excellence” magazine article. The car was beautiful and when we asked, we got the entire (amazing) story. He had gone so far as to have machined his own parts for the impossible-to-find stock and also machined tools needed for the job.

Then we met a young fellow who was working with a team on two incredible Speedsters. We mentioned this guy out front who had showed us his Gmund coupe and how nice he was. His reply was, “Yea, that was my dad.” Ok....

We finally finished the prep arena around 4:00 and found that Bob Gutjahr had returned but Phil had moved on to a judge’s meeting. Bob explained that because it was Saturday afternoon he had tried every exotic parts place still open in the Chicago area and there had been none with any Porsche lug nuts much less for a 1979 924. Then, with a final stroke of genius, he called the nearest NAPA store and they had them on the shelf. [Ever had that happen to you?]



Chesapeake Region member Robert Gutjahr and Bluegrass Region members Robert McClelland, and Phil Doty prepare the 1979 924 Sebring Edition for Concours Preservation Class.

Working at the Car Wash, Baby

Dick and I rolled up our sleeves and literally dived right in. We polished wheels, picked road tar out of crevasse contours and welds, used borrowed Back to Black and other elixirs, I found all the wax residue missed earlier by body English bends to get the perfect light reflections, found that no one had cleaned the interiors of the fuel filler cap and shaft, buffed the tires to remove the false shine left by the treatment, started under the hood and ignoring Phil's admonishments that "in preservation class they can't open the hood and doors" (but they did) went about wiping down the parts of the engine that clearly needed attention.

One last attack on the door jams and we were done. I don't know what Dick had been working on all that time but he never raised his head above the quarter panels.

By this time (around 8:30 PM) Bob had gone to the evening Parade dinner event and we decided that our work was done. I am sure Bob came back early in the morning because the tires had yet to be put onto the car. I think the rules were something like you had to stop by 2 AM but could start again at 4 AM....

All in all, I think it is the most fun we have had at any car event. What an education! What a group of devoted fanatics. Each and every owner and helper we talked with wanted to share their car with us. They wanted us to appreciate the car as much as they did. And I think to the extent possible, we did. Because they were so glad we were interested in their favorite pastime.

As an owner, we know what that means don't we?

On Sunday was the Concours event. Wow! As we know, some parts of the paddock can equal the show itself. Behind our 356 was a Carrera GT and when the Parade film crew was taking pictures of it, our car is given center stage in the background. (check out the Parade film Phil Doty clipped to the listserve).

The day was sunny and hot but the cars were spectacular and of every year and model. Enough said, you can read the details in other articles. But watching teams of judges and listening to their critiques for the owners was a classroom experience in caring for and giving attention to the details of one's Porsche.

Three times we checked the score sheets on the billboard but could not find Bob's preservation class awards. Not until after the close of the event did

we find out that Bob (we) had taken Second Place in the competition. We are winners! If we had only made it there to start at 8 AM like we promised....

On Monday our morning experience in the TSD rally was substantially different in the 356 than in my 928 two years earlier.

Have you ever tried to "catch up" in a 75 hp car? And when we got lost on the last lead, it made for a subdued morning. But we were the first out on the Michelin tire comparison run in the afternoon and that made everything rosy again. Someone else's new car, someone else's tires, pylons, cleared for unlimited attack: What could be better?

To quote the instructor beside me when we went into an unexpected slide..."Wow, nice recovery."

Dick and I headed out timed to miss the Monday Chicago rush hour traffic and our trip back to Grosse Pointe was again an uneventful 70 mph and 32 mpg.

But our Parade Concours experience was certainly quite an event enough.

