

Bluegrass Region Porsche Club of America

RUMBLE

February 2011

The McClelland
1964 356 C
at the January 8th
Cars & Coffee



RUMBLE

February 2011 Vol. 9 No. 2

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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



Good eats, great party, fun conversation, and getting down and dirty with a transaxle

Holiday Party

The New Year has started off well with our Holiday Party on January 16th. We had a turnout of 40 members and guests. The setting and the atmosphere was laid back and enjoyable. A delicious dinner of Italian Herb Crusted Chicken or Beef Tenderloin was enjoyed by all.

Thanks to Blue Grass Motorsport, Porsche of the Village, ABRACADABRA Graphics, Foreign Affairs Autowerks, and Jamie Donaldson, the door prize drawings were a highlight of the evening. Prizes included a fully paid DE, a detail, apparel, and paperweights among others.

Members enjoyed playing pool, ping pong, camaraderie and a DVD of the previous years' activities.

A huge thank you to **Mark Doerr** for planning our party and getting UK catering to treat us to a great meal. Thanks to **Ed Stevenson** for helping us get the house in order by moving furniture and setting up tables. My back really appreciated the help!

Lastly, I would like to thank all the members who came to the party. This is what the club is for.....FUN!

January Activities

Other activities in January included Cars and Coffee and a Tech Session. Cars and Coffee was on snowy day that saw only **Robert and Dick McClelland** driving a Porsche. It brought a smile on my face to see the yellow 356 sitting in the snow-covered parking lot.

The tech session that **Jim Brandon** hosted with help from **Ken Partymiller** was a great time to get hands on and learn about a Porsche 901 transaxle.

Activity Brainstorming

Speaking of fun, we had a brainstorming session for activities. Thanks to **Paul Elwyn, Neil Fisher, and Robert McClelland** we have a list of 11 new possibilities for this year.

How about a small wash and shine car show? A drive to Whitehall in Richmond after Cars and Coffee taking the Valley View Ferry to cross the river. Ladies, how about a weekend at Leavenworth Inn Bed and Breakfast?

These are just a few of the ideas we have. Please submit more and or join us at a Board Meeting.

These ideas are in addition to our other ongoing and annual activities like Tech Sessions, Keeneland Concours, P2O etc.

February Events

February has several events going on. Board Meeting on the 7th, Cars and Coffee on the 12th and on the 20th will hold our Membership Meeting/Social.

Programs for Socials

We are planning on having short programs at the membership meetings on a variety of subjects. If you have a topic you would like to learn about or that you would like to share with the group, let me know and we will get it on the agenda for a meeting.

The February topic will be about purchasing a vehicle with the help of a Car Broker.

Indoor Winter Concours

Lastly, the Bluegrass Region has been invited to the Porsche of the Village Winter Concours on February 26th. Details are provided elsewhere in this issue of Rumble.

I hope that everyone has had a good start to 2011. The officers and directors of the club are looking forward to a busy year that will prove to be a lot of fun for all of our members.

See you soon,

—David Patrick

Thirteen contributors create this month's Rumble

A club newsletter relies on contributions, and this issue of Rumble is packed with content from members and friends of Bluegrass Region!

In order of appearance, we have board member contributions from **President David Patrick, Secretary William Glover, Robert McClelland** who introduces a new feature for our membership meetings, and **Tim McNeely** who shares

the latest membership news.

Phillip Doty shares VIN decoder information. **Mary Doerr** provides Holiday Party photography. **Bruce Harnish** shares information about the UK polo team and the upcoming Indoor Concours. **Danny Puchalski** talks about his Porsche-powered prototype. **Jim Brandon** provides a 901 transaxle session. **Neil Fisher** reflects on his earliest impression of a Porsche 911. **Richard Collins** covers Arizona auction

action. **Ken Partymiller** provides an authorized reprint of "How 'Porsche Parts Obsolete' began," by David Coleman, and **Gary Hackney** shares his 968 rear brake bias valve upgrade.

That's 13 contributors in addition to what I provide!

Creating a newsletter is much more gratifying when contributors provide material, so I want to personally thank everyone.

Deadline for each issue of Rumble is the last day of the

month prior to publication.

When you have an opportunity, let our contributors know that you appreciate their work in the newsletter.

Let's Rumble!

—Paul Elwyn



BOARD MINUTES



William Glover
Secretary

January 3, 2011

Bar Louie,
Lexington Green

Board members present:

David Patrick, Paul Elwyn,
Robert McClelland, Ed Stever-
son, Tim McNeely, Neil Fisher,
William Glover, Bob Lovejoy,
Mark Doerr, Jim Brandon

Members present: Maureen
Elwyn, Patricia Patrick, Ken
Hold

Secretary's Report: December
6, 2010 Minutes by William
Glover, motion to approve by
Tim McNeely, second by Paul
Elwyn, approved

Treasurer's Report: Bob
Lovejoy reported balance of
\$5,031.44, motion by Robert
McClelland, second by Ed Ste-
verson, approved

Chair Reports:

Membership: Tim McNeely
reported no new members, wel-
comed new officers

Technical: Jim Brandon re-
ported a 901 transaxle teardown
tech session for Jan. 22
10:00am @ Jim's

Newsletter: Paul Elwyn
reported the need for additional
content from members.

No Old Business

New Business:

- 2010 Audit: Motion by
Tim McNeely to request
Mike Sheppard to com-
plete the audit and tax fil-
ing, second by Robert
McClelland, approved
- New Activities Chair:
Chair position is open to
nominations.
- All board members agree
to host an event.
- Christmas party resched-
uled for Jan 16th. David &
Patricia offered to host this
event informally @ their
home. Motion by Ed Ste-
verson, second by Paul
Elwyn, approved

- Motion by Robert
McClelland to have a
board member activities
planning retreat Jan 8th
following Cars and Coffee
11:00-12:37, second by
Neil Fisher, approved.
Club will continue focus
on existing charitable con-
tributions but increase
focus on member activities.

Adjourn, 8:00 pm: Motion by
Tim McNeely, second by Bob
Lovejoy

WANTED: Activities Chair

Get more involved with fellow Porsche enthusiasts.
Contact David Patrick, ptrckdvd@yahoo.com 859-229-1376



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MEMBERSHIP PROGRAMS



Help us identify programs for membership meetings

Membership meetings provide time to socialize with fellow enthusiasts, but this year we want to add a new feature to these gatherings.

At the board retreat last month set to explore new activities for the club, we decided we would like to arrange programs for our membership meetings held on the third Sunday evening of each month.

For February, for instance, we will hear from an auto broker regarding services available. A broker can find that special Porsche per your wish, such as a special 911, 356, Speedster, or track car.

For the March meeting, we invite all who attend to briefly share how they met their first Porsche.

We are open to suggestions for meetings going forward, and we invite your assistance to identify programs.

Length of presentation likely will vary depending on topic. We can set up for slide show or DVD presentation or demonstration that would be appropriate in a restaurant meeting room environment. Topics, of

course, would in some way connect with our shared interest in Porsche vehicles, services, products, or after-market services or products related to Porsches.

Personal anecdotes such as our sharing in March are welcome. You may wish to share a Porsche-centered holiday, road trip, or event experience.

Anything that has entertainment value for our members and carries some connection to Porsche or related car activity is welcome.

Please contact me or any board member if you have an idea for a membership meeting program, and we will do our best to include your idea at a future membership meeting.

Thanks in advance, and we look forward to seeing you at our next membership meeting!

