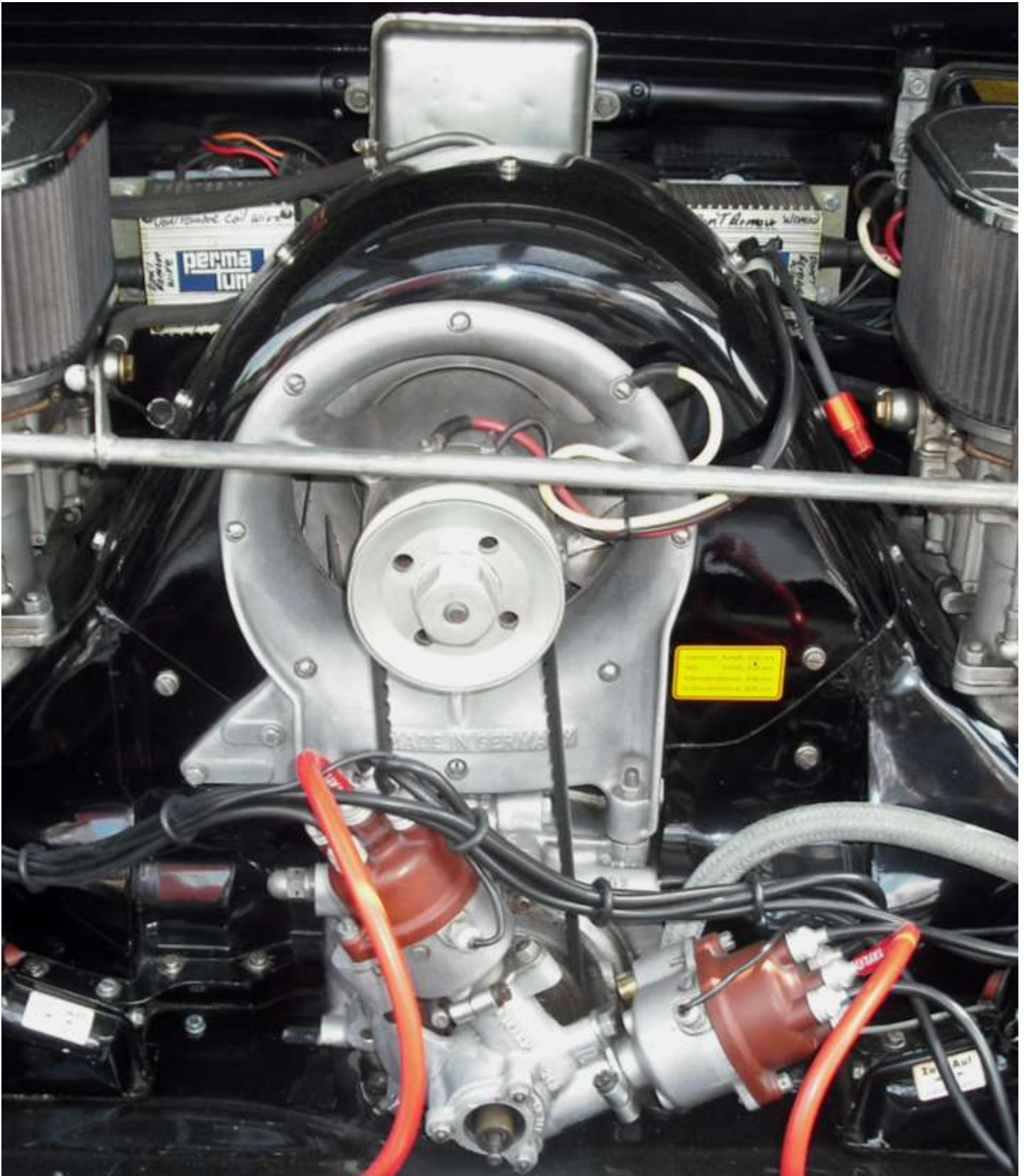


Bluegrass Region Porsche Club of America

RUMBLE

June 2011





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RUMBLE

June 2011 Vol. 9 No. 6

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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



June a busy Porsche month!

With Memorial Day Weekend in the rear view mirror it is finally time to get 'em out of the garage and on the road.

I hope that everyone had a safe holiday weekend and I would like to thank all of our veterans and members who have family that have or are serving in the military for your service to our great country.

June is shaping up to be a very busy month for the club with several activities on the calendar. We have something that will interest almost everyone. I hope you can fit the activities that you like into your busy schedules this month. We have our usual suspects: Board Meeting on the 6th at Sawyers downtown Lexington, Cars and Coffee at Ramsey's on Harrodsburg Rd on the 11th, Mem-

bership Meeting on the 19th at the Chop House on Richmond Road in Lexington. For the membership meeting at the Chop House please RSVP to me at 859-229-1376 or ptrckdvd@yahoo.com as we have a room reserved and the restaurant needs an approximate count to plan for.

From the 10th through the 12th there is a DE at Putnam Park in Indianapolis being hosted by Blue Grass Motorsport. The same weekend we have a drive and gathering at the Brass Band Festival in Danville on the 11th and a drive to the Ault Park Concours in Cincinnati on the 12th. The following weekend Jim Brandon will be hosting a Tech Session at his garage. Lastly there is a vintage Gran Prix at Mid Ohio Race track from the 24th through the 26th. The details for all of these events are in the Rumble or you can contact me at the above number and e-mail address.