—Robert McClelland

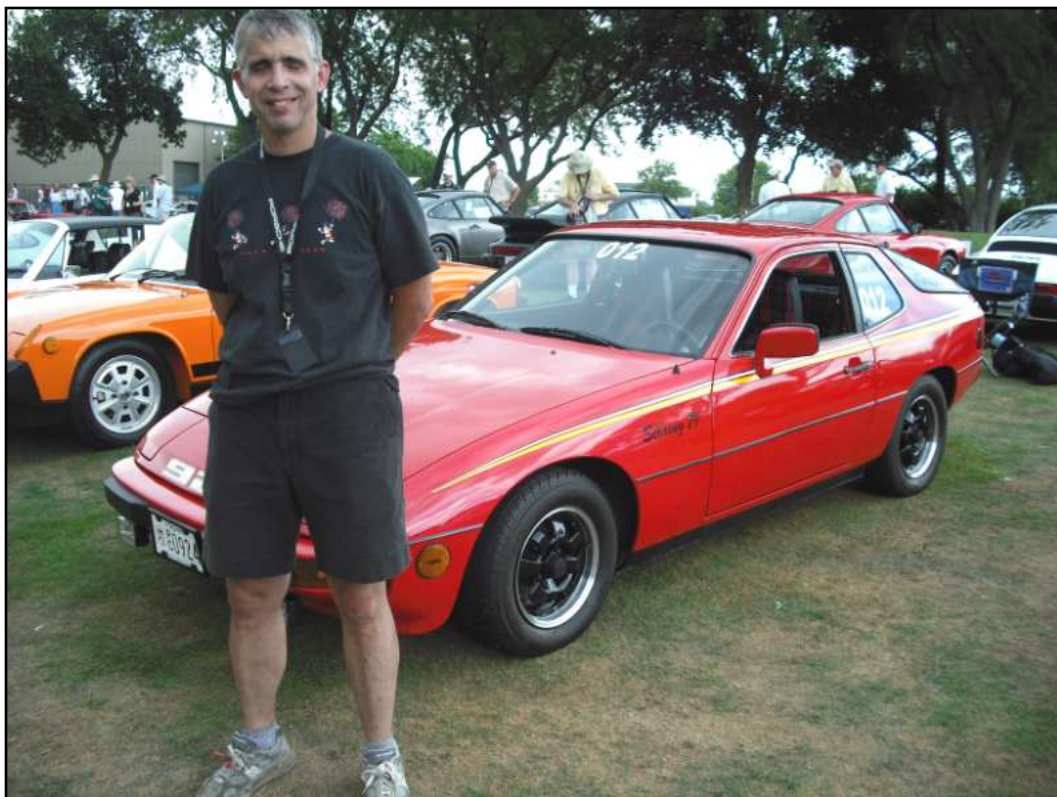


Gathered as the impending storm approached toward the end of Concours day, and completely obscuring the image of the 924 Sebring Special that we helped prepare to win Second Place in Concours Preservation, are Mark and Mary Doerr, Maureen Elwyn, 924 owner Robert Gutjahr, Paul Elwyn, and Ken Slone.



**‘Busy
being
ridiculous
about an
automobile
defines
our
obsession’**

—Robert McClelland



PCA Region Focus Editor Robert Gutjahr stands with his winning 1979 924 Sebring special. Following his Concours Second Place win he emailed to Bluegrass Region member Phillip Doty, “Thanks to the great team of Bluegrass members who helped us prep the Sebring. I know we could not have taken second place without the unselfish efforts of Paul, Robert, Dick and yourself. My hat is off to Bluegrass, one of the great regions in PCA.”

Robert McClelland in an email said, “Bob, Dick and I agree that the Concours prep was our best experience at parade. The whole hall so busy being ridiculous about an automobile defines our obsession. Congratulations!”



Robert McClelland working on the 924 Sebring.