Robert McClelland
rmccle2217@yahoo.com
859-543-9101

2.7 911 Engine Tech Session



March 5, 10 am-Noon, Jim Brandon's Garage

**Join us for the first in a series of hands-on sessions
exploring through disassembly
the air-cooled flat six engine.**

**For further information, contact Tech Chairman
Jim Brandon, jb993@roadrunner.com.
See future Chat for details and directions.**

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Tim McNeely
*Membership
Chair*

One new member, 197 total membership

One new member this last month. Please join me in welcoming:

Richard McClelland, Grosse Point, MI 1964 356C

Many of you already know Richard. He is Robert's brother. Between them they have (3) classic Porsche. Not sure who has a stake in what cars. Richard lives outside Detroit, but has been present at several Bluegrass functions. Now he is official!!!

Our membership is at 118 Regular Members and 79 Family & Affiliate Members, making our total membership 197.

Also, please recognize the following Member Anniversary dates:

| | |
|----------------|------|
| Thomas Ashford | 1978 |
| Terence Ross | 2005 |
| Albert Remley | 2007 |
| Wigham Arnold | 2007 |

WANTED: Activities Chair

Get more involved with fellow Porsche enthusiasts.
Contact David Patrick, ptrckdvd@yahoo.com 859-229-1376



For the website: Send a photo of your car,
year/model to paul.elwyn@gmail.com

CALENDAR OF EVENTS

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

Bluegrass Region Events

Feb 12 Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road.

Feb 20 Membership/Annual Business Meeting. Program: "Auto Broker Services" 5:30 pm, BD's Mongolian Grill.

Mar 5 911 Engine Tech session, 10 am to Noon, Jim Brandon's Garage. See Chat for further information.

Mar 7 Board Meeting, 6:00 pm Dinner, 7:00 pm business meeting, Bar Louie, Lexington Green.

Mar 12 Cars & Coffee, 9:00-10:00 am, Ramsey's on Harrodsburg Road.

Mar 20 Membership Meeting, 5:30 pm, Joseph-Beth Bistro meeting room, Lexington Green.

Apr 4 Board Meeting, 6:00 pm dinner, 7:00 pm business. Location TBA.

Apr 9 Cars & Coffee, 9:00 am, Ramsey's on Harrodsburg Road.

Apr 17 Membership Meeting, 5:30 pm. Location TBA

Other Events

Feb 12 Keenland Concours d'Elegance Paddock Open House and Kickoff 9 am, 980 Contract Street, coffee and donuts
RSVP tom@taper.com

Feb 26 Porsche of the Village Family Tree Event II, 5:30 pm-9:00 pm. Email Amanda@TheAutomile.com or call 513-272-7539 for your reservation.

Mar 5-6 Driver Education, Alabama PCA/ Barber Motorsports Park. Registration at ClubRegistration.net or go to <http://ala.pca.org> click the 'Driver's Education' tab at the top of the page

and follow the instructions. For info contact Tom Fleming, at tfleming930@bellsouth.net

Apr 15-17 Driver's Education at Mid-Ohio Sports Car Course in Lexington, OH, Ohio Valley Region. Contact Event Chair, Gary Nichols 513-732-3352 nichols.surveying@fuse.net or visit our website ovrpca.org.

Registration will be via clubregistration.net

Jun 10-12 Summer Heat 2011 Driver Education at Putnam Park, Kentucky Region. Contact Jeremy Miller, 502-396-9111.

Indoor Winter Concours February 26th

Bluegrass Region members are invited to our second annual Indoor Winter Concours Saturday, February 26th, from 5:30 to 9:00 pm.

The theme is Porsche's latest hallmark, "Porsche Intelligent Performance". In tune with this we're looking for more competition and performance cars. We'll also decorate the front windows with as many 356's as we can collect.

With fifteen or more 356's from the Drei Staaten Gruppe, a timeline of fifteen or more historic competition cars, a collection of fifteen or more Driver Education, Club Race, Cayman Interseries, Grand Am, and ALMS cars, fifteen to twenty late model high performance Turbo's and GT Cars, and a display of current new car offerings, we'll have plenty of Porsche performance on display

The event is no charge, but we are registering our guests. We'll be serving champagne and light hors d'oeuvres with Chef Dan Knecht providing a live cooking demonstration.

Please RSVP with me or Amanda at Amanda@TheAutomile.com, or (859) 468-7566.

After the Concours we hope you'll join us at the National Exemplar for the after-party party. This will be a cash bar.

If you plan to party with us I suggest you stay at the Mariemont Inn: www.strongmariemontinn.com/.

You can review last year's "Porsche Family Tree" event with



Chris Rieman's production at: <http://www.youtube.com/watch?v=pEirgCyKB8o>.

As always, we're grateful for your participation.

Bruce Harnish, Certified Sales Leader
Porsche of the Village
(513) 272-7530 (work) (937) 672-9417 (cell)

Suncoast Porsche offers free research service for Porsche owners

<http://www.suncoastparts.com/category/VINDECODER.html>

Porsche VIN Decoder

If you want to know build information about your Porsche, email your VIN number and Suncoast will provide as much information as possible.

I did, and found the import history on my 911 (originally sent to a dealer in Tennessee,

then was "swapped out" with a Louisville dealer who sold it to the first owner!)

So, while you think the info is limited, it was not in the matter of my Carrera.

Information included:

- Paint Code
- Interior Trim Code

- Options Code List
- Warranty Start/Stop Dates
- Open/Completed Recall Campaigns

Go to the website complete the info and see if they have any background on YOUR Porsche.



—Phillip Doty

Porsche of the Village Winter Indoor Concours exhibitors as of January 31

The First Porsches

1952 356 Glaser Cabriolet, Green - John Dixon, Dayton OH
1955 356 Pre-A Speedster, Speedster Blue - Scott McCuskey, Madison IN
1957 356A Carrera Speedster, Polyantha - Reid Vann, Ladue MO
1957 356A Coupe, Aquamarine Blue Metallic - Stan Yarrish, Cincinnati OH
1958 356 Sunroof Coupe, Fjord Green - Carl Iseman, Cincinnati OH
1958 356A Carrera 1500 GS Speedster, White - Dick Weiss, Cincinnati OH
1958 356A1600 Super Speedster, Red - Dr. Jack Hahn, Cincinnati OH
1959 356A Super Convertible D, Black - **H. Bradley Smith**, Frankfort KY
1960 356B Roadster, Red - Steve Leiding, Maineville OH
1960 356B Cabriolet, Ivory - Kurt Niemeyer, Batavia OH
1960 356 Super 90 Cabriolet, Red - **Ron Pinchback**, Lexington KY
1962 356B Super Coupe, Grey - Brian Schroeder, Covington KY
1963 356 Cabriolet, Red - **Tom and Connie Jones**, Nicholasville KY
1964 356 Coupe, Champagne Yellow - **Robert McClelland**, Lexington KY
1964 356C Cabriolet, Silver - Tom Oerther, Cincinnati OH
1964 356C Cabriolet, Red - Pete

Boettcher, West Chester OH
356 Training Chassis - John Dixon, Dayton OH

Competition Cars

1958 356A Speedster, Silver - Don Dreher, Cincinnati OH
1959 718 RSK Spyder, Silver - Rick Grant, Dayton OH
1964 904 Carrera GTS, Silver - **Ken Allison**, Lexington KY
1973 911 Carrera 2.7 RS, White - Ron Thomas, Galena OH
1974 911 RSR, Blue - Dr. Greg Frese, Cincinnati OH
1979 935 K3, White - Indianapolis Motor Speedway Hall of Fame Museum (1979 24 Hours of Le Mans Overall Winner)
1979 IMSA 911 GTU - Ron Thomas, Galena OH
1989/1990 Indy Car, Green - Indianapolis Motor Speedway Hall of Fame Museum
1997 911 GT2, White - Dr. Greg Frese - Cincinnati OH (1998 World Challenge GT Champion)
1998 911 GT2, White - Larry Schumacher, West Chester OH (1998 US Road Racing GTS2 Champion)
1998 911 GT3 Super Cup, Black - Dr. Wayne Bauman, Cincinnati OH
2004 911 GT3 Cup, Blue - Andy Hauck, Cincinnati OH
2005 911 GT3, Silver - James Lang, Detroit MI
2007 911 GT3, Carrara White - **David Ratliff**, Lexington KY
2007 911 GT3 Cup, White - Dr. Greg Frese, Cincinnati OH