I have been doing my DIY projects for the spring on my vehicles the last several weeks. I have done oil changes, brake flushing, air filter changes etc on the Patrick family autos. I do these simple maintenance items for two reasons: I enjoy doing them and I learn more

about the vehicles every time I do something new. For example did you know that the oil drain plug on a Cayenne is a little larger than on a Toyota vehicle? Doesn't sound like something to worry about until you remove the plug and the flow of oil is more than the small hole in your drain pan can handle. With the oil at around 200 degrees it is too hot to put the plug back in! The ensuing mess makes you wish you had an epoxy finish on your garage floor for easier cleaning. (Luckily I had some cardboard left over from the play set I had built for the middle school play and had put it under the car!) Now that is something that you don't soon forget. I should have gotten pics but was too busy cleaning up oil to think about it at the time.

Next for me is the DE at Putnam. I am really looking forward to it! I have only done one other DE and had a great time. I have been told this is a good time and that Blue Grass does a great job hosting this event. There will be several members of the Bluegrass Region attending so if you have not done a DE you should consider this one. Everyone is there to help out in any way

possible and I guarantee you will feel right at home. And on Monday when you tell people that you work with that you were at the track all weekend, they can't get enough info out of you. They will wish they could go with you.

I enjoy all facets of the car hobby that we are a part of and I know you enjoy at least some of them or you wouldn't be a member of this club. Let me know what makes your pistons go up and down (or side to side) and we will try to make an event that you would enjoy. You won't be the only one with that interest in the club, so let's get going!

Don't forget to put the Keeneland Concours on your calendar. It is July the 16th. This is our premier event. If you haven't been to this show yet you are really missing out. This year's marque is Alfa. Last year we had over 100 Porsches in the Paddock, and we won the Paddock Challenge. Let all your friends know about this great event and invite them to join us at a great show for a great cause.

Keep the oil changed!

—David Patrick

ROAD AMERICA
Road Racing at its Best

Thursday, August 18-
Saturday, August 20
3:30 p.m. CT
Duration: Four hours

Road Race Showcase Elkhart Lake, Wis., US

The "holy grail" of North American road courses, Road America stirs the senses of every fan and participant as soon as they roll in the gates. High speeds are the norm with runs through Wisconsin's scenic Kettle Moraine, and there will be even more this year with a four-hour enduro.

**Porscheplatz hospitality as last year
with Ken Hold again coordinating for PCA.**



ESPN 3.com

ESPN3.com, 3:15 p.m. CT,
Aug. 20
ABC, 4:30 p.m. ET, Aug. 21
[Get Tickets](#)



Help us identify programs for membership meetings

At the January board retreat 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.

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

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

Vintage GRAND PRIX OF MID-OHIO

JUNE 24-26, 2011

FEATURING PORSCHE

DON'T MISS YOUR CHANCE TO DRIVE YOUR CAR ON THE TRACK DURING THE LUNCHTIME PARADE LAP!

It's a "vintage car" invasion into MID-OHIO SPORTS CAR COURSE in Lexington, Ohio. All marques and clubs are welcome to participate in the VINTAGE GRAND PRIX OF MID-OHIO weekend, June 24-26. This is a once-a-year celebration you don't want to miss!

British Car Showdown – Saturday, June 25

- > Class Awards for Each Marque (Popular Vote Format)
- > Open to all British car marques and clubs
- > Commemorative souvenir

Concours d'Elegance – Sunday, June 26

- > 1st, 2nd and 3rd Place Awards for Classic and Contemporary Marques
- > Open to all makes and models; car clubs and individuals
- > Commemorative Souvenir

Celebrate classic cars on & off the track...

- > Sportscar Vintage Racing Association races all day
- > Legendary driver Brian Redman as Grand Marshal

VINTAGE GRAND PRIX OF MID-OHIO

VGP Hospitality Ticket
 (1 weekend ticket & hospitality) \$40.00
 (2 weekend tickets & hospitality) \$70.00

General Admission
 Saturday \$15.00
 Sunday \$15.00
 Weekend (Fri-Sun) \$25.00

These ticket prices are available only in advance and must be purchased by Wednesday, June 22. General admission tickets are available at the gate, and all tickets to the Vintage Grand Prix of Mid-Ohio cover the entry fee for the car show. Children 12 and under are admitted free.

Sign up your car club today!
 Contact Connie Bruce at
cbruce@midohio.com or 614-793-4600.

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**MORE THAN 400 AUTOMOBILES ARE EXPECTED TO ATTEND!
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BOARD MINUTES

May 2, 2011
The Pub

Board members present:

David Patrick, Neil Fisher, Mark Doerr, Bob Lovejoy, Ed Steverson, Robert McClelland, Paul Elwyn, Tim McNeely, William Glover

Members present: Mary Doerr, Maureen Elwyn, Ken Hold, Denise McCelland

Call to order by President David Patrick: 7:00 pm

Motion to accept April Minutes: Tim McNeely, Second Bob Lovejoy, carried

Treasurer report: \$4519.10
Motion to accept Tim McNeely, Second by Bob Lovejoy, carried

Membership Report: Membership is stable. Nothing to report.