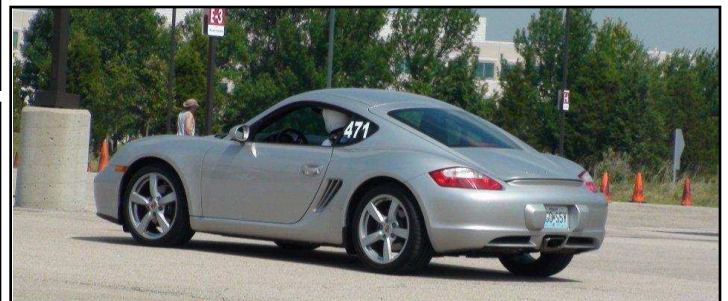
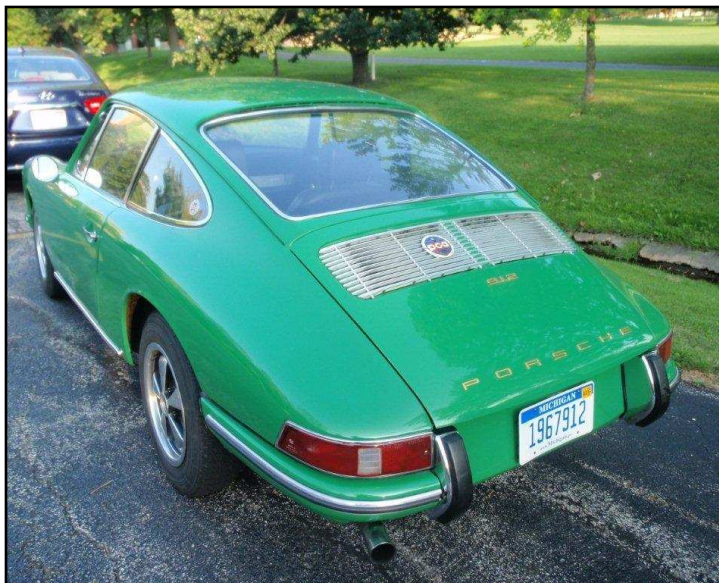
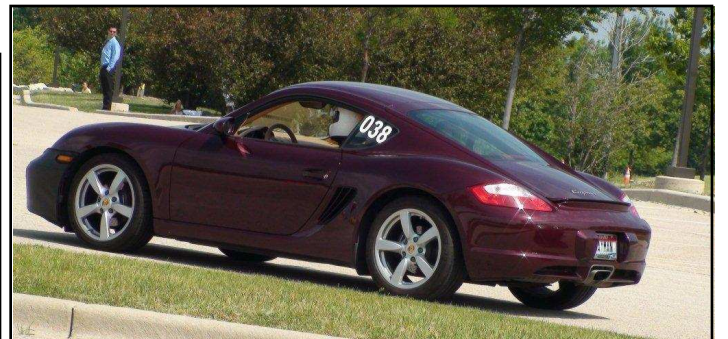




Parade photos by Ken Slone



German girl and Ken





Part of the Bluegrass Region Parade contingent included Patricia McNeely, former Bluegrass Region member Dee Luxbacher, Maureen Elwyn, Robert and Richard McClelland, Paul Elwyn, George Luxbacher, and Tim McNeely.



Vanity plates at Parade



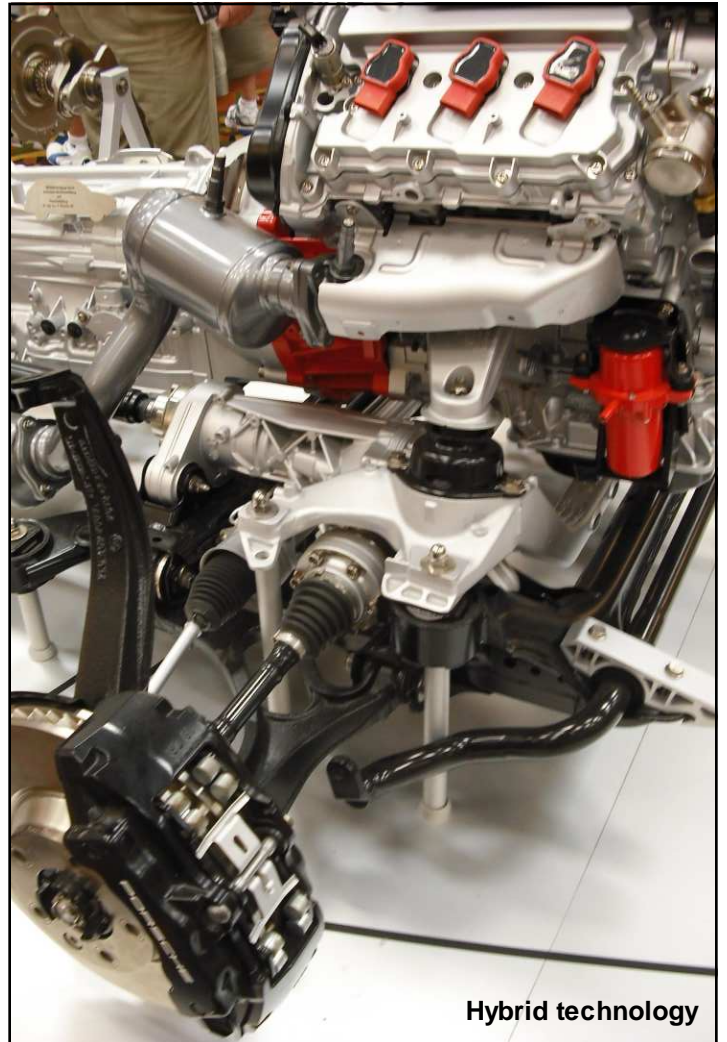
Parade misc.