2009 911 GT3 Rolex Edition, White - Wright Motorsports, Batavia OH (2009 Rolex Grand Am 24 Hours of Daytona Podium Finish)
2009 911 GT2, Orange - Kevin Schuler, Louisville KY
2010 Cayman Interseries, Blue - Mike Hooven, Cincinnati OH
2011 911 GT3 Super Cup (2011 IMSA GT3 Patron Series Entry) - Casey Kuhlman, Cincinnati OH
2011 911 GT3 Super Cup (2011 IMSA GT3 Patron Series Entry) - Rene Robichaud, Cincinnati OH
2011 911 GT3 Super Cup (2011 IMSA GT3 Patron Series Entry) - John Ellis, Washington DC

High Performance Production Cars

1986 911 Turbo, Guards Red - **Mark Stuhldreier**, Lexington KY
1996 911 Turbo, Midnight Blue Metallic - Scott Lothman, Terrace Park OH
2001 911 Turbo, Signal Yellow - David Schneider, Cincinnati OH
2001 911 Turbo, Black Metallic - Jerry Siegel, Cincinnati OH
2001 911 Turbo, Seal Grey Metallic - George Elliott, Cincinnati OH
2002 911 GT2, Black - Randy Partin, Cincinnati OH
2002 911 Turbo, Seal Grey Metallic - Hugh Tackett, Bluff City

TN
2004 911 GT3, Black - Jerry Wolf, Cincinnati OH
2005 Carrera GT, Fayence Yellow - Rene Robichaud, Cincinnati OH
2007 911 GT3, Black - Jim Briggs, Cincinnati OH
2007 911 Turbo Coupe, GT Silver Metallic - John Wills, Cincinnati OH
2008 911 GT2, Guards Red - Dr. Jack Hahn, Cincinnati OH
2010 911 GT3, Speed Yellow - Dave Hall, Cincinnati OH
2010 911 Turbo Cabriolet, Basalt Black Metallic - Fred Kahn, Cincinnati OH
2010 911 GT3, Guards Red - Dr. Wayne Bauman, Cincinnati OH
2010 911 GT3 RS, Grey-Black - Alan Statman, Cincinnati OH
2011 911 GT3, Guards Red - Mike Friedman, Cincinnati OH
2011 911 GT3 RS, Carrara White - Ron Thomas, Galena OH
2011 911 GT3 RS, Grey-Black - Scott Owen, Cincinnati OH
2011 911 Turbo S Coupe, Basalt Black Metallic - Jim Watson, Xenia OH
2011 911 GT2 RS, GT Silver Metallic - Leith Wain, Rockville MD
2011 911 Turbo S Cabriolet, Basalt Black Metallic - Alan Statman, Cincinnati OH



Cars & Coffee

Porsche talk
& breakfast
February 12th
at Ramsey's Diner
Harrodsburg Road
9:00 am-10:00 am

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Holiday Party: We celebrate past, look forward to new year



We sang "Happy Birthday" to Patricia Patrick.

We gathered at the home of David and Patricia Patrick on January 16th for the Holiday Party set to take the place of the December Christmas Party that was cancelled because of ice-covered roads.

Forty members and guests assembled for dinner provided by University of Kentucky Catering.

Door prizes were provided by Blue Grass Motorsport of Louisville, Porsche of the Village in Cincinnati, Foreign Affairs Autowerks, ABRACADABRA

Graphics, David Patrick, and Jamie Donaldson.

We also celebrated Patricia Patrick's birthday!

Among the guests were former and current members of the University of Kentucky polo team, national champions in the 5th year of competition, introduced by Bruce Harnish of Porsche of the Village.

A Bluegrass Region PCA DVD created by Delaney Patrick entertained members prior to dinner. The pictorial overview of club activities with music is available to members by contacting David Patrick.

Holiday Party: We celebrate past, look forward to new year



Holiday Party: We celebrate past, look forward to new year



Guests included former and current members of the National Championship University of Kentucky Polo Team. Assembled for the photo are (from left) Shelby St. John, alum and former team member Faith Hufford, Posey Obrecht, Herndon Radcliff, Willie Jumet, and Porsche of the Village sales leader Bruce Harnish.

Thank you, Bluegrass Region

"Thanks for so warmly welcoming the UK Polo Team.

"People in some social circles might prefer to preserve the exclusive nature of polo. As in seriously professional car racing, the cost of owning and maintaining a team can discourage participation by all but the most wealthy.

"Porsche Clubs like yours seek to promote the brand, drivers' skills and the love of cars in general, even among those first-time owners of less expensive used cars with your concours, auto-cross, driver education, and road rally events.

"Likewise, I think the UK Polo Team, their coach Jorge Vasquez, and alumni like Faith Hufford genuinely want to broaden the participation in their sport which in the long view only helps to elevate the standard of play.

"Over the years we've witnessed yesterday's driver education and club sport drivers graduate to the Cayman Interseries, SCCA World Challenge, Grand Am, and American LeMans Series.

"Through Jorge's expert coaching and promotion, Herndon Radcliff whom you met last night, and Meghan Shader, whose boyfriend Willie Jumet you also met, have both recently been

named to Team USPA. You can find the announcements at the following links:

<http://horsebackmagazine.com/hb/archives/5878>

[http://www.us-polo.org/index.php?](http://www.us-polo.org/index.php?option=com_content&view=article&id=47&Itemid=259)

[option=com_content&view=article&id=47&Itemid=259](http://www.us-polo.org/index.php?option=com_content&view=article&id=47&Itemid=259)

"It's a challenge to generate financial support for an activity perceived as the 'sport of kings.' but the 'Giant Killer' aspect of this team's accomplishment, if more broadly publicized certainly has immense appeal and should be a source of profound partisan pride.

"Perhaps we can start by trying to find ways to boost attendance at their games. I'm sure Jorge and the team would welcome attendance from any of us (there is no charge) so we can see how the expert coaching, the sourcing and training of the best ponies, and the dedication, determination and hard work of all of them has paid off with their national championship and other recognition for them and the University.

"Thanks again for your warm hospitality."

—Bruce Harnish

Holiday Party: We celebrate past, look forward to new year



Members enjoyed a DVD created by Delaney Patrick that captures Bluegrass Region activities.

Contact David Patrick if you would like to have a copy of the DVD.



Holiday Party: We celebrate past, look forward to new year

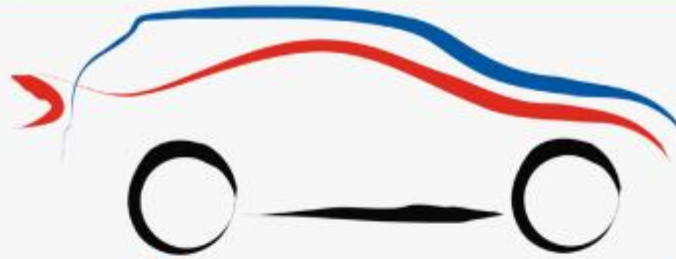
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Holiday Party: We celebrate past, look forward to new year

Photography by Mary Doerr





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Danny Puchalski creates the Porsche-powered TR-42 *Mako*



“We’ve built the bodywork, then the molds, designed the chassis, built the jig, and have three pre-orders. Not enough to go full time, but not bad considering we haven’t yet offered it for sale.”

