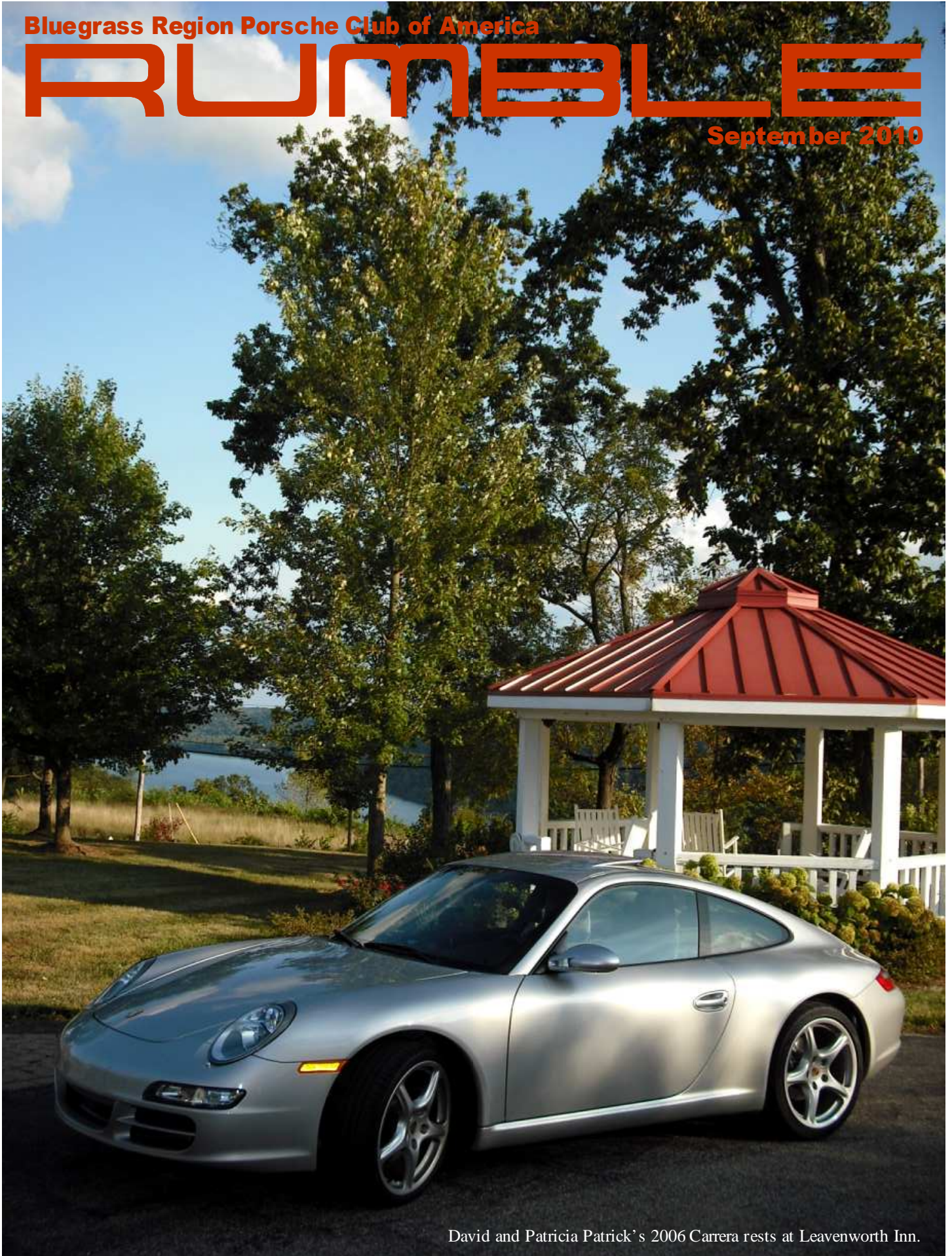


Bluegrass Region Porsche Club of America

RUMBLE

September 2010



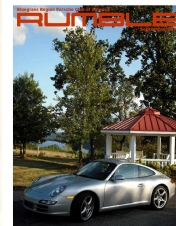
David and Patricia Patrick's 2006 Carrera rests at Leavenworth Inn.



RUMBLE

September 2010 Vol. 8 No. 9

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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



Kudos, Board News, Rumble News & Needs, September Cookout/ Potluck

Kudos

First, I want to recognize **Mark Doerr and Robert McClelland** for contributing to the Veteran's Appreciation Picnic held August 14th at the Thomson-Hood Veteran Center in Wilmore. They placed their cars on display as part of the Cruise In which in the past has drawn over 100 cars, an event that has gone over very well with veterans. With the noon temperature on that day in triple digits, the event was a toaster! Thanks, Mark and Robert, for representing Bluegrass Region in response to the invitation to display.

Also to be congratulated is **Ken Hold** who coordinated PCA involvement in the August 21-22 Porscheplatz held during the American Le Mans Series race weekend at Road America at Elkhart Lake, Wisconsin. See his report on the experience on Page 11.

I also want to recognize our webmaster, **Chris Davis**, who has updated our website. You may not know that our website, designed by Chris, won Second Place in Class 1 PCA competition in 2007. Discussion continues regarding further updates to the site.

Among our ranks are talented people, including Vice-President **Ed Steverson** whose ABRACADABRA Graphics business provides vinyl graphics for cars, among other things. Ed has been working for both Blue Grass Motorsport in Louisville and for Porsche of the village in Cincinnati creating and installing graphics on their cars and at their dealerships. Many Central Kentucky sports cars feature Ed's handiwork.

Board News

On Page 7 of this issue of Rumble please see the notice regarding nominations for officers and directors.

The Nominating Committee has begun its work to prepare officer nominations for the November Membership Meeting.

We elect in December four officers to serve one year: President, Vice-President, Secretary and Treasurer. In addition to these people, this year two Director at Large seats for the two-year positions are open.

Board service does require more than simply attending a monthly board meeting, as board members also are instrumental in coordinating details in many of the club activities during the year.

If you have been active in club events and feel ready to assume a leadership role, let one of us on the Nominations Committee know.