3.2 in a 356



PCA raffle car project prior to restoration



Hybrid technology

June 25-27

Kentucky Region PCA Summer Heat 2010

Driver Education at Putnam Park Part 2

**Text and photos
By Paul Elwyn**

As noted in the July Rumble, "Summer Heat 2010," the June 25-27 driver education weekend sponsored by Kentucky Region PCA and Blue Grass Motorsport, attracted about 142 drivers including 14 from Bluegrass Region.

Among the drivers from Bluegrass Region were Tim Howard, Judd Campbell, Ched Crouse, Bob and Sarah Dawson, Suzanne Dawson, Clark Harrison, Grant Lanning, Brant Nystrom, Tracy and Ed Stevenson, Benson Miller, Ken Party-

millar, and David Ratliff.

Also attending were Brian and Scott Wooldridge and Shawn Leonard of 4N Affairs Autowerks, Jim Brandon assisting Ken Partymiller, Corbin and Kaitlyn Stevenson attending to provide support for parents Ed and Tracy, and Blue Grass Motorsport personnel Bruce Naude, Ramon Juanso, Sales Manager Randy Biery, Lee Holder, and...well, I think everyone who works with Blue Grass Motorsport.

The following photo essay begins with details of David Ratliff's 2010 GT3.



June 25-27

Kentucky Region PCA **Summer Heat 2010** Driver Education at Putnam Park Part 2



June 25-27

Kentucky Region PCA **Summer Heat 2010** Driver Education at Putnam Park Part 2



So, you want to do DE events on the cheap in a Porsche? How about this tidy '74 914 with a 350 Chevy, which could be

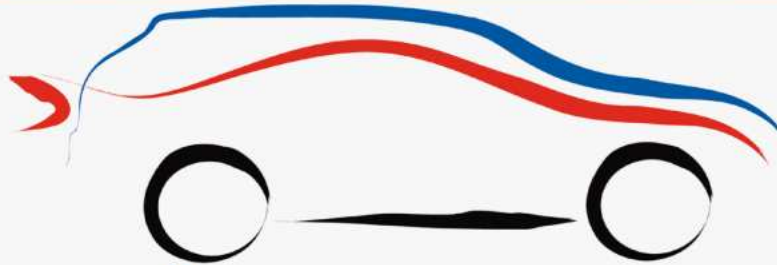
yours, along with a trailer, for \$9,000? (Wish I had not lost the name of the owner and the phone number.)





June 25-27
Kentucky Region PCA
Summer Heat 2010
Driver Education
at Putnam Park
Part 2

Here stands
Griff Tomlin
of Bowling
Green with his
1987 Carrera,
now showing
139,838 miles.
This was Griff's
first DE.



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Simply, Service Excellence

Flying at Putnam, with a *professional* (not me) at the wheel



By Paul Elwyn

OKAY, all you track junkies! So, you think you are fast? Well, I'm here to say there is fast, and there is *FAST!*

Never having driven one of my cars on track, I thought, there must be something to this Driver Education business, with the number of club members growing each year, it seems, who do drive their cars on track.

Being the bold one that I am, I thought, since I was there at Putnam Park, anyway, I would see what this track thang is all about, sort of.

So, I booked the first 2011 Boxster Spyder ride of the day on Saturday, June 26th, at the Summer Heat 2010 DE staged by Kentucky Region and Blue Grass Motorsport.

At the wheel was Cass White-

head, Head Driver for the Porsche Sport Driving School—USA. Cass is a professional who drives tracks for Porsche all over the country. He did take the car out for two laps to warm the tires a bit and check the track surface prior to picking me up, but he has spent many laps at Putnam testing cars, so he is quite familiar with the layout.

With air temperature in the 70's and a blue sky above, conditions were ideal for a top down run in the 320 hp Spyder with PDK.