Tech Report: Session tentatively set for June 18 at Jim Brandon's garage.

National PCA award nominations completed by Paul Elwyn. Our thanks for that extra work.

- **Activities Planning:**
Ramsey's on Harrodsburg Rd. still the venue for Cars and Coffee
- Membership meeting
Venue for May 15th motion for Calistoga's by Robert McClelland, Second by Tim, carried
- Board Meeting for June 6:
Motion for Venue change to Sawyer's downtown by

- Paul Elwyn, Second Ed Steverson, carried
- Membership meeting for June: Motion for venue change to Chop House by Mark Doerr, Second by Tim McNeely, carried
- August Social will be our Membership Appreciation Meeting
- Keeneland Concourse is July 16th Bob has Volunteered to chair our paddock with Maureen Elwyn and Tim McNeely assisting.

Keynote from the Zone 13 President's Meeting in Chicago:

- Porsche buddy system for new members. Match old members to new members with similar interests.



William Glover
Secretary

New Business:

- All drives will be considered A Charity Drive and members can donate into an annual pot for our charity. Motion by Robert McClelland, Second by Tim McNeely, carried

Motion to adjourn: 7:34 Tim McNeely, Second by Mark Doerr.

July 15 Membership meeting/pot luck, 5:30 pm, at the home of David and Patricia Patrick, 3212 Kettering CT, Lexington. Club will provide meat, beverages and paper products. Members bring pot luck. Special guest will be PCA National Secretary Caren Cooper. RSVP to Patricks by Wednesday, July 13th: 859-229-1376.

Ault Park Concours Drive June 12th

Hey! To all car folks who enjoy viewing beautiful exotic autos up close and personal.

On Sunday, June 12 will be the 34th annual Ault Park Concours. There will be over 200 collector cars and motorcycles on display in Cincinnati's historic gardens at Ault Park. This year's featured Marques: "Red Hot Rides – Ferraris and Fire Engines" plus 13 regular classes of Classic, Vintage and Exotic Cars.

Special displays include: Free.

- 100th Anniversary of the Indianapolis 500
- 50th Anniversary of the Jaguar XKE
- "Wagons Ho" – Family Station Wagons & the 85th Anniversary of Route 66.

You can get more information at:
www.cincyconcours.com/index.asp.

Ticket Info: Presale: \$20 ea / four for \$60. Day of Show: Adults \$25, Student (13-18 w/ID) \$15, Children 12 & under

With such a wide offering of such differing displays, the Ault Park Concours provides interest for the whole family. So bring the whole family!

For the past six years, the Bluegrass Region has driven as a group to the Cincinnati event and parked in reserved Porsche areas. I will be chairing this year's drive.

The plan is to meet at the Georgetown Wal-Mart parking lot at 8:00 a.m. and drive up in a Porsche group. We will leave the lot at 8:15 sharp. You can get to the Wal-Mart by taking exit #126 east off of I-75.

Let me know if you are planning to go or have any questions.

Ken Hold
859.396.3502

CALENDAR OF EVENTS

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

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

Jun 11 Cars & Coffee, Ramsey's on Harrodsburg Road, 9-10 am.

Jun 11 Bluegrass Region Picnic at the Great American Brass Band Festival, Danville, 5-11 pm. Food and drink on site or bring your own, a lawn chair and umbrella. Free jazz, blues, classical, traditional brass music all evening. Porsche caravan to Danville by Neil Fisher. Meet at Ramsey's Diner, Harrodsburg Rd. at 3:15 pm. Depart at 3:30 pm Contact

Neil Fisher at nfisher01@roadrunner.com or 859-312-7852. Contact Paul Elwyn 859-583-0205 regarding the picnic at the festival or see Page 11.

Jun 12 Ault Park Concours drive to Cincinnati led by Ken Hold. Assemble at the Georgetown Walmart parking lot at 8am. For further information, contact Ken at kendellhold@insightbb.com or 859.396.3502.

Jun 18 2.7 engine tech session, 10 am-Noon, Jim Brandon's Garage. See Chat for more details.

Jun 19 Membership meeting, 5:30 p.m., Chop House,

Richmond Rd. RSVP to David Patrick at 859-229-1376 or ptrckdvd@yahoo.com

Jun 24-26 Mid-Ohio Vintage Grand Prix with Porsche as the featured marque.

July 5th (Tuesday) Board meeting, Sawyer's, 6 pm dinner, 7 pm business. Everyone is welcome!

July 15 Membership meeting/pot luck, 5:30 pm, at the home of David and Patricia Patrick, 3212 Kettering CT, Lexington. Club will provide meat, beverages and paper products. Members bring pot luck. Special guest will be

PCA National Secretary Caren Cooper. RSVP to Patrick by Wednesday, July 13th: 859-229-1376.

July 16 Keeneland Concours d'Elegance. The Porsche Paddock is the largest gathering of Porsches in Kentucky. Contact Bob Lovejoy or Tim McNeely to volunteer for the Porsche Paddock.