Danny Puchalski of Paul’s Foreign Auto does more than simply repair cars.

He also has designed and fabricated a prototype Porsche-powered roadster with a 901 transaxle and 911/914 steering that is both track and street capable.

“I built another exo-car for a guy in Colorado (motorcycle powered),” said Danny. “One thing led to another, and I partnered with Bill Tracy of Florida and designed the TR-42. The

guys on the forums named it the Mako.

“This is the prototype that leaves for Florida to my partner to be tested.

“We’ve built the bodywork, then the molds, designed the chassis, built the jig, and have three pre-orders. Not enough to go full time, but not bad considering we haven’t yet offered it for sale.”

Danny did the CAD work using the Porsche Type 4 engine and a 901 transaxle. “We wanted a very low cg car that

could get you on the track for little money, no complex engine management systems and a wide variety of engine aftermarket parts available,” said Danny. “With 150hp but only 1000-ish pounds, it’ll be very fast.”

The next two cars Danny is building will run 300 hp Subaru WRX engines, but Danny and Bill plan to offer both Porsche and Subaru versions of the Mako.

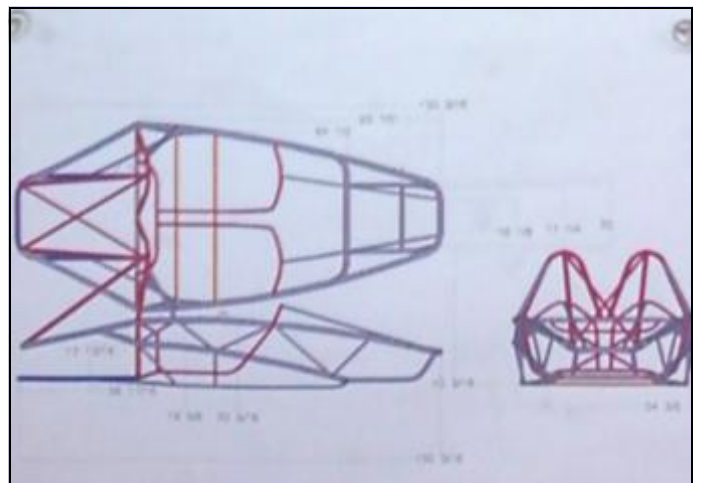
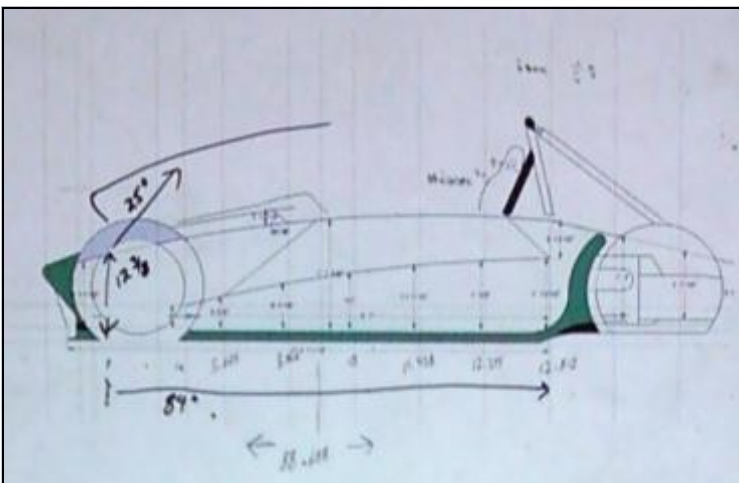
Porsche-powered TR-42 *Mako*



The Mako chassis above a 996 Cabriolet. Weighing only 1000 pounds fully assembled, the Mako promises to be very fast with a 150 hp Type 4 Porsche engine and 901 transaxle.

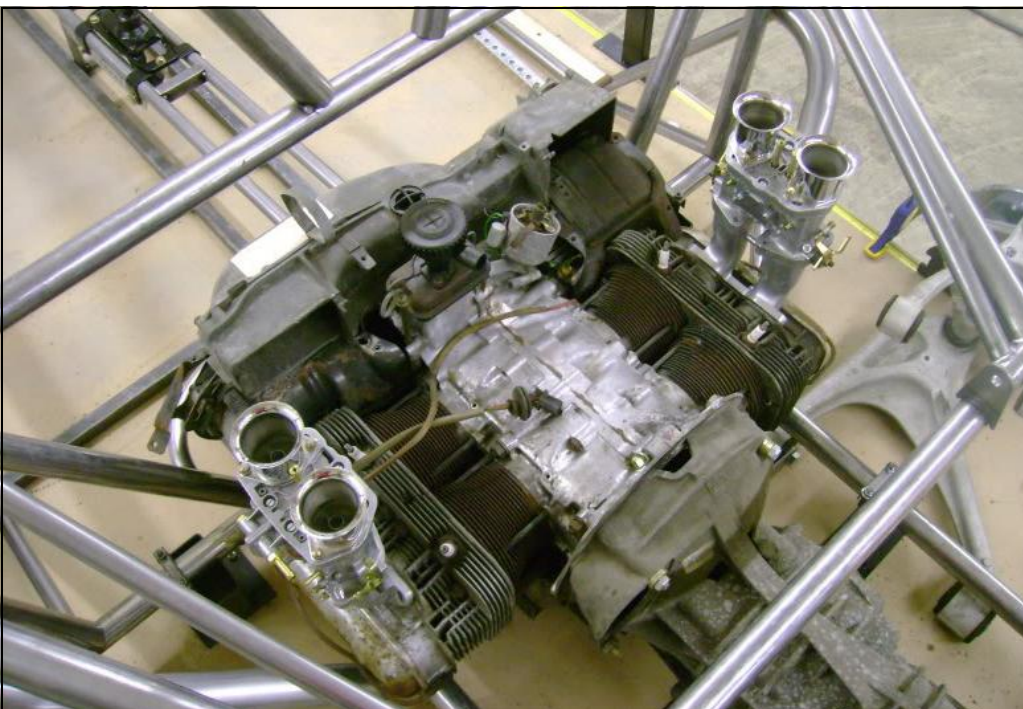


Porsche-powered TR-42 *Mako*



See more at <http://s186.photobucket.com/albums/x242/pook317/>

Porsche-powered TR-42 *Mako*



Mock up engine

“The T-4 will be punched out with 105’s, special grind cam, dual 45 Webers, forged counter crank, valve train work and much machine work,” notes Danny.

Porsche-powered TR-42 *Mako*



Above: The TR-42 Mako sans bodywork alongside Chris Martin's 911 Euro SC club racer



TECHNICAL

Taking a closer look

901 transaxle study

January 22, Jim Brandon's Garage



On a bone-chilling January 22nd, 11 club members gathered at Jim Brandon's garage to disassemble and study a 901 transaxle from a 1971 911T that had served for approximately 160,000 miles.

The session began with a quick background on the development of the 901 transaxle first used in the 904 race car. Prior to disassembly of the unit, Jim showed members photos of the racer and of the transaxle in its original application. The same gearbox, designed to handle 200 hp in the racer, was installed in the entry-level 911T street car that developed about 110 hp for the U.S. market, providing a substantial level of reserve capacity for the transaxle that features reverse gear in the same plane of movement as first gear, the other four gears in the typical H pattern.

Throughout the session, members assisted with the disassembly, pausing at each stage

for an overview by Jim of the components and their function.

Jim also provided drawings of the later G50 "baulking" or Borg-Warner type synchronizers used in the '87-'89 3.2 series 911, the 3.6 964 ('90-'94), and the 993 ('95-'98).