Cass did not use Launch control to leave the cool pit, but with the PDK in auto mode, he shoved his foot into the bulkhead and began the first lap with a launch I had not experienced since my first ride in one of the first 1967 Z28 Camaros. Actually, the Camaro with manual transmission was brutal where the PDK was simply

fluid, but to hear that six at red-line gear after gear as Cass casually approached turn one was for this track novice a harrowing experience!

Never before had I seen a turn approach at what appeared to be a fatal speed.

I don't recall feeling any brake, but suddenly we were through turn one and clipping one apex after another at such a pace that I was not sure where we were on track until about Turn Seven, then Turn Eight, where the Boxster seemed to shuffle through barely in control.

Traction Control, likely was somewhat in control opined Brian Wooldridge later as I explained what I had felt in Turn Eight.

Through every turn, Cass calmly explained his line, telling when he was applying full throttle, using the apex rumble strips and dropping a tire off

the pavement just slightly each time we exited Turn Ten where, again, Cass was applying full throttle all the way down the straight until Turn One, again, when on the second lap he braked VERY hard, alerting me to the fact that we were running a much faster second lap.

I guess when I hooped with pleasure and clapped as we exited Turn Ten for the first time I gave Cass the green light to get serious.

All cars on track during this run were driven by instructors, so no one was really in the way, but everyone waved us by.

Lap two was more aggressive, and I wondered what it must be like in the heat of competition. This ride, in contrast, was merely an amusement park ride.

Noting my comfort with the pace, Cass decided to give me a third lap, and he picked the pace up a bit more, with more

Flying at Putnam

shuffling in the turns, harder braking, but all the while Cass talked calmly about what he was doing. I was wide-eyed, but confident in his skill level. I wondered, again, what the ride would be like when he is alone in the car, with 208 fewer pounds to lug around, and with no concern about passenger safety.

Cass drove the three laps without a manual shift, allowing the PDK to determine which gear was needed, and from my seat I cannot imagine a mere mortal pulling off such fluid gear changes, always perfect for the chassis and pace.

I now am a believer in PDK, where prior to the Spyder ride I thought even if I were to win the Lottery and go for a new Porsche, I would choose the manual over the PDK. Not now. I'll take the PDK, thank you.

Cass may be as fast with a manual, and he may prefer a manual, but the electronics during my three laps defined the experience for me. PDK=Pretty Dang Kwik!

I hated to climb out of the Spyder. I would have preferred to have spent the entire Saturday in the passenger seat.

No, I would have preferred to have been in the driver's seat with Cass talking me through the turns.

Wait a minute.

Isn't that what DE is all about?

Does this mean that, after 24 years of driving Porsches, after 45 years of street driving, I am now interested in DE??

I'm still processing that question, thinking through the cost factors, and wondering what the effect would be on my 14-year-old 911 about to turn 110,000 miles.

More disconcerting, is that I cannot stop thinking about that Spyder with the silly tent top. The top obviously works at track speeds, at least without the back window installed, since the Spyderys ran during the afternoon heat with tops up.

But I find myself looking at Spyder photos, studying the specs, wondering how a retired public school educator can ra-