July 23-24 Pittsburgh Vintage Grand Prix. Racing in the park, free admission. Porsche is featured marque. <http://www.pvgp.org>

July 30 P2O, caravan by Tim McNeely. See Chat for more details.



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Let's win the Paddock Challenge for a *third* consecutive year!

Join us **July 16th**
at the Porsche Paddock,
the largest gathering of
Porsches in Kentucky.

We need volunteers to
park Porsches, welcome
visitors, and ensure
awareness of the
Challenge to benefit
children. Contact Bob
Lovejoy at
bob1@lexmark.com or
Tim McNeely at
TMcNeely@vp.com to
volunteer.

**Six volunteers are
needed each hour
beginning at 7:30 am.**

Alfa Romeo is the
featured marque this
year.

Work a shift at the
Porsche Paddock then
see a **Kentucky Top 10
Event** and *the finest
assembly of Porsches
in Kentucky!*



2011 Porsche Boxster Raffle

1,000 Tickets • \$100 Each



TICKET DRAWING AT THE KEENELAND CONCOURS
SATURDAY, JULY 16, 2011

To purchase raffle tickets call 859-422-3329 or 859-321-5511.

Looking for an excuse for a road trip?

Point your Porsche to Pittsburgh and join over 200,000 enthusiasts for *free* vintage racing on city streets and much more!

<http://www.pvgp.org>

Admission is free to the public!

Schenley Park is the scene of our nation's only vintage race held on city streets. This 456 acre golf course and park hosts over 2,000 show cars and well over 200,000 spectators for the weekend. The PVGP races through Schenley Park are considered by many drivers to be the most challenging race course world-wide. The 2.33 mile circuit has 23 turns not to mention haybales, manhole covers, phone poles and stone walls.

Saturday, July 23

Vintage Racer Practice Sessions 8:15 - noon

Sunoco Vintage Track Rides noon - 1:00

Vintage Qualifying Races 1:00 - 5:00

British Car Day 9:00 - 5:00

International Car Show 9:00 - 5:00

Sunday, July 24

Vintage Racer Warm-up Sessions 8:15 - 11:00

Parades and Opening Ceremony 11:00- 11:50

Crown Royal Vintage Races noon - 5:00

International Car Show 9:00 - 5:00



Porsche Show at Schenley Park

Saturday, July 23 10:00 AM - 5:00 PM

All Porsche owners are invited to take part in the weekend festivities at Schenley Park. Participants will be treated to lunch and refreshments. A Race Program, dash plaque, and event poster are included with registration. There are plans for a display of new, vintage and race significant Porsches. During the weekend 2,000 cars from all parts of the world are displayed on the golf course.

Join the **Great American Brass Band Festival & Bluegrass Region PCA Picnic** June 11th

Join fellow Porsche enthusiasts for an exciting evening of music in Danville, June 11th, from 5 to 11 pm.

What you have seen on Lexington news broadcasts portrays the *stereotype* that people expect when they hear “brass band festival,” **but this event goes WAY beyond what you expect** with professional blues, jazz, classical, Mardi Gras funk/soft rock/reggae/hip hop

New Orleans party music!

We will gather at 5 pm on the lawn of Centre College near the main stage where professional musicians will perform nearly non-stop until 11 pm.

Bring a lawn chair, choose from a number of food vendors on site, or bring your own picnic dinner along with your favorite beverages and kick back to enjoy an evening of lively music under the stars.

This event runs rain or shine, so bring your umbrella.

The festival on Saturday be-

gins at 9 am with several performance sites and a parade (see the schedule at <http://www.gabbf.org>), but the main stage on Centre’s campus is the place to be beginning at noon if you want to spend the afternoon prior to the Porsche club event enjoying the music and simply relaxing with reading material or napping under a shade tree.

Join the drive to the festival

Neil Fisher will lead a scenic drive from Ramsey’s on Harrodsburg Road to Danville.

Assemble at 3:15 pm, depart at 3:30 pm.

Check the map below for the best parking. Shuttles run every two minutes, so you can catch a ride to the performance area.

The plan is to enjoy the music and one another’s company at one of the best music festivals in the country that draws over 50,000 visitors from around the

world.