Rumble News/Needs

This is my 17th issue as Editor of Rumble, and I continue to be pleased with the quality of club member contributions to the newsletter.

This issue features a fun how-to piece by **Brad Smith** drawn from his experience restoring his Convertible D 356A.

An upcoming issue of Rumble will feature **Mike Spirito's** 1974 Carrera Targa, featured in process in April and now completed and on the road.

Rumble won Second Place in PCA competition, which pleases me, of course, but among the judging comments designed to help me improve the publication were notes regarding the need for more

technical content. That's why I have placed in this issue an article from Pedro P. Bonilla of Gold Coast Region PCA. But I would much prefer to have content from Bluegrass Region members.

We need technical articles and photos, whether we want to win in newsletter competition or not, so please send your original technical article for Rumble. Photos accompanying the work always help.

If you are considering this invitation but are not sure what to do, give me a call or email me and we'll talk about the possibilities. Essentially, anything in the way of a repair, upgrade, restoration, rebuild, preservation, or analysis of component failure is technical. We're all car nuts, so anything that helps us at least understand if not actually perform the work is welcome.

September Cookout/ Potluck at Larry and Julie Woods' home

Everyone is invited to the home of **Larry and Julie Woods** on Sunday evening, September 19th, for the September membership meeting. The club will provide the meat, soft drinks and paper products. Members are asked to bring a potluck dish and chairs.

So, clear your calendar for a fun evening beginning at 5:30 pm with fellow Porsche enthusiasts!

That's it for this month.

Let's Rumble!

—Paul Elwyn
859-583-0205

paul.elwyn@gmail.com

BOARD MINUTES



William Glover
Secretary

August 2, 2010

Location: Bar Louie,
Lexington

Board Members Present: William Glover, JW Wilson, Paul Elwyn, Larry Woods, Tim McNeely, David Patrick, Ken Slone, Mark Doerr, Bob Lovejoy, Gary Hackney, Ed Steverson,

Members Present: Mary Doerr, Patricia Patrick, Maureen Elwyn, Lee Wegner

Call to order: 7:00 pm

Minutes, William Glover: No Minutes from June 8th

Treasurer Report, Bob

Lovejoy: Balance, \$4,314.63
Motion by Larry Woods, Second by Mark Doerr, Approved.

Membership Report, Tim McNeely: 4 new members, 1 transfer from Mexico. 212 total members

Activities Report, Mark Doerr:

- **August 14th Veteran's Picnic,** Motion by Mark Doerr to support this as an

event, Second by Larry Woods. JW will attempt to secure insurance for an official drive hosted by Mark Doerr. Leaving from Cars and Coffee.

- **August 15 Membership meeting @ Bar Louie,** Motion by Mark Doerr, Second by Larry Woods
- **August 30th (September) Board meeting, Bar Louie,** Motion by Mark Doerr, Second by Larry Woods
- **September 19 Membership meeting,** reimburse Larry for meat, paper ware, soft drinks. Potluck by members. Motion by Tim McNeely, Second, David Patrick

Old Business:

- **Concourse Paddock Challenge:** Maureen Elwyn thanks everyone
- **Membership Appreciation:** Excellent

event, looking forward to next year

- **Womack Charity Drive, Ed Steverson:** Still on, no route has been selected yet.
- **Leavenworth Inn, August 21-22, Paul Elwyn:** Lincoln Trail and Kentucky regions may be joining us in participating making this a premier event.

New Business:

- **Reimburse Paul Elwyn,** \$173.66 for Rumble print job to recruit members at Paddock Challenge: Motion by Larry Woods, Second by William Glover. Approved.
- **Reimburse Ed Steverson** \$135.08 for club cards, big check for publicity photos: Motion by Larry Woods, Second Tim McNeely, Approved.
- Ed Steverson volunteers to serve with

Paul Elwyn and Gary Hackney on Nominating Committee: Motion by Tim McNeely, Second, Larry Woods. Approved.

- ByLaws do not explicitly prohibit or allow voting: Paul Elwyn to draft wording for possible ByLaws Amendment to allow email vote by Board for unexpected circumstances between regular board meetings: Motion by Larry Woods, Second, Tim McNeely. Approved

Adjourn, 7:50 pm: Motion by Larry Woods, Second Tim McNeely

June 8, 2010

Location: Calistoga's,
Lexington

Board Members Present: Paul Elwyn, Ed Steverson, Jim Brandon, David Patrick, Mark Doerr, William Glover, J.W. Wilson, Bob Lovejoy, Larry Woods,

Members Present: Ken Partymiller, Maureen Elwyn, Mary Doerr, Patricia Patrick, Robert McClelland

Call to order: 7:00pm

Minutes from May, William Glover: Motion by Larry Woods, Second by Mark Doerr, Approved

Treasurer's Report, Bob

Lovejoy: Balance, \$5264.22
Motion by David Patrick, Second by Mark Doerr, Approved

Membership Report, Tim

McNeely: Two new members, 206 total membership

Activities Report, Mark Doerr:

- **Move Board Meetings back to First Monday.**
- **Ault Park, coming up Meet in Georgetown Sunday**
- **Saturday Cars and Coffee @ Ramsey's**

Continued on Page 6

BOARD MINUTES



William Glover
Secretary

Continued from Page 5

- Winery Drive, June 19th Elk Creek Wall Mart in Georgetown
- June 25-27 Putnam park with Kentucky region. Summer heat
- July 25th Ken Partymiller's for the Membership Appreciation Meeting
- Membership Meeting, Potluck, June 20th, @ Robert McClelland's, 1113 Sheffield place 5:30
- No board meeting in July because of Parade
- August Board meeting, August 2nd Bar Louie, Monday

Technical, Jim Brandon:

Good session @ Jim Brandon's garage, Thanks to JW and Ken for cars

Old Business:

- **Steve Womack drive** as charitable event, Ed Steverson to coordinate.
- **Three charities presented by Charity Committee**, Ed Steverson, Larry Woods, Chuck Glover: Woodford and Franklin Co humane society, Kidney Health Alliance, and Operation Home front. Secret Ballot vote, Humane Society was selected.