The unit under study revealed six broken second gear synchronizer dog teeth, providing a lesson in the Porsche-designed synchronizers employed until the debut of the G50 transaxle in 1987. The broken teeth in this transaxle illustrate the most common failure in the early transaxles, caused by rushing the shift, especially from first to second gear.

Attending the session were Ken Partymiller, Judd Campbell, J.W. Wilson, Jaimie Donaldson, Gary Hackney, Robert McClelland, Ben Prewitt, David Patrick, Larry woods, and Paul Elwyn.



Above: Corrosion on the inside of the differential cover caused by water inside the magnesium case

901 transaxle study

January 22, Jim Brandon's Garage



Differential assembly in transaxle housing



Differential carrier assembly after removal



Removing the differential



901 transaxle study

January 22, Jim Brandon's Garage



Removing the front cover



A plastic-faced hammer is used to tap loose the front cover to expose the five-speed transmission.



Recording bearings for reassembly.

901 transaxle study

January 22, Jim Brandon's Garage

Below: The five-speed gear assembly as withdrawn from the case. Gears are always engaged, but the 5 synchromesh assemblies slide dog teeth from engaged to disengaged position, transferring power flow. The brass shift fork on top moves the synchromesh assembly carrying the dog teeth.



Back end showing 1st/
reverse assembly,
speedometer drive



Jim Brandon demonstrates the shift action of the 901
transaxle.



Another view of the
brass selector forks that
move the synchromesh
assemblies and dog
teeth to change gears.

901 transaxle study

January 22, Jim Brandon's Garage



Above and below: Identification of internal synchronizer components



"Careful" separation of the input and pinion shafts from the intermediate plate



Six broken synchronesh dog teeth (in the oval circle). When you hear a grinding noise during a shift, you are hearing dog teeth struggling to mesh.

Ensuring no regrets

"As you grow older, you'll find the only things you regret are the things you didn't do."

—Zachary Scott

In retirement I have remained busy but always in search of something more to do.

I have turned down offers of full employment to do at varying levels what I did prior to retirement, and I have turned down a number of volunteer opportunities. Three volunteer jobs currently in hand sometimes feels like two too many

when I am trying to schedule a road trip.

I grew weary of my unfinished novel, which lacks, I am told by my wife, sexual tension, quite an irony given that I have a long history with tension, but I am told that's a separate issue.

Thankfully, I seem to be accepting the weather-bound pace of garage construction with little tension. In October when I was told that building my garage would take four to six weeks, I conceded that possibility, given that we were getting a late November start.

Ten weeks into the project, now, I have a little more clarity regarding that construction

timeline estimate.

When the first truss was raised, I watched optimistically and expected to be under roof by mid-December.

In January we were under roof, but only because everyone on this job has worked hard under less than ideal weather conditions.

We now wait for a couple of 40-degree bricklaying days, and maybe two more 40-ish days for the pouring of the concrete apron, electrical service trenching, and minor exterior trim finishing.

Motorcycle and car projects wait. I need to finish the repair to the Honda Fit that was clobbered in traffic in November. The 993 needs brake rotors and pads, and some TLC that requires temperature control. I need to repair, color match, and mount a fairing for the BMW motorcycle I rebuilt two years ago that will be picked up in the spring by the new owner.

And then I can get serious about dragging home the next project.

So much to do!

Those who matter most understand and have encouraged me during this garage project, but not everyone understands. At least one acquaintance thinks I am a fool at this stage of life to be building this garage. I understand why he feels that way, but we have little in common. Besides, what others think means little.

At this stage in my life, what the garage brings reaches beyond practical issues such as storage, shelter, or even work space. Nor is the garage a response to peer pressure or materialism.

The garage is about ensuring no regrets.

Peter Egan in the March issue of *Cycle World* writes about his friend, Lew, who plans to cele-



By Paul Elwyn

brate his 70th birthday by attempting to set a new Bonneville Salt Flats land-speed record for the Production Push-rod 650 class of motorcycles. Lew will not need to set a speed record to have no regrets.

As with most endeavors, it's not the destination, but the journey that matters. Lew and Peter are having a great time preparing the motorcycle for the land speed record run.

Every car and motorcycle that I have rebuilt I sold after having derived some pleasure from the completed machine, but the work was more important than the final product.

I have thoroughly enjoyed watching every phase of construction on the garage and talking with the workers.

More often than not, when a new crew arrives for a phase of construction, they look at the high ceiling and ask what kind of lift I will install, and they want to know what I will work on.

The drywall guy built a '33 Ford with '92 Corvette drive train. The concrete guy has a rat '34 truck with a crate engine. The siding guy and my builder have four-post lifts.

They understand what the garage is about.

Adding up the receipts once the dust settles may be a thriller, but I don't expect any regrets.

—Paul Elwyn



Not the best brick-laying or concrete-pouring or underground utility-trenching weather.

No substitute

By Neil Fisher



When I was in Middle School back in the mid '70's, my older brother had a '69 Corvette.

I thought it was a very cool car, and it was fast. He is eight years older than I, and he used to drive me to basketball practice after school in the Corvette. All the other kids used to stare or give the thumbs up sign. This was my introduction to sports cars.

At this time in life I had never seen a Porsche. I thought the Corvette was everything! One day while riding with my brother through town, I saw a 911 with a ducktail in a parking lot. I was struck by its distinctive lines, and it looked fast. I said, "What is that?"

My brother replied, "That is a Porsche." I had heard of the name, "Porsche," but had never seen a 911. My brother was fairly knowledgeable about cars and told me a little about it. We walked up to it and looked it over. I was smitten! I remember telling my brother, "I'm going to have one of those someday. He laughed and said, "It is pretty cool, isn't it."

I had several posters of 911s, 944s and 928s tacked up to my bedroom walls all through high school as well as the famous poster of Farah Fawcett in a swimsuit. I think every kid had that one on the wall in those days. Anyhow, I always wanted a Porsche! I collected books and models and just about anything I could about Porsche for

several years. I still have quite a few 1/18 scale models of Porsches that I collected long before I bought my first real car.

Well, just like my brother, my first sports car was a Corvette. It was a '93 40th anniversary edition. It was a nice car, and I do admit that I enjoyed it very much. But, I still longed to have a Porsche. Many people have asked me why I didn't buy a Porsche then. The best answer I can give is that I just didn't think I could get the car I wanted for the money I had budgeted to spend. So, I settled for a Corvette. I'm sure the Corvette folks would cringe at me saying that. I don't have anything against the Corvette. I think it is a formidable com-

petitor to the Porsche, but they are two very different animals.

Finally, I bought my first Porsche. It was a Boxster. I was very impressed with the handling and the feel it had for the road. I still wanted a 911, however, and decided to sell the Boxster and look for the car I fell in love with when I was younger.

I found my current car, an '87 911 Targa in Akron, Ohio. This is the design and body style that I always wanted. I remember the line in the movie *Risky Business* when Tom Cruise outruns Guido the killer pimp in his father's 928. "Porsche. There is no substitute." That is the best way I can explain it.

—Neil Fisher

Auction Week in Arizona the perfect car enthusiast January event

Text and photos by Richard Collins



This 959 with U.S. title sold for \$300,000, 25% below what the owner had hoped to receive.

If you have never been to the Scottsdale car auctions and have any interest in cars and beautiful January weather, put it on your 2012 list of resolutions to keep.

OK, it competes at about the same time with Key West Race Week if you are a sailor, or the annual Ferrari Cavallino track and show event in West Palm Beach, Florida if you are dazzled by the best of Maranello, but Scottsdale is a one-of-a-kind event.