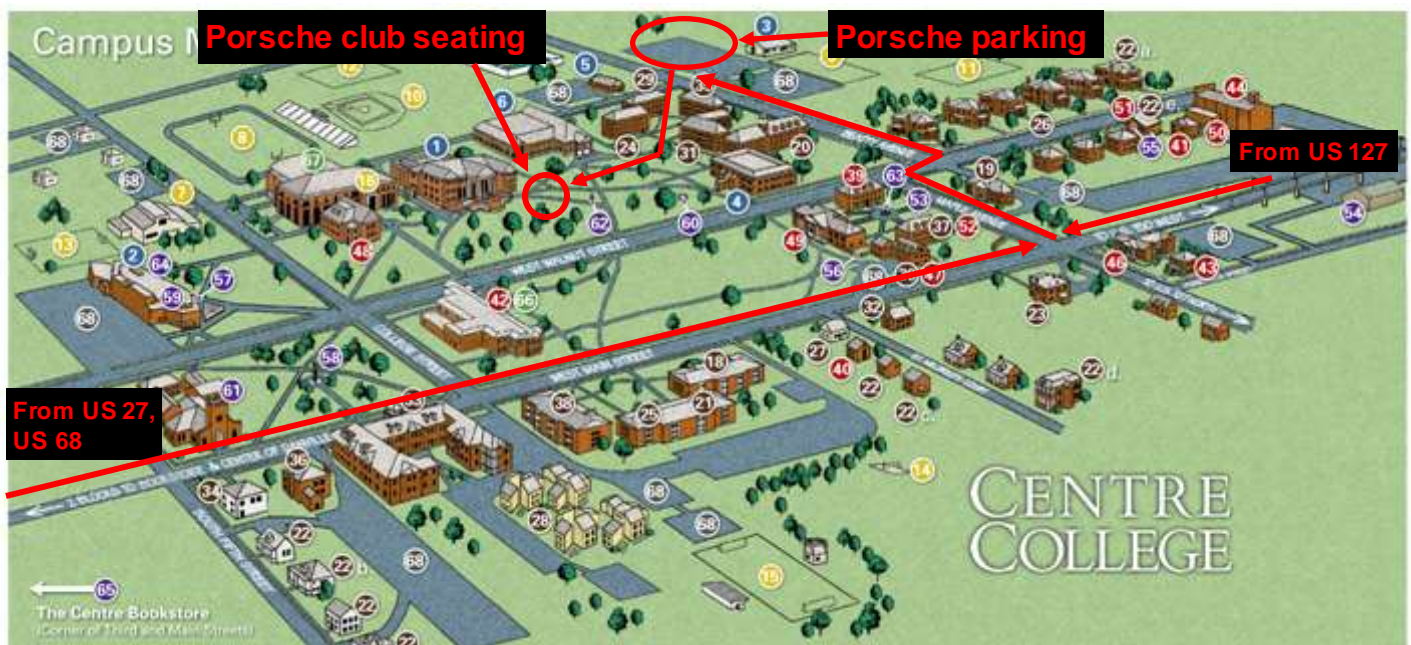
We will try to have our club banner on site to the right side of the main stage so you can locate our seating area.

We hope to see you at the festival!

—Paul and Maureen Elwyn

For more information about the performers and schedule of events:

<http://www.gabbf.org>





Cars & Coffee

**Join us
for Porsche talk & breakfast
June 11th
at Ramsey's Diner
Harrodsburg Road
9:00 am-10:00 am**

**Water beads on Neil Fisher's
well-waxed '87 Carrera Targa
at the May Cars & Coffee**

More Cars & Coffee



Steve Hamrin celebrated his birthday at the May Cars & Coffee by bringing wife and daughter to breakfast in the 944 he has owned since buying this Porsche new in 1987. Sport seats from this era are all-day comfortable while providing excellent support.

David Patrick in his Cayenne parks next to Neil's Carrera.



Workbench first project challenge in new garage

By Paul Elwyn



I take comfort in not being able to recall all that I did or attempted to do in my youth.

I am able to adjust personal history to suit me with no guilty conscience because I am not sure any longer what is true and what is not.

I like to think that at my peak as a hobbyist I produced some noteworthy work on cars and motorcycles. Photos to some extent will back me up on that self-image.

A number of BMW motorcycle club members, those who were around and whose memories have not faded too severely, could confirm my once-upon-a-time talent for quickly changing bodywork and producing paint schemes including pinstripes on a whim.

In my most recent motorcycle rebuild, the bike, thankfully, worked well when finished, with fresh engine, transmission, rear drive, electrics, and brakes, having run happily for over 5,000 miles prior to my selling the bike. The new owner rode the 32-year-old boxer from

Kentucky to California. So all is not lost, although he offered to write about his journey for the BMW newsletter that I edit, so we'll learn more, maybe, about the bike and me.

But that project that began two years ago jolted me into an awareness of the fact that I am not the man I once was, at least not the man I remember me being. I blame the struggle to



some extent on the old garage.

Oh, well. Now that I have a new workspace with T-8 lighting, an efficient heat pump, hot water, and sufficient floor space to make big messes without tripping excessively, I can no longer blame my work on a cold, under-lit, and smallish garage.

Not surprisingly, the first project challenge in the new garage did not involve a car or

motorcycle, but construction of a workbench, an effort to save a little money.

The accompanying photo intentionally does not reveal in detail my latest effort. The image captures the general effect, which isn't too disturbing. It's sort of like the drive-by paint job; doesn't look bad at a glance and while moving, avoiding close scrutiny.

The main bench is my standard heavy-lumber fixed stand-up-to-work bench, nailed to wall studs to prevent the structure from collapsing.

This bench is a copy of the one that moved from my town workshop, and it has served in my attached, "old" garage, where I have tortured cars and motorcycles for 23 years, and 8 years prior to that in town. This is a proven device, if not elegant in execution.

The smaller bench, conceived as much to protect and conceal the water heater and plumbing for the utility sink as to provide a second work space along the double-wide window, has been somewhat more of a pioneering effort for me.

What you can discern in the

photo, is an incomplete structure awaiting restoration of plumbing undone to re-orient the sink to maximize space; the enclosure element of the bench remains to be created.