Motion to Donate an initial \$1000 amount to meet the immediate need. Motion by William Glover, Second by Mark Doerr, Approved. Match up to \$500 of donation from Womack Drive, Motion by Mark Doerr, Second by Ed Steverson, Approved.

- **Membership Appreciation**, meeting moved to July 25th time 5:30, 4:00 for drive meet @ old dealership. Allocate up to \$300 for food for the celebration, Motion by Ed Steverson, Second by Chuck Glover.

- **Paddock Challenge:** Maureen Elwyn volunteered to chair, will need volunteers to assist.

New Business:

- Lincoln Trail has invited us to join them Aug 21-22 in Leavenworth Indiana @ the Leavenworth Inn. Paul Elwyn to serve as contact.

Adjourn, 8:15: Motion by JW Wilson, Second by Ed Steverson



Holding the Becke Cleaver Paddock Challenge trophy on display at the Kentucky Children's Hospital is Chair of the Department of Pediatrics, J. Timothy Bricker, MD, MBA.

The Paddock Challenge, conceived by Bluegrass Region PCA Vice-President Becke Cleaver, has provided significant funding to benefit children since its inception in 2005.

In the past two years, alone, the annual fundraiser set on the grounds of the Keeneland Concours d'Elegance, has raised over \$37,000. Bluegrass Region PCA has won the Challenge for the past two years, generating approximately \$25,000 of the \$37,000, numbers also representing a matching gift by the Commonwealth of Kentucky.

Photo by Lee Wegner

The Nominating Committee of the Bluegrass Region PCA welcomes nominations for officers and directors for 2011.

Any active member may nominate active members or may self nominate for seats on the Board of Directors. See the Bluegrass Region PCA Bylaws at <http://bgs.pca.org/about.asp> for more information regarding duties and terms of office for Board of Directors.

The following one-year positions are open:

President Vice-President Secretary Treasurer

Also open for nominations are **two seats**
for the **two-year position of Director at Large.**

Convey your nominations to a member of the Nominating Committee:

Paul Elwyn, *President*: paul.elwyn@gmail.com

Ed Steverson, *Vice-President*: ed@abracadabragraphics.us

Gary Hackney, *Immediate Past President*: ghackney@att.net

The Committee will announce nominations to the Board of Directors at the November 1 board meeting. Further, nominations from the floor from active members will be heard at the November 21 Membership Meeting.

Ballots will be mailed to active members on December 1 and must be returned by mail or by personal delivery to Election Chairman Gary Hackney by December 15.

Election results will be reported to the Board of Directors at the January 3, 2011 board meeting, published in the January issue of Rumble, and announced to the membership at the Annual Meeting to be held January 16, 2011.

Paul Elwyn, *President*

859-583-0205



Tim McNeely
Membership
Chair

MEMBERSHIP NEWS

One new member, one transfer, 209 total membership

We have one new member this last month!!! Please join me in welcoming:

- Adam Cummins of Wilmore.....1985 944

We've also had a member transfer in from the Ohio Valley Region. A big Bluegrass welcome to:

- Jack & Brett Lykins
of Lexington.....1986 944 Turbo

It's good to have (2) new members....both 944 drivers. Our membership is at 123 Regular Members and 86 Family & Affiliate Members, making our total membership 209.

Also, please recognize the following Member Anniversary dates:

- | | |
|--------------------|------|
| • JW Wilson | 1978 |
| • Tom Bloch | 1989 |
| • Ken Hold | 1999 |
| • Judd Campbell | 2001 |
| • Lee Wegner | 2001 |
| • Robby Poindexter | 2003 |
| • Mike Sammon | 2004 |
| • Rich Alloo | 2006 |
| • James Bugay | 2006 |
| • Tom Bulleit | 2006 |
| • Brian Cunningham | 2006 |
| • Craig Stafford | 2006 |
| • JC Phillips | 2007 |
| • John Bell | 2009 |
| • Hugh Bloomfield | 2009 |
| • Nana Ghansah | 2009 |
| • Gilbert Mamauag | 2009 |
| • Ron Tussey | 2009 |

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CALENDAR OF EVENTS

SEPTEMBER

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

September 19: Membership Meeting, Time 5:30, Location Larry & Julie Wood's 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: 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 16-17: Fall Drive to Grayson, Time 9:00 am. More details coming soon. Contact Ed Steverson 502-320-2655

October 17: Membership Meeting, bylaws amendment vote 5:30pm, Bar Louie 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, Bufalo 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 de-



Mark Doerr
Activities
Chair

tails 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. Time TBA. Firebrook Clubhouse. For more details contact Paul Elwyn 859.583.0205

Bylaws amendment vote at October 17th Membership Meeting Bar Louie, Lexington Green

The Board of Directors at the September meeting approved wording for bylaws amendment:

"At the discretion of the Board of Directors, business of the Board of Directors may be transacted by electronic transmission."

A majority of members present will determine vote outcome.
Questions? Contact Paul Elwyn, 859-583-0205 or paul.elwyn@gmail.com

Cars & Coffee



9:00-10:00 a.m.
Enjoy
breakfast and
tire kicking with
Bluegrass Region
September 11th at Ramsey's Diner, Harrodsburg Rd.



Let's PARTY!

**Everyone is invited to the home of Larry and Julie Woods
on the Sunday evening of September 19th
for the monthly Membership Meeting.**

**5:30 pm
4865 Leestown Road**

Meat, soft drinks and paper products provided

**Bring a potluck dish and chairs.
Spend quality time with fellow Porsche enthusiasts!**

RSVP to reddog911@gmail.com



Area Porsche Events

September 17-19: Kentucky Region PCA/Blue Grass Motorsport Fall Festival Driver Education at Putnam Park, 5251 South County Road 550E, Mount Meridian, Indiana. Contact Jeremy Miller for more information: 502-396-9111.

October 3: Louisville Concours d'Elegance, Churchill Downs, 11 am to 4 pm, presented by Rolls Royce. Admission \$20.