My friend, Tom Marinshaw of the Diablo Region PCA near San Francisco drove his 2001 black stealth 996TT to meet me at the Phoenix airport midday Wednesday January 19. Barrett-Jackson, the grand-daddy of all car auctions (It's really a car show as well) was midway into

its second day when we arrived there.

We had obtained VIP passes thru a friend, so we had full access to the grounds and stage to walk, admire, stare, and shake our heads in wonderment at the more than 1,350 cars being offered on the market over a six-day period. All are offered at no reserve so 100% of the cars are sold to in-house bidders or internet interests.

Typically the first few days and odd hours offer the best of lower potential valued cars of all makes and models from classics to imports to rods to pick-up trucks and accessories. I suspect most of you reading this have at least seen the continuous coverage live on Speed channel.

As we entered the huge main tent which is 50% full of customs cars, accessories, manu-

facturers goodies, food and beverages, I listened and watched on a big screen as a pristine black on black 1979 Porsche 930 Turbo with 52,720 miles on it, was hammered down at \$29.7k, including the buyer's commission. This seemed to be at or below market offers and a quick up-close visual inspection showed this to be a well-maintained PCA club member's car. Being a turbo owner ('89 and '94 editions), I didn't know whether to laugh or cry.

Later, a pretty but super-charged 2001 996 coupe sold at less than \$30k, and it too seemed like a reasonable deal for those willing to chance a modified car. Later in the week a 1985 red Euro turbo slant nose cabriolet with only 31,000 miles sold for \$35.2k including buyer's commission.

Auction Week

Text and photos by Richard Collins

Older restored 50's and 60's pickup trucks with crate engines in them seem to have become popular over the past several years with many sold in the \$40k range. I had to sit on my hands while a beautiful 1990 white Ferrari Testarossa

tion. They had several Porsches on racks getting upgrades including a 2001 C4S adding turbos and other horsepower goodies. Custom fit headers and exhausts and other bolt-on modifications are all done locally.

the cost of the "real thing" but not my style.

From Vivid Racing we "turboed" over to the RM auction at the Phoenix Biltmore, our favorite auction from the previous year. This was awesome and separates the real money from the amateurs.

Buyers were checking out cars with flashlights, verifying cars histories, making notes to set their own bid expectations, etc. Many cars seem to return to RM over the years.

Our day and night there featured British cars while the next day all others were offered. Louisville's Adam Burckle had his very rare Healey Silverstone there which sold for \$192k including commission. I spoke to him afterward and he was very pleased. It gives him room in his garage to work on his Maserati 3500.

An original and US titled red 959 Porsche sold for \$300k, about 25% below what the seller had hoped but still a nice investment return.

My favorite, a 1984 512BBi Ferrari, the Testarossa predecessor, sold for \$88k with buyer's commission, slightly below market in my view. Also of note was a pristine 1994 red 964 Speedster which sold for \$71.5k. Several well done 356 Cabriolets went for strong prices as well.

On Friday, we went to Evolution Motorsports, also a well-known Porsche tuner. The TV show Supercar Challenge recently had Tanner Faust drive an Evo tuned twin turbo Audio R8 against an Evo tuned 997 Porsche Turbo driven by Indy car racer, Paul Tracy. Both cars reportedly had around 850HP. The Porsche blew away the Audio although both were built by Evo. Paul Tracy exclaimed it was the fastest car he had ever driven while Tanner Faust



This restored 1969 911E brought \$85,250.

with the famous 12 cylinder boxer engine and 16k miles went to a new owner for \$51.7k, far below its older multi-million-dollar valued cousins. The Testarossa and its newer cousin the 512TR were made in fairly large quantity (almost 2000) by Ferrari, so supply is no issue versus demand for the problematic and costly maintenance of these cars.

On Thursday we had scheduled a visit to Vivid Racing Company, a Porsche tuner and internet sales company prior to heading over to the RM auc-

We were given a tour of the shop and noticed a fad which had developed in California called "wrapping". In the shop was a formerly yellow F360 Ferrari "wrapped" completely in a carbon fiber-look cover made by 3M of vinyl. Next to it was an olive green BMW M5 wrapped in this same carbon fiber-look vinyl. Both looked very stealth and "carbon fiber" light but it was only a cover wrap which can be removed easily or changed without hurting the original paint.

I guess it is all a matter of taste and certainly better than

Auction Week

Text and photos by Richard Collins

pouted that something was awry with the supposed equality. Later, Evo put the 997 on its dyno and it indicated slightly over 1500HP!

They had several cars (Porsche Twin Turbos and GT2's) in their extremely clean shop getting HP upgrades from 750 to 1000HP. They do beautiful work and make most components in their own tooling shop. To get a stock 997 TT to 1000HP is approximately \$125k. And, they had done quite a few of them, with more in line.

After leaving the impressive Evolution Motorsport shop, we drove to the Bob Bondurant Driving School and track. This is quite a large facility. Bob was doing hot laps with a customer in a ZR1, several of which were on loan from Corvette for "stress" testing. They are in process of changing out several C-6 Vettes to GS editions and CTS-V Cadillac's for newer Camaros. They offer 40% discounts in the summer (120F), and in the three-day course they will tech your car so you can jump from their car to yours on the 3rd day. We put this on our maybe list for later contemplation.

From Bondurant's school we traveled over to the Russo and Steele auction. This five-day affair with over 600 cars was the one whose main tent was destroyed in a windstorm last year, damaging several hundred cars. Everyone was highly complimentary of the way it was handled by both Russo and Hagerty Insurance, a primary sponsor of the event. While a different clientele than RM, the crowd was no less enthusiastic for the cars being offered.

My favorite was a yellow 1973 Porsche IROC recreation of George Follmer's #4 race car. This was a true race car



and perfect in every detail. Having a clone of an IROC built on a 1975 Carrera tub, I think this replica was unbelievable in its originality and look. I missed it going over the block and the results of the auction haven't been posted as I write this.

One of our friends had his well-done TR3A sell at Russo for \$37.5k with the help of two colorful ladies he had offered the keys to drive it on the floor. I figure he made \$10k with that kind gesture.

On Saturday we decided it was our final day of auctions and attended the second day of the Gooding Company auction. Serious collectors and serious cars were being sold there.

Frequently you would hear the English auctioneer open bidding for "a million" and several hands would shoot in the air. A beautiful Porsche 904 GTS went to a new home for \$1.04M. A Ferrari FXX one of 30 built (cousin to the Enzo) sold for \$2.01M. A 1969

Porsche 911S sold for \$121k. A 1988 Porsche Cabriolet Turbo slant nose sold for \$52.8k, while a black Carrera GT was hammered at \$352k.

Several auctions, notably Barrett-Jackson and Russo and Steele, continued through mid-afternoon on Sunday.

My flight back to Nashville left at 5PM, and as we were well auctioned out, we stayed at the house to watch the football playoffs but with car stories to last another year.

As I read the wrap-ups of the week, a sort of economic watchdog for the year of car sales, media reported a preliminary sales total of \$157 million. 81% or 2,325 cars were sold through, although Barrett Jackson is a no-reserve auction and makes up more than half the total throughput.

My preference in auctions for quality of cars and serious buying clients ranks Gooding Company the best followed closely by RM. Barrett-Jackson and Russo and Steele are in a differ-

My favorite was a yellow 1973 Porsche IROC recreation of George Follmer's #4 race car. This was a true race car and perfect in every detail. Having a clone of an IROC built on a 1975 Carrera tub, I think this replica was unbelievable in its originality and look.

Auction Week Text and photos by Richard Collins

ent league yet both have great cars but a much larger spectator and carnival atmosphere than the latter. We did not get out to the Silver Auction house, so I cannot judge their operation.