This bench is number 2. Number 1 was so unsettling that I tore it out and started over.

At the time of the photo, I was gathering courage to restore plumbing and to figure out how to complete this bench without destroying many more trees.

What is gratifying in all of this, is the realization that I remain, today, at least in the context of this bench project, the same man I always have been.

This is good, because I cannot afford diminishing wood-working skills.

I also take comfort in the knowledge that what I did in building this bench will inevitably make others who have any competent wood skills whatsoever feel superior.

Any awareness of the bench struggle will fade with time, anyway, as I become engaged in car and motorcycle tasks where through delusion I will recall how skilled I once was.



More than a car show

By Paul Elwyn



Tommy Trabue, owner/vintage pilot of Abarth Porsche Carrera GTL #1006, one of 20 Abarth Porsches. The GTL raced to European GT class championships in the years 1960-1963.

On the surface a gathering such as the annual Tennessee Tubs Concours on the farm of Cal Turner, III southwest of Nashville, TN, is a small car show with an excellent Bar-B-Que lunch/benefit served

under tent alongside a stunning collection of Porsches.

Beyond this casual observation resides a more interesting collection, the people who comprise the Porsche community gathered at the Tubs event, people such as Tommy Trabue and Jim Watson.

Tommy Trabue

In the distance we heard the staccato rumble and stuttering of a high-performance four-cylinder engine clearing its throat. As the uneven stumbling of the engine transitioned to a smoother voice, the crowd stepped aside to clear a path for Abarth #1006 as it approached

the display area in front of the garage alongside the lunch tent.

Behind the wheel owner Tommy Trabue maneuvered the low coupe into position, climbed out, then placed a wheel chock in front of the left rear tire to ensure #1006 did not move while unattended.

Actually, the car never was



unattended as spectators circled the car with cameras capturing every possible angle of the rare four-cam racer.

Abarth #1006 now runs a 2 liter four-cam making between 165-170 horsepower, according to Tommy. The all-aluminum car weighs between 1900 and 2000 pounds, and today is nearly flawless in body and mechanical condition.

Phil Carney provides the following regarding Tommy's GTL:

The GTL Today: #1006

Excerpt from
"Abarth Carrera GTL: A
Happy Marriage of German
Engineering and Italian
Style," by Phil Carney,
Porsche 356 Registry,
July/August 2010

Just because a nice 1960 Porsche GTL is worth an order of magnitude more than a nice 1960 Porsche 1600S, it doesn't mean the GTL should be wrapped in a plastic bubble.

One man who lives this axiom is Tommy Trabue, the current custodian of GTL 1006.



In late July 1960, Porsche-



Abarth 1006 was completed





The GTL Today: #1006

Excerpt from
**"Abarth Carrera GTL: A
 Happy Marriage of German
 Engineering and Italian
 Style,"** by Phil Carney,
Porsche 356 Registry,
 July/August 2010

and shipped to the Sonauto Porsche dealership in Paris. For the next eighteen years the car roamed throughout France competing in various road races primarily in the hands of Robert Buchet who was a Porsche dealer in Poitiers, France.

In 1978 the car made its way to the United States. The car had been driven hard and was in rough shape but very restorable. The aluminum at the rear was wrinkled and had to be straightened but the front section was damaged so heavily that new metal was required.

The Type 692/3 four-cam engine also needed a thorough rebuild. Restoration of an aluminum-bodied, four cam

Porsche is expensive and due to a changing economic environment, the GTL went through three American owners before being purchased "mostly assembled" by Tommy Trabue in the early fall of 1984.

Tommy had been a sports car buff from the time he first noticed automobiles. "My first 356 ride was probably in the late fifties. A friend of mine took me for a ride in a '55 Speedster. It was in December, the weather was terrible and it was raining and cold and the heater didn't work. I fell in love with the car and said I'm gonna have one of these."

He purchased his first 356, a well worn 1962 Super Cabrio-



Number 1006 with Tommy Trabue at the wheel through the corkscrew at Laguna Seca.
 Photo from Porsche 356 Registry, July/August 2010

let, within a month after graduating from college but it wasn't until the early 1980s that he became a serious Porsche collector. He had grown up working on air-cooled engines and always loved their simplicity and versatility. In addition to this he liked copious power in a small displacement engine, good handling and reliability.

All of his criteria came together in the Porsche and on top of that he really liked their unique styling.

Although his GTL was not really purchased with the intent of it being exclusively used for vintage racing, it saw repeated time on Eastern states tracks for the first four years Tommy owned it. The car proved to be more than a handful during these outings. "It handled pretty crappy; it was not fun to drive." Piloting a light, powerful rear-engine car takes some skill but Trabue had considerable racing experience with several 356s, a 550 and his Denzel so he knew the GTL's wicked road manners were not due to the fault of

its pilot. And naturally, when something isn't fun, you stop doing it. So the GTL went into temporary retirement from racing.