October 9: Kentucky Region PCA 10th Annual Drive to Huber Winery. Meet at Dairy Queen on Bluegrass Parkway/I-64 next to Bachman VW at 11:30 am to caravan, or join everyone at Huber winery for an afternoon of food and music. Contact Kentucky Region PCA Activities Chair Steve McCombs for more information: 502-558-0306.

Ken Hold organizes Porscheplatz at Road America

Photography by Ken Hold

I had the pleasure of coordinating PCA involvement in the August 21/22 Porscheplatz held during the American Le Mans Series race weekend at Road America at Elkhart Lake, Wisconsin.



Ken Hold

Porscheplatz is hosted by Porsche AG in cooperation with Porsche Cars North America and IMSA to provide a hospitality center and corral for the Porsche community.

The local area PCA Zone Representative is responsible for staffing, leading the event agenda, and managing the venue.

As the area PCA Zone Representative, I led a crew of 20 volunteers from five PCA regions to staff the event. Bob

Miller (Past PCA President and current Chair of PCA Porscheplatz Events) and his wife Dolce attended to provide excellent support at the platz Registration/Membership stations.

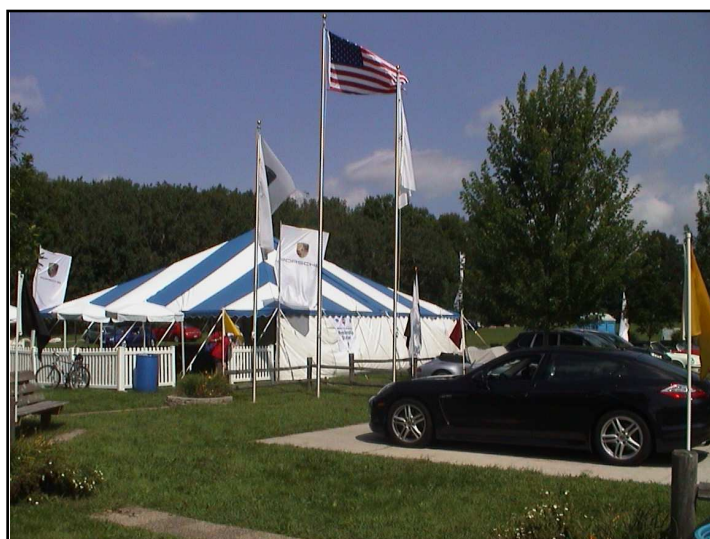
The platz agenda provided an insightful look at IMSA racing. There were technical presentations by both Michelin Tire and Mobil 1.

The IMSA Rapid Response & Safety Team talked track safety and exhibited one of their service Cayennes.

Team Falken led the atten-



Flying Lizard team speaks to Porsche enthusiasts at Road America Porscheplatz. Porsche finished Second (Jorg Bergmeister and Patrick Long) and Ninth (Seth Neiman and Darren Law) at Road America.



dees through a discussion of race tire strategy.

Paul Richie, Director of Porsche Motorsport North America, shared experiences from several races and did a video presentation.

Highlighting the platz presentations was a period of discussion with all four Flying Lizard Drivers. We learned a lot about how professional drivers read a track for competition.

We had 149 registered attendees for the platz. There were 78 cars in the Corral that

ranged from beautiful 356's to sleek Panamaras.

If you've never attended a Porscheplatz, you need to add it to your Porsche list of things to do. They are a great time and a member benefit available for us all to enjoy.

—Ken Hold



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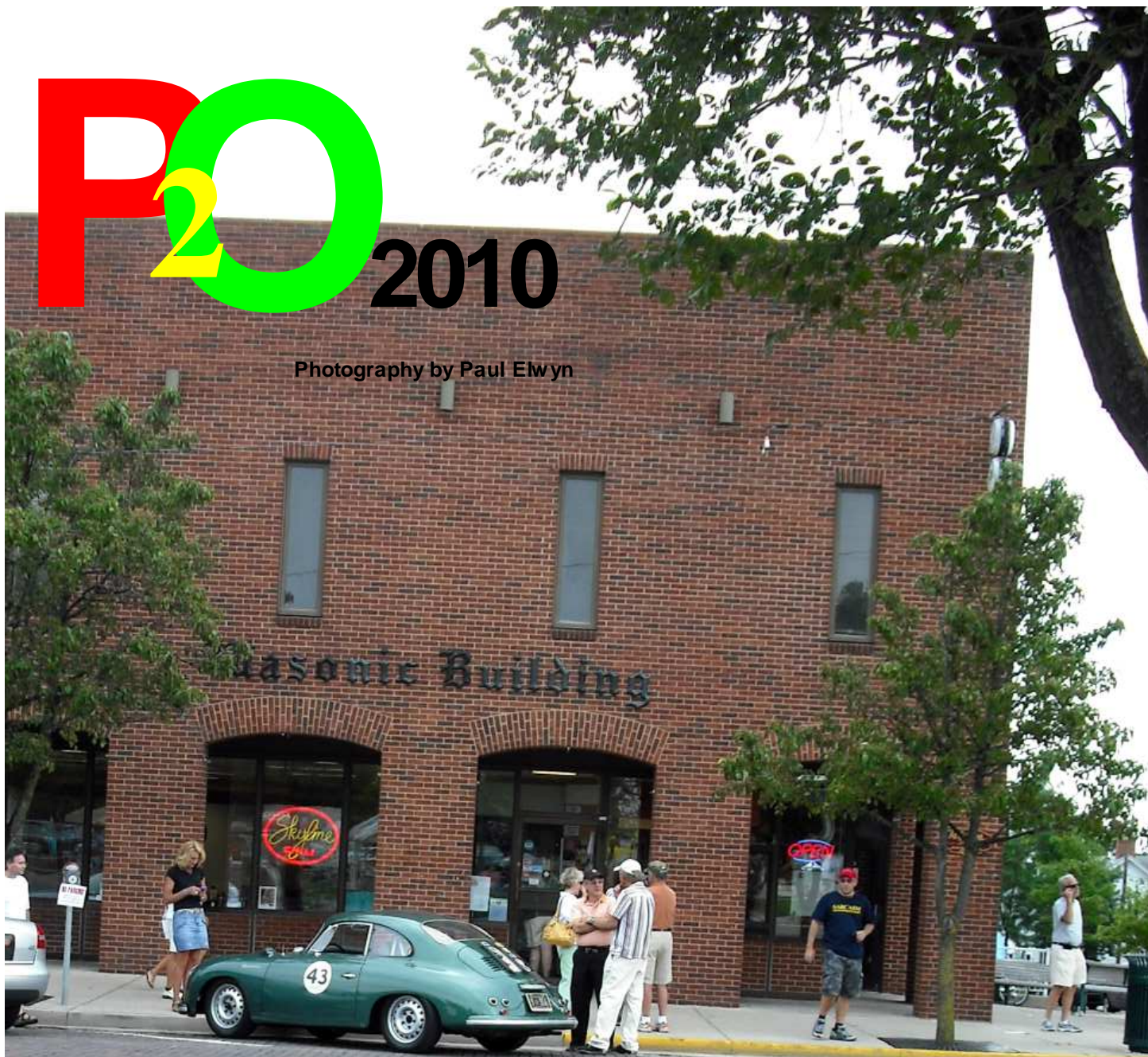