One thing for certain, if you are thinking of purchasing a classic or exotic at an auction, do your research beforehand, set your limit and let opportunities pass you by if necessary. The professional bidders are well rehearsed at this, although even they get into emotional bidding at times. Amy Lassiter on the Barrett-Jackson stage can be subtly convincing with rival bidders.

Many car owners stay close to their vehicles, polishing and arranging literature and are very happy to show you their car and talk about its history before it rolls up on the block.

Great opportunities do exist at these soirees, so it is well worth the effort to attend and enjoy the week!



Ferrari Daytona once owned by Reggie Jackson



Adam Burkle of Louisville and his Healey special sold for \$192,500.



Carrera RS
VW

How "Porsche Parts Obsolete" began

Ken Partymiller secured permission to use the following article from www.partsobsolete.com

by David Coleman

The day is indelibly inked in Gary Emory's mind.

He was a novice parts gofer at Chick Iverson's Porsche dealership in Newport Beach, with an assignment to pick up an order from the distributor in Culver City. As he awaited delivery of his parts, he noticed to his horror that authorized personnel were dumping brand new 356 seats, motors and transmissions into trash bins behind the distributor's facility. What he saw that day "used to drive me crazy because I'm an enthusiast."

Emory subsequently learned that those parts in the dumpster were recycled before they ever actually reached the dump by the enterprising dump rats, who sold the goods on the black market.

Porsche knew this was happening too. So they took measure to ensure that these parts, that were supposed to be written off as surplus inventory, were actually destroyed.

Emory recalls that "field reps would take a hammer to the parts they wouldn't buy back from the dealers. We used to sneak around and try to keep them from wrecking the parts, but their job was to destroy that stuff."

After awhile, the distributors got smart and installed on-site crushers. Although it would take Emory 15 years to come up with a better scheme for disposing of surplus inventory, he finally convinced Porsche to allow him to bid on, buy, and

distribute these valuable items that would otherwise be mindlessly destroyed.

In 1975, he opened Porsche Parts Obsolete in Costa Mesa, and for nearly a decade, he acquired, catalogued and sold both vintage and new old stock (NOS) parts that had been declared dead inventory at the dealer and distributor levels.

Emory vowed to Porsche that he would improve the goodwill by making available parts the customers could find nowhere else- a precursor of the Porsche Vintage Program.

Along with all the prosaic bits and pieces came a truly astonishing cache of racing equipment that was so extensive that it arrived at Costa Mesa in four separate semi-trailers. In addition to all the Carrera 2, 904, and 906 parts that Porsche had been collecting for years in Lanham, Maryland, Emory also acquired Richie Ginther's entire 914 racing inventory from Culver City.

Those were the glory years at Porsche Parts Obsolete, when Emory could provide complete annular brake sets for Spyders, sheet metal for Carrera 2 engine compartments, 9" alloy-steel wheels for 906s, and cranks, rods and blowers housings for the four-cam motors.

Looking back at that period now, Emory says wistfully, "Most of the best cars in the U.S. have parts that came out of my inventory in those days."

In 1992 Gary decided it was time to make a lifestyle change. So he packed up the operation and headed for Oregon. He purchased a 50 acre farm in the Willamette Valley. This is the heart of Oregon wine Country. After a year and 20 semi truck loads Gary was ready for business in his 15,000 square foot barn.



TECHNICAL

Taking a closer look

968 rear brake bias valve upgrade

By Gary Hackney



Porsches make great track cars, no doubt about it. But very occasionally one is forced to question the decisions of Porsche's engineers. But first, some background.

In 2007 I was tracking my 968, probably even more than I am now. I had upgraded my tires & brake pads, and had replaced the ECU chip. One of the results was that I was entering corners faster and could brake later and harder. And I noticed that at times the rear of the car wanted to be in front. It never happened (under braking, at least) but the rear would definitely get light and squirrely during hard braking.

I did some research and learned all about rear brake bias valves. Porsche uses several, apparently all interchangeable. My car came with an 18/5 valve; others available are 33/5, 45/5, and 55/5 (I'll explain the numbers in a minute). Currently the part is around \$100.

We all know that the front brakes do more to stop the car than the rears (I had an instructor once whose mantra was "The brakes don't stop the car!! The tires stop the car!!" And he's right, but that's another article). The harder you try to stop, the more weight transfer you get, and the more important it is to have the right bias. Generally one wants the front wheels to lock slightly before the rears; this gives you more stability. Locking the rears first makes the car extremely unstable in a hurry. But when the rears are light under hard braking they'll lock more easily; thus the design challenge.

Engineers design the hydraulic system so the front has more capacity than the rear. In a car

with no rear brake bias valve, this is done with the size relationship of the front and rear caliper pistons, and/or the size relationship of the master cylinder piston diameters. The downside of this approach is that you get the same braking ratio all the time. Probably seldom noticeable but perhaps not ideal.

A rear brake bias valve gives the rear brakes full hydraulic pressure up to a point (note that if the piston diameters are different the fronts and rears don't work the same amount even with the same pressure), then reduces the rear's share of any additional pressure. In the case of my 18/5 valve, at any fluid pressure up to 18 bars (a bar is 14.5 psi) the front and rears get full pressure. But above 18 bars the rears get 50%--that's the 5 (although it's actually 46%)--of anything above that.

I never measured brake rotor temperatures at the track but found several examples online of 968 owners whose front rotors got much hotter than the rears, and they were replacing front rotors three times as often as rears. Obviously the rear brakes weren't doing enough work.

The 944 and 924S had no bias valve. The 944S (the first 16-valve 944, which had the same brakes as the standard 944) had a 33/5 valve. Oddly, the 944 S2, 944 Turbo and 968 all came with the "softer" 18/5 valve. Here's where I dare to question the Porsche engineers: Why do the higher performance models get less rear brake? The only potential answer I've found is that perhaps the front caliper piston diameters are larger on these cars; if there's that much

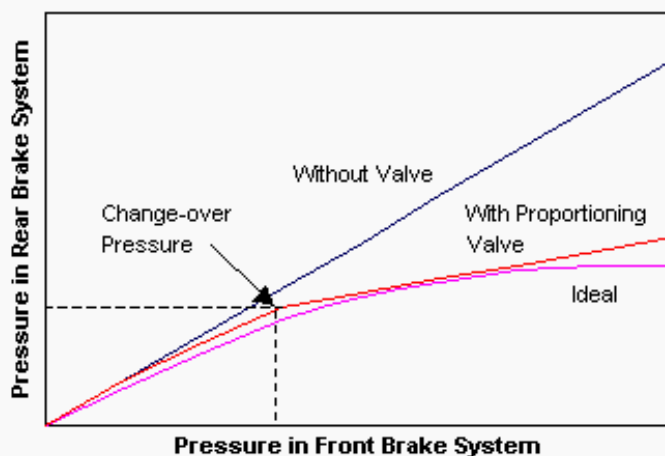


more front braking power, maybe the engineers were concerned that the rears would lock if they installed the valve with the higher threshold.

Changing to a valve which gives more pressure to the rear can tend to make the rears lock sooner; after all, they're getting more fluid pressure. But it also makes them work more and cause the fronts to have to do less of the work, and since they're working more the car is more stable under braking.

A common--for tracked 968s anyway--upgrade is to replace the 18/5 valve with the 33/5 valve from the 928. This gives full brake pressure for much longer but still reduces the rear brake load under very heavy

Front vs. Rear Fluid Pressure



968 rear brake bias valve upgrade By Gary Hackney

braking. This swap is what I did, and the nose of the car now has much less dive under braking, and the car feels much more stable.