At the Monterey Historics in 2003, Dean Watts, the owner of GTLs 1004 and 1010, put a bug in Tommy's ear "to get the car right." Trabue loved his GTL and knew racing was its *raison d'être*. The previous restoration effort had repaired the body, interior and drive train but the suspension was one area that had been ignored. So Tommy had his GTL shipped off to Vic Skirmants to have everything sorted out. Vic, a very experienced mechanic and driver, is a master when it comes to setting up a race car.

"It is a dream to drive now." For Tommy, vintage racing is all about having a good time. "I'm competitive and I want to do well. But most of the time, I am racing against myself. It is about how did I perform? Did I drive the car well?" In 2004, at Monterey, everything came together for Tommy and

the GTL. "I just got chills when I sat in the GTL and thought about the guys that drove this car back in the 1960s."

At the moment, Trabue is racing a 1965 two-liter 911 and a 1970 914/6. This doesn't mean that his GTL, or any of the other Porsches he owns, are sitting idle. He drives all the cars in his collection as much as he can spring, summer and fall.

"If it's not going to rain, I drive a different car home every night."

GTL 1006 "is my favorite 356 and favorite Porsche. I get chills when I drive it. Last week on a pretty day, I took it out for afternoon exercise on the country roads near where I keep it. What a blast! The local cows won't give milk for a month."

—Tommy Trabue,
 March 19, 2010



More than a car show

By Paul Elwyn



Jim Watson, honored for a lifetime of service to Porsche owners beginning in 1956, retired at the age of 75 at Daytona from a 38-year racing career. Today, at age 81, he continues to build engines and provide Porsche service from his garage in Lewisburg, TN.

Jim Watson

Fit and an engaging conversationalist, Jim Watson has the presence of a man at least ten years younger than his 81 years.

Jim has been honored by the Tennessee Tubs club for a lifetime of service to Porsche enthusiasts, and the Historic Sportscar Racing organization presented him with a plaque at the Friday driver's meeting and staged a Daytona Victory Lane celebration and photo session on Sunday in November of 2005 to mark Jim's retirement from 38 years of racing at the age of 75.

As the Huntsville, Alabama Porsche dealer for years, Jim carries a broad range of Porsche

experience, but it's his workshop in Lewisburg, Tennessee where he has acquired the reputation as the "Guru of 356s and 911s."

He had had a hand in the work on several of the Porsches on display at the Tubs event, and he was busy throughout the day on Saturday as enthusiasts greeted him.

His 1960 Beutler outlaw (right), one of five cars built, drew nearly as much attention as the Abarth GTL.

The main attraction, from my perspective, was Jim, himself, as he warmly greeted total strangers to share his passion for Porsche.

—Paul Elwyn





Richard Hughes coordinated a caravan from Bowling Green to the Tennessee Tubs event.

We assembled at the I-65 Exit 22 Shell station where Richard thoughtfully provided instructions on how to avoid construction on the Nashville portion of the drive.

When we arrived in Nashville, the backed-up traffic appeared earlier than anticipated requiring a quick exit onto city streets where Richard calmly led us through a series of turns and through many traffic signals, managing to keep the group of eight cars together.

Anyone can drive stupid fast if leading a group is a secondary concern, but a thoughtful leader manages a good pace while keeping the group together, and Richard in his 1974 Carrera RS is a model group leader.



Bud Theobald of Louisville with his 1970 911E with only 31,000 miles.



Richard Hughes providing instructions.



Richard Collins (above) with his newly acquired (from brother Ken) GT2.



Right: Ken Collins with his Carrera S sporting wheels from his GT3.









A sunroof Brumos RS?







Photography
by Kenneth Slone



Drei Staaten Gruppe family picnic

Text and Photos by Michael Spirito



Above: Mike Spirito at the wheel of his award-winning 356 Roadster.

Left and below: 904 owned by Ken Allison, Lexington

I was unable to make the Tenn Tubs meeting on Saturday, so I thought it would be fun to meet with the DSG people on Sunday at their family picnic.

It is held every year the day after the Tubbs event and often times there are people that attend both events as both clubs have the Porsche 356 as their focus.

John Downs and I drove up to Sharon Woods Park going on Route 27 most of the way through some very scenic countryside. John was in his 928 and I was in the roadster.

It was great going until we reached Covington at which point we had to cross the whole city to get back onto 75 to go to the park that is on the north side of Cincinnati.

The setting and the weather were really perfect. The people from the club were very hospitable and friendly, and there was a wonderful buffet with all sorts of refreshments.

In attendance were no less than 16 356s of which there



were 3 roadsters and the convertible D of Mr. Smith who had made the trip from Frankfort. There was also the 904 of Ken Allison's from Lexington.

It is always a pleasure to see a 4 cam motor. There was a very nice 1967 Alfa Duetto Spider.

We left the party shortly after lunch so as to avoid the rain

and made a speedy trip home on I-75.