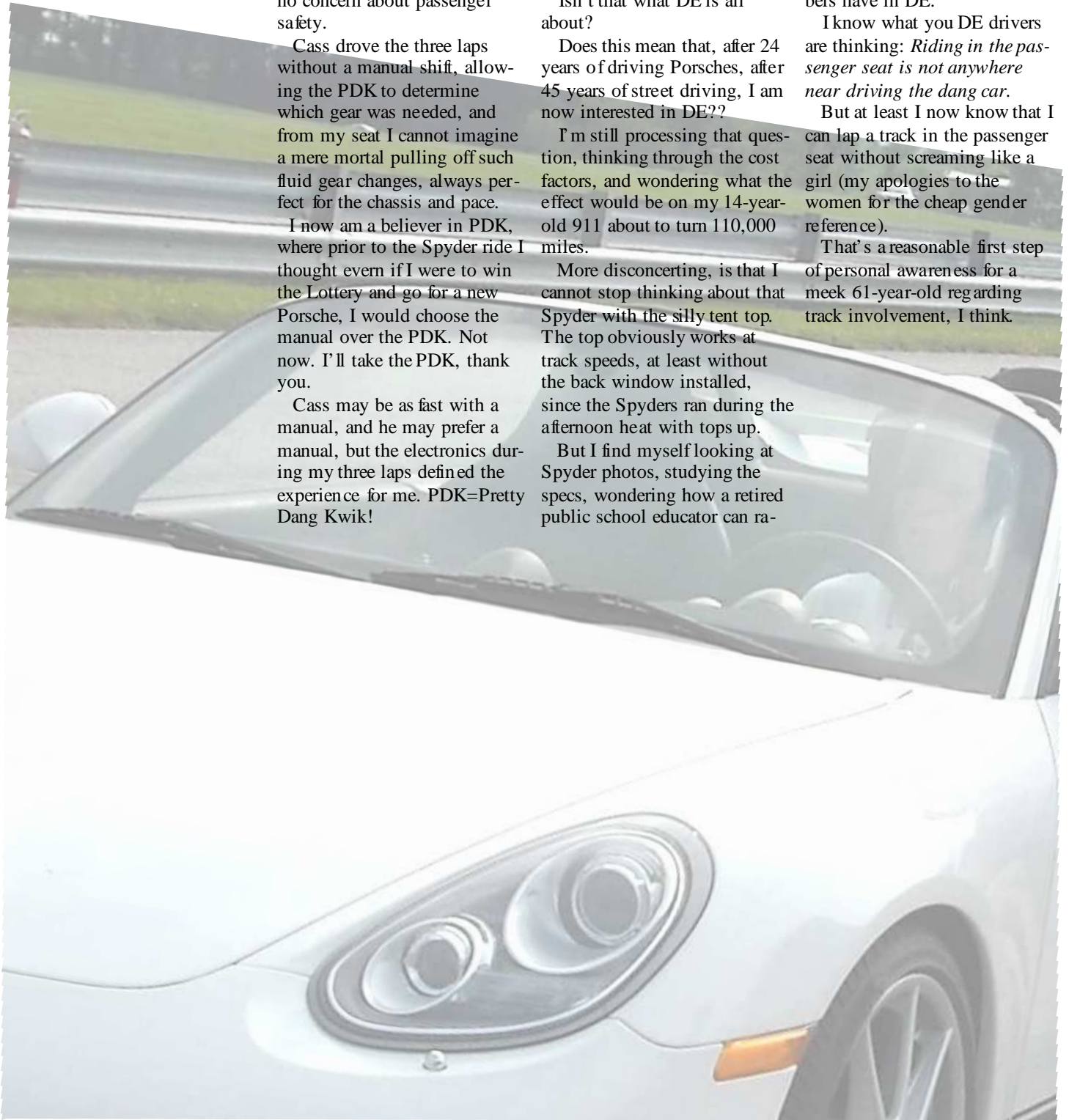
tionalize a \$70,000 roadster with a tent for a top.

I'm not the least competitive by nature, and I have no interest in being the fastest guy on track, but from my three laps in the Spyder at Putnam, I have a little more appreciation for the interest so many of our members have in DE.

I know what you DE drivers are thinking: *Riding in the passenger seat is not anywhere near driving the dang car.*

But at least I now know that I can lap a track in the passenger seat without screaming like a girl (my apologies to the women for the cheap gender reference).

That's a reasonable first step of personal awareness for a meek 61-year-old regarding track involvement, I think.



TECHNICAL

TAKING A CLOSER LOOK
BY BENSON MILLER, TRACK CHAIR



Track Review DVD available

I put together a Four Chapter Track Review DVD that I would be glad to send to you if interested.

Chapter One includes about twenty minutes of in-car track action at Mid-Ohio, Putnam Park, and Virginia International Raceway.

A Traqmate overlay of the track map, speedome-

ter, brake indicator, and RPMs makes the track video fun to watch.

For those of you who have never been on a race track, it will give you an idea of what the experience is like.

For those with track experience, let me know what you think about "the line" I drive at the various tracks. I even included a

few of my "detours" off track just for fun.

Chapter Two is a slide show of pictures from several DEs and some work I did on my 930.

Chapter Three is my favorite and includes pictures and video from several of the American LeMans races that I have gone to.

Finally, Chapter Four

provides some information on the new Bluegrass Motorsports Track in Northern Kentucky.

All of the DVD has a music track with my favorite rock 'n roll too.

If you would like a copy, send me an email at go930turbo@locknet.com.