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P2010

Photography by Paul Elwyn



An outlaw 356 with 912 engine rests on Friday evening in downtown Oxford, Ohio, offering a preview of what is just beginning to unfold as nearly 500 Porsches begin to assemble.



One of 30
Porsches from a
private collection,
this 1973 RS
emerges for its
first viewing
following
restoration.

Porsche World

A welcome party this year at the downtown stage and park provided a variety of food vendors and drinks for early arrivals who congregated at tables to visit with fellow enthusiasts.

With streets still open, traffic featured a steady stream of Porsches, luggage strapped to the engine lids of early cars, outlaw 356 customs, 904 and 550 Spyder replicas, restored and modified models from every generation, including rare RS and RSR cars freshly restored...all in motion, as though the world were dominated by Porsches. Imagine that, if you were not there to see it!





Chuck Beck was on hand to answer questions about his 904 replica. Stretched about four inches to provide a more spacious cockpit, the Beck 904 weighs about 1,700 pounds and can handle any air-cooled flat six.

Built in Atlanta, Georgia, the Beck 904 features a stainless steel chassis, Chevron B16-inspired suspension, and fiberglass body.

Dream Car Garage recorded lap times at Road America for a 250 hp 3.2 Beck 904 comparable to race prepared GT3s.

Chuck will build one for you for about \$65,000.

For more information, visit www.beck904.com.





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Bluegrass Region
caravan arrives

P2O 2010



Bluegrass Region
caravan arrives

P2O 2010



Jim Donaldson (left) talks with enthusiasts who have noticed the history on Jim's 914 (above) which he bought new in 1973. On the drive to P2O, son Jamie piloted the 914 with Jim in the passenger seat.







Leavenworth Inn event joins Bluegrass with Lincoln Trail, Southern Indiana regions

Discussions about vintage racing, autocrossing, a wide range of miscellaneous Porsche talk and simple sharing among Porsche owners regarding, film, books, life, and the pursuit of happiness unfolded as three Porsche clubs converged on August 21st in Indiana.

Bluegrass Region members Ben and Gail Prewitt and David and Patricia Patrick joined Maureen and me for the Leavenworth Inn Bed and Breakfast PCA social in Indiana where Lincoln Trail and Southern Indiana region members also assembled.

At the invitation of Lincoln Trail President Mikel Matthews, we gathered for a laid back weekend of good food, relaxed touring to Huber Winery and for an overnight stay at the Leavenworth Inn in Leavenworth, Indiana, overlooking the Ohio River.

Offering 16 unique rooms, all beautifully decorated and furnished, Leavenworth Inn now is on our repeat visit list.

In fact, Porsche club members agreed that we now consider the Leavenworth site home base of the First Annual Leavenworth Inn multi-region PCA event, so when the call

goes out next year, be sure to arrange your calendar so you can join in the fun.

Heavy rain on Saturday morning discouraged some members from driving their Porsches, but that did not in any way dampen the lively conversations, first at Overlook Restaurant across the highway from the Inn where we met for lunch on Saturday.

The lunch group included eight Southern Indiana Region members along with two Lincoln Trail and four Bluegrass members.

The dinner group featured four Lincoln Trail and six Blue-

grass members.

Adding to the significance of the event was the celebration of Mikel and Shelley Matthews' 39th wedding anniversary!

—Paul Elwyn

Leavenworth Inn / Overlook Restaurant



The lunch bunch with a 935! Pictured are (from left) Shelley and Mikel Matthews of Lincoln Trail Region, Maureen Elwyn, Bluegrass Region; Debbie and Dave Barton, Southern Indiana Region; David and Patricia Patrick, Bluegrass; Judy and Dale Fatland, Mark and Matt Rothemeier, and Macie and Chris Yelton of Southern Indiana Region.



Dinner group at Magdalena's on the Square in Corydon included (from left) David Patrick, Ben Prewitt, Gail Prewitt, Shelley Matthews, Mike Matthews, Jim Anderson, Carolyn Anderson, Maureen Elwyn, Paul Elwyn, and Patricia Patrick.

Leavenworth Inn event draws three regions



One of five bedrooms at the "Big House."

Separate from the "Main House" of Leavenworth Inn is the "Big House" with this common area also featuring a fireplace and large flat screen television. Five bedrooms and two more sitting rooms along with a kitchen provide a great setting for a group get-away.



We visited in this outdoor area at Huber Winery.

Thumbnails below by Mikel Matthews



Leavenworth Inn weekend: The cars left at home



Jim understandably didn't want to drive his '67 911S from Danville, Illinois to Leavenworth, Indiana with rain in the forecast.

The photo above was taken in the Corral at this year's Parade in St. Charles.



The 914 is race prepared but still very streetable.

It has an all steel body with original glass (including roll up windows). Bumpers are fiberglass copies of the pre '75 style.