Here's the pressure effect in bars of the new valve; as you can see it's not a huge difference, but it's enough to feel:

FRear w Rear w
18/5 valve33/5 valve
161616
181818
201920
222022
242124
262226
282328
302430
322532
342633.5
362734.5
382835.5
402936.5

423037.5
443138.5
463239.5

The actual installation was a royal pain in the ass. It's a bolt-on replacement, but the access is as bad as anything I've ever done on the car. The valve mounts to the top of the ABS control unit, which lives behind the passenger front wheel. #4 is the valve; it's hiding behind all the brake lines (graphic from Porsche 944 Service Manual).

My photos don't do it justice; I didn't take pictures in 2007 and chose not to remove the wheel well just to take a picture for this article.

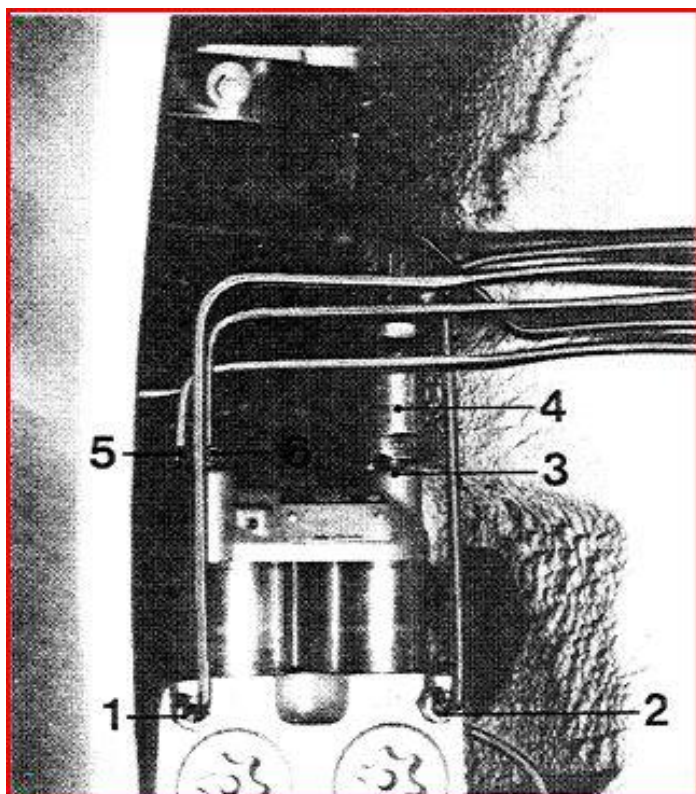
Easy to see but impossible to reach: I had no finger room, and wrench room to get about 1/16 of a turn, which meant I had to remove and turn the



Rear brake bias valve is located in the left wheel well.



Hydraulic rear brake bias valve



wrench over umpteen hundred times to get the darn thing tightened. As you can see from the photo, there were about nine threads to screw the hydraulic line onto the valve. And I had to hold the valve with another wrench--at least Porsche did put flats on it--to avoid twisting the hydraulic lines. Bleeding the brakes at the end was the easy part.

But it did make a big differ-

ence. It's not something I would bother with for a non-track car. I'm not a 911 guy, so my research didn't cover which 911 models have which valves. But for a tracked car that doesn't quite feel stable enough under braking, it's worth looking into.

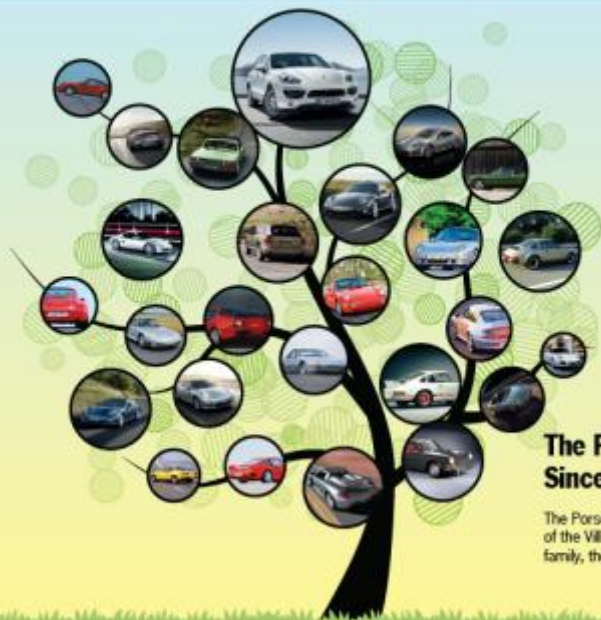
—Gary Hackney

Graph from www.connectivity.com/mkgross/FAQ/944faq13.html

Photos by Gary Hackney

You're Invited!

Please join us for The Porsche Family Tree Event II!



The Porsche Family Tree. Since 1948.

The Porsche Family Tree Event II will be held at Porsche of the Village in honor of the newest member of our family, the mid-size, luxury sport utility, Cayenne Hybrid.

You and a Guest are
Cordially Invited to Attend The
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Saturday, February 26, 2011
5:30 PM - 9:00 PM

Hosted by Porsche of the Village, Maserati of Cincinnati, Volvo of Cincinnati and Beechmont Audi



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513.272.7539 or 888.835.3610

If you require assistance for overnight accommodations please indicate when you make your reservation.



View last year's Inaugural Porsche Family Tree Event with Chris Riemann's production at www.porscheofthevillage.com/familytree



The Burmester® 16 Channel/Speakers, 1000 Watt Premium Surround Sound Audio System will be on Display.

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It's the
details that
make the
difference!

The Event
will be
held at...

PORSCHE OF THE VILLAGE

On the Luxury Campus of Porsche of the Village
4113 Plainville Rd. • Cincinnati, OH 45227
2 Blocks West of Mariemont Square

Presented by:



Roadrunner Region PCA to stage Fiesta New Mexico on Memorial Day Weekend, Registration begins Feb. 15th

Porsche lovers everywhere can't wait to drive their amazing cars, especially on new and twisting roads. Fiesta New Mexico has just what those enthusiasts are looking for and more.

Our State's marketing group describes our state this way: "New Mexico welcomes you with color and art, music and dance, breathtaking landscapes, and a heritage of Indian, Anglo, and Hispanic cultures that cannot be found in any other state in the union."

Over Memorial Day Weekend you will have a chance to see for yourself how true this statement really is. The Roadrunner Region of the PCA is once again hosting Fiesta New

Mexico (formerly Fiesta del Porsche). This year we are returning to our State capital with our theme "Return to Santa Fe."

In addition to drive outs through some of our breathtaking landscape our event will also include a Show & Shine concourse, autocross and a gimmick rally with a twist.

The Schedule of events includes a welcome party at 6:00 PM Thursday, May 26th at our host hotel, the Hilton on the Plaza. Friday will feature a Show & Shine concours at Museum Hill

(www.museumhill.org) featuring the Museum of Indian Arts and Culture, the Museum of International Folk Art, the Museum of Spanish Colonial Art and the Wheelright Museum of the American Indian and followed by a splendid buffet at the Museum Hill Cafe.

Saturday will feature an autocross at a special location. Because we will be in Santa Fe and within walking distance to the famous Santa Fe plaza, Fiesta organizers are turning attendees loose on Saturday evening to seek out and enjoy one of the many fine restaurants that surround the Plaza.

The Gimmick Rally will be ongoing throughout the weekend and conclude on Sunday. If you are not into competition, each day will also include a choice of two tours. As always our farewell awards banquet will be held Sunday evening at our host hotel. Check our new website www.fiestanewmexico.com for registration and other information.

Registration is open and our events are filling fast so don't delay, log on to our website today.

Dennis Ledbetter
Fiesta New Mexico Co-Chair



2011 Porsche Parade July 31 — August 6
Registration opens March 8