Equipment includes a 12- gallon fuel cell, front mounted Setrab oil cooler, Safety Devices bolt in rollcage, race seat, Koni sport shocks, 23mm front torsion front bars, 110 lb rear coil overs, Weltmeister front sway bar, stock rear bar, polygraphite bushings, 5 bolt conversion, 15x6 Fuchs wheels, 205/50 Toyo R1's, 911 front brakes, 914 front calipers used at rear.

I run a 2 liter 4 cylinder engine with Euro P/C's (stock displacement but slightly higher compression), stock heads with stiffer valve springs, mild 260 degree cam, 40mm Dellorto's, MSD ignition, headers 901 gearbox, stock clutch, no LSD, gear ratios are stock except 5th which is a stock reverse gear turned around (gives a slightly lower ratio). Weight is 2050 lbs wet.

I'm way outgunned in VSCDA group 8, but I can beat some back-markers if I'm on my game. I'm getting old though, so my best laps are behind me. Lot's of fun though.

—Jim Anderson,
Lincoln Trail Region PCA



Leavenworth Inn weekend: The cars left at home

Editor's note: *Lincoln Trail Region President Mikel Matthews drove his 2001 Boxster to Leavenworth, but back home in Champaign, Illinois his 914/6 awaited another autocross run. I asked Mikel to provide an overview of the car.*

The car is an original -6. I have the 2.0L block, heads, etc but the crank went on it and the previous owner converted it to a 2.7L.

The engine has GT-40 cams, ported and polished heads, shuffle pinned case, pressure fed tensioners, 40mm Webber carbs, and a 9:1 CR. When

dyno'ed it was 221 hp at the crank, and I can't remember the torque off the top of my head.

I run Fuchs all around, 7x15 up front and 8x15 in the rear. The tires are Kumho V700, 205/50x15 front, 225/45x15 rear.

I have Koni "yellow" adjustable shocks all around, adjust-

able spring perches with 180 lb progressive Eibach springs, stock rear sway bar, 22mm Weltmeister adjustable front sway bar, stock front torsion bars, turbo tie rods, GT style front and rear bumpers, Bursch headers with custom heater boxes, and the transmission was converted to a side shifter.

I have Spec Miata racing seats in it with 6pt harnesses, a Dino Forza steering wheel, very little carpeting, an Autopower roll bar with a removable Petty bar (always out). Custom lightweight door panels, clear Italian front turn signal lenses and European rear turn signal lenses.

If I want a headache, I put the Supertrapp exhaust on it and watch everyone look at me," said Mike.

—Mikel Matthews
Lincoln Trail Region PCA



Mikel and Shelley Matthews celebrated their 39th wedding anniversary on the weekend of the Leavenworth Inn PCA gathering.

Porsches join the cruise-in at the Veteran's Appreciation Picnic in Wilmore, August 14th

Photography by Mary Doerr

Following Cars & Coffee at Ramsey's on Harrodsburg Road on August 14th, Bluegrass Region members Mark Doerr, David Ratliff, Bob Lovejoy, and Robert McClelland gathered prior to a drive to Wilmore for the Veteran's Appreciation Picnic.

Mark and Robert endured the triple-digit heat to participate in the car show that in years past has drawn over 100 entries.



The veterans always enjoy the cars, according to WCYO100.7 FM Disc Jockey Karl Shannon who invited Bluegrass Region to participate in the 4th annual event designed to honor Vets and raise money to benefit the Thomson-Hood Trust Fund.

Mark Doerr and Robert McClelland stand at the show with Mark's 1997 Boxster and Robert's 1969 911E.



The A,B,C & D of Auto Restoration



Brad Smith's 1958
Convertible D 356A Super
at the Keeneland
Concours d'Elegance,
2009

By Brad Smith

"If you decide to do a hands-on restoration, Great. However, you may want to first take a look at mortality tables to gauge your remaining life span; these undertakings take a great deal of time."

—Brad Smith

Show me an auto lover who has said "I've no interest in restoring an automobile". Show me, and I'll show you a liar.

I think the desire to restore is hard wired in our genes. However, before taking a step off this precipice you must consider where this project will land you: Either a trip to Dante's Inferno or the lofty Heavens.

Having restored several Porsches, I would like to pass on some of my wisdom or lack thereof. If you are going to pay a "professional restorer" for a hands-off restoration, I suggest you read no further. No satisfaction in that. If you decide to do a hands-on restoration, Great. However, you may want to first take a look at mortality

tables to gauge your remaining life span; these undertakings take a great deal of time.

I chose to restore my 1959 Convertible D, 356A Super. At the time the car was past ready for a junk yard. However, the car was original and all the parts were there: body, engine, transaxle, suspension, etc. Besides, I bought it while in law school and it carried me through my first three of practice (only damn thing I could afford at the time). A convertible with no appreciable source of heat was not the best choice to have in Cincinnati with its wicked, salt infested winters. However, these were the ideal conditions to invest in a hardy brandy flask.

The very first thing I did was to learn everything I could about the car. I hounded everyone who knew anything about 356 Porsches. I read exten-

sively. I went to every 356 event I could attend and took a zillion photos of pristine and not so pristine 356s. I joined the 356 Registry and availed myself of the knowledge of those who pioneered restoring these amazing autos. It's stunning to learn the engineering intricacies it takes to put any automobile together. I came across many great suppliers of original and restoration parts. I made friends from Maine to California. All were avid and enthusiastic supporters. Hence, I leapt over the barrier of part A of restoration.

Part B was a bitch. I totally disassembled the car, down to every frozen nut and bolt. Engine and transaxle came out. Instruments and wiring were stripped from the car. Suspension was removed. Upholstery

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The A,B,C & D of Auto Restoration



The A,B,C & D of Auto Restoration



The A,B,C & D of Auto Restoration



Photos by Ken Daugherty from the Convertible D Registry website

I always like to say that my mother only raised but one fool and that was my brother. Keeping that wisdom in mind, I hired a welder with a lot of experience in MIG welding.

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& interior (or lack thereof) were set aside. All the while I photographed every step. Extremely important was the classification and saving of each and every part, junk or not.

Throw nothing away and I mean nothing. You may later need to make a replacement or refurbish a part. If you choose to rely on your memory, you will be a fool (I excelled at this stage).

I now had a body shell. I

enrolled in a welding and body shop class at our local high school. As the oldest graduate, I still proudly display my certificate. Taking my new found knowledge, I first welded two steel pipes on the inside of the car to prevent it from flexing (convertibles do flex making final fittings a nightmare). I then had a real welder fashion me a rotary spit upon which we mounted the car. This allowed me to rotate it from belly down to belly up.

My plan to this point was to restore the integrity of the body. My next step was to take chalk and mark every rusted part. Digging into catalogs (Stoddard's; NLA, etc.) I bought all new body structural parts. The parts I couldn't buy, I made cardboard templates, took them to a sheet metal company (Sorg's) and had them made. Once done, I then started to remove anything that smacked of rust, a very dirty, time-consuming project requiring lots of beer and a redefini-

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The A,B,C & D of Auto Restoration

Continued from Page 33

tion of my profanity vocabulary.

I always like to say that my mother only raised but one fool and that was my brother. Keeping that wisdom in mind, I hired a welder with a lot of experience in MIG welding. We replaced all parts with an eye on original weld spots done at the factory. Heat here was a real fear factor because of warpage.

The next step was to strip the paint down to bare metal. Nasty work and time consuming. My beer consumption reached the stage that I was



considering visiting the local AA. Surprisingly, the body itself had very little rust damage. Not wanting to resort to Bondo, I learned to work with lead. This was fun and the results were great. Other than the loss of a great many neuron receptors due to lead poisoning, I highly recommend using it. Now, if I could only remember if I am right handed or left handed.

Part C is the fun part.

You can now see the car com-

ing together. I had the body finished and completed by a master body man and painter. We chose to use modern paint technology (PP&G base/clear coat). Engine was rebuilt by Dick Weiss of Cincinnati (a genius). Transaxle needed no work. Suspension was totally overhauled by myself as well as the brakes. I refurbished the wiring harness using correct

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The Convertible D is “the rarest ‘production’ Porsche 356 model ever manufactured for a full year” according to the Convertible D Registry.

Designed to be a weekend racer with its removable windshield, the Convertible D was Porsche’s answer to declining sales of the Speedster, offering similar sleek lines but with more practicality.

Compared to the Speedster, the D features glass side windows in place of side curtains, a taller, better fitting top, and more comfortable coupe style seats.

Speedster production exceeded 4,000 units, but the Convertible D production ended with 1,331 units built from 1958 to 1959. Brad’s car has the more powerful 1600 Super Type 616/2 engine.

Brad is the second owner of this car that he restored in 2003.

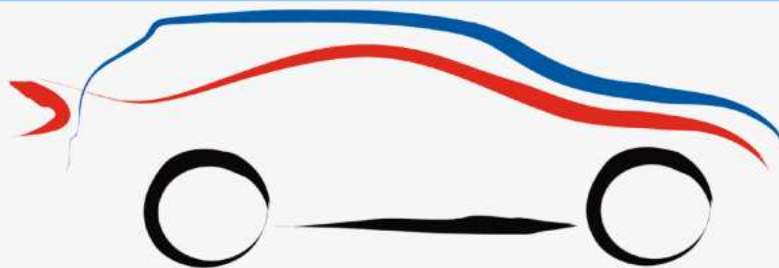
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color coded wires with the help of YNZ of California. The instruments were shipped to VDO of repair and refurbishing. Carpet and panels were redone to factory specs.

Did I stray from originality? Yes I did. The car was originally Ivory (as were a great majority of open cars at the time). I choose to paint it black. The original interior was oatmeal (ugh) - I chose charcoal. I had the seats done in high grade black leather with perforated maroon colored leather inserts. Other than that, a great deal of effort was done to keep the car original. As my friend and 356 enthusiast Tom Oerther of Cincinnati said, "Brad, it's your car, paint it any

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Photo by Ed Stevenson

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damn color that pleases you even if it's purple." (At this point I cut down on my beer consumption.)

Now for part D. Part D stands for divorce. Unless you have a very understanding and supportive Frau, I suggest you hire a damn good lawyer to ensure your car remains yours as part of the property settlement agreement.

Was it worth it? Hell, yes. I'm grateful for all the things I learned and all the good friends I made in the Porsche community.

Was it expensive? Not necessarily so. Now that I'm a bachelor, I found it cheaper than a high profile social life.

At least I don't have to buy the damn thing flowers.

—Brad Smith

Brad purchased this 1958 Convertible D 356A in 1967 for \$1,000 when he was a law student and many people did not know what a Porsche was.

The first of a dozen Porsches owned by Brad through the years, the car was Brad's sole means of transportation, a character-building circumstance during the bitter cold of Cincinnati winters.

The 356 now has traveled over 200,000 miles, transporting Brad all over the country.

At the 2006 Keeneland Concours d'Elegance, Brad's 356 won Judges Choice. A California owner of a 1958 Jaguar Drophead Coupe flown into Lexington for the Concours confronted Brad following the trophy presentation, angry that his Jaguar had not won.

"How did your 356 win over my Jaguar?" the angry owner asked Brad.

Brad replied, "Sir, I didn't know I was in the show. I was just looking for a damn parking place."

—Paul Elwyn

TECHNICAL

Taking a closer look

Let's take a 'brake'

By Pedro P. Bonilla
Gold Coast Region PCA

First, let's start with the basics. What is a brake?

By definition, a brake is a device for slowing or stopping the motion of a machine or a vehicle, or alternatively a device to restrain it from starting again.

Following the fact that energy is never lost or created, only transformed, the energy that the car while in motion, called kinetic energy is transformed into heat by the friction created between the rotor and the brake pads.

This energy increases exponentially with the speed of the vehicle, so if you double the vehicle's speed, the energy quadruples, if you triple it, the energy gets multiplied by 9 and so forth.

The kinetic energy lost by the moving part is usually translated to heat by friction.



The kinetic energy increases with the mass of the vehicle (m) and with the square of the velocity ($E = m \cdot v^2$). This means that as the speed (v) of the vehicle doubles, it has 4 times more energy and the brakes must therefore dissipate four times as much energy to stop, therefore using 4 times more distance.

Porsche Brakes are legendary! To put it into context: The Special Edition Boxster RS 60 with 303 HP can accelerate from 0-60 mph in 5.0 seconds (that's quite a feat) ... yet it can decelerate from 60-0 mph in 3.4 seconds! (that's a greater feat).

Braking Power in a Porsche is several times greater than the power output of its flat 6 engine.

Our cars now come with standard four-piston-monoblock-aluminum-fixed-calipers front and rear and cross-drilled and vented discs (also called rotors).

As far as brakes go, it doesn't get much better than that, unless ... you dish out another \$9,000 and get the same brakes that the Carrera GT came with: PCCB (Porsche Ceramic Composite Brakes).

Porsche Brakes Misconception

All Porsches come with Brembo Brakes. You can't imagine how many times people, even Porsche owners, who look at my wheels have said: "You've upgraded your brakes!... You installed Brembos".

That couldn't be further from the truth. ALL modern Por-

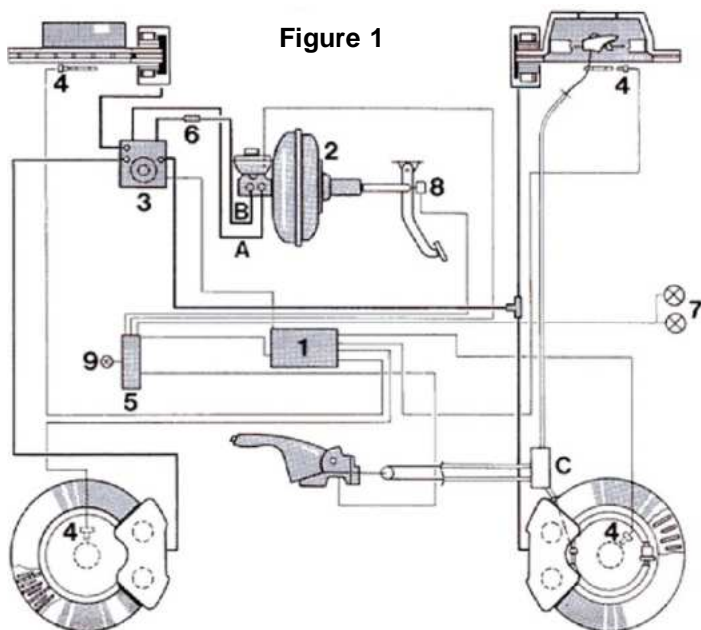
sches come with factory Brembo brakes. If you don't believe me, go look at your calipers.

Let's get a little deeper into the brakes now. The ABS, or Anti-Locking Brake System) which all of our cars also have is a secondary system which operates in tandem with the Brake System.

It's basically a safety feature in modern cars that doesn't allow any one of the tires to lock up under heavy or panic braking.

Figure 1 below illustrates the components. There's the:
1- ABS Control Unit which monitors each wheel's speed compared to the other three.
2- Brake Unit which is made up of the Brake Booster and Master Cylinder
3- ABS Hydraulic Unit
4- ABS Speed Sensors, one in each corner which sample each wheel's individual speed and sends the information to the Central Information System
5- Central Information System
6- Brake Proportioning Valve
7- Brake Lights
8- Brake Light Switch
9- ABS Warning Light- ABS control unit

A great amount of heat is generated when stopping the car. Because of that the rotors are internally ventilated, forcing cool air through the inside of the rotors as they rotate.



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Let's take a 'Brake'

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The cars also have cooling ducts to direct oncoming air directly to the front brakes, which generate the most heat because they do the most work.



And why, you may ask yourself, do the fronts wear out faster than the rears? The answer is because of the ever present weight transfer phenomenon.

Let's assume we have a 2800 lb Boxster with a 50/50 weight distribution. Note that when the vehicle is coasting, or at rest, there are no horizontal left or right arrows acting on the car. All forces are acting in a vertical direction.

But what happens to a vehicle when we start applying the brakes?

During braking weight is transferred from the rear axle to the front axle. You can certainly feel this effect as your body and everything loose in the car goes forward.

This is also called deceleration and can be represented in the formula $F = ma$. Where "F" represents the forces acting at the contact patches, "m" represents the mass of the vehicle, and "a" represents the acceleration (or deceleration) of the car.

$$F = ma$$

But what happens to a vehicle when we start applying the brakes? During braking weight is transferred from the rear axle to the front axle. You can certainly feel this effect as your body and everything loose in the car goes forward. Most of the new brake rotors are now cross-drilled from the factory.

The purpose for cross-drilling

is to allow for the quick escape of gasses between the pads' and the rotors' surfaces.

These gasses are generated by the application of the brakes when the great heat generated tends to sublime some of the pad.

A second advantage to cross-drilling the rotors is that there is much less brake fade when wet.

One of the disadvantages is that the cross-drilled rotors tend to crack around the perforations, so chamfering helps to relieve the cracks. Also, chamfering eliminates a bit of the cheese grater effect on the pads.

Some people prefer slotted rotors which allow for gas and water to escape, but don't crack as the cross-drilled rotors do.

Brake maintenance is really one of the simplest jobs you can do on your car.

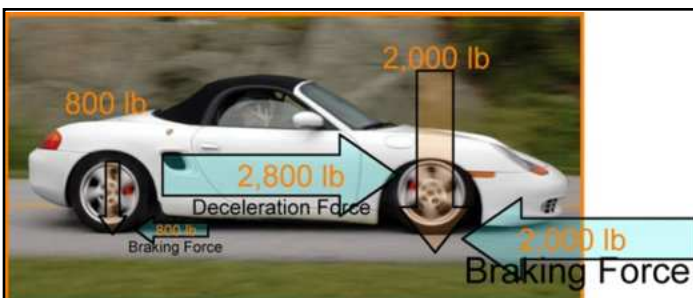
Happy Porsche'ing!

—Pedro



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—Editor



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