—Mike Spirito

Drei Staaten Gruppe family picnic By Michael Spirito





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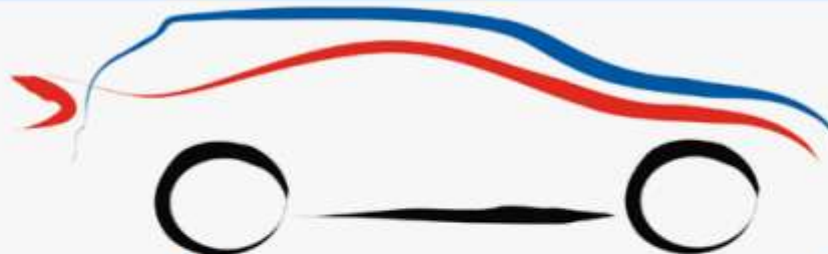


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The Clash at Watkins Glen

By Jack Striffling with photography by Chris Martin and Matt Romanowski



Photo by Chris Martin

Last year, Chris Martin and I wrote a *Rumble* article following a big PCA race weekend.

At the time I said there were three big, historic, "must-drive" tracks left for us in the eastern United States: Road America, Watkins Glen, and VIR. We had just spent Labor Day weekend racing at Road America in Elkhart Lake, Wisconsin. It was an amazing track and a really fun holiday weekend. That left two tracks remaining on the list. And this year we decided to make the long journey to the true Mecca of North American road racing... Watkins Glen International.

Watkins Glen is located 620 miles away on the southern tip of Seneca Lake in the Finger Lakes Region of upstate New York. Similar to Elkhart Lake,

road racing began in this vacation town 60 years ago when Cameron Argetsinger created a race through the streets of the town of Watkins Glen in 1948.

After a spectator was killed in a crash in 1952, a permanent race course designed by Cornell engineers was completed in 1956. Between 1961 and 1980, Watkins Glen hosted the U.S. Grand Prix Formula One race. The Indy Racing League and even NASCAR (since 1957) host annual races at the Glen.

PCA's "The Clash" race is the second biggest race on the PCA club racing calendar behind only Sebring. This year, there were 240 racers registered. So again, with much trepidation, Chris and I decided to sign up and jump into the deep end without ever having driven there.

I say trepidation because Watkins Glen is (in)famous for many things. First of all, it is arguably the most historic of all the North American road courses. Pulling into the paddock is a real experience in itself with the huge grandstands surrounding large portions of the track. The track is big. Really big. And the whole grandness of the facility is intimidating. It is also an "old school" track with little room for driver error. Almost the entire track is lined on both sides with the frightening "blue bushes." For some reason, the miles of armco barrier have always been painted a characteristic light blue color. In any given corner, if you track out a little wide and put a wheel off, expect to get a face-to-face introduction with the blue

bushes. There is not a single corner that does not demand complete respect from a driver.

And last but certainly not least, Watkins Glen is fast. All but one of the 11 turns has positive camber and banking that allows cornering speeds to be significantly higher than what you would expect possible. Unless you have driven at Daytona, there is really nothing else like it. Of the six tracks I've driven, this is the only track that I did not need 2nd gear. There are no slow, tight corners. It is all big and fast. You spend a good portion of each lap "flat-out" and praying that you don't blow a tire or break a piece of your suspension. Driving at The Glen can indeed be a religious experience.

The 3.4 mile track has many very classic corners as well.

The Clash at Watkins Glen

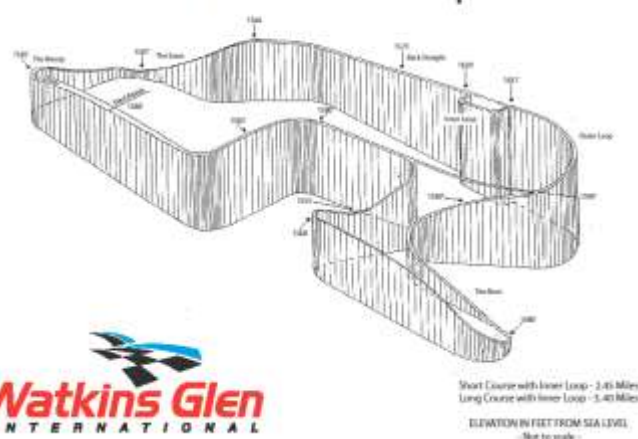
By Jack Strifling with photography by Chris Martin and Matt Romanowski

Turn 1 is referred to as "The Ninety" (as in 90 degree) and is the first taste of what steep banking feels like in a Porsche race car. Pulling the car way down to the apex here is quite an experience. It's as close to a roller coaster turn as I've ever navigated in my car. This leads to the ultra-classic climbing esses (Turns 2, 3, and 4). A fellow racer offered this advice to us about the esses: "You better learn how to be flat-out from the apex of Turn 1 all the way through the esses, or else you'll qualify last." Great, that sounded impossible. And terrifying. In fact, Chris and I did master this important combination by the end of the third practice session. It now holds the coveted "scariest" section of

track that I've ever driven. The esses are so important because they lead on to the long back straight where even an old 225 hp 911 can reach speeds approaching 130 mph.

The next famous combination is "The Carousel" (Turn 5) and chute entering "The Laces" (Turn 6) of "the Boot." Again, these turns have steep banking that allow (seemingly) insane speeds to be carried. Though I do not have onboard data to confirm this, I suspect that the lateral G forces in The Carousel are by far the highest I've ever experienced. This is followed by the downhill banked Turn 6 which is just really wild. The steeply uphill Turn 7 follows which leaves almost everyone begging for

Watkins Glen International
Track Elevation Map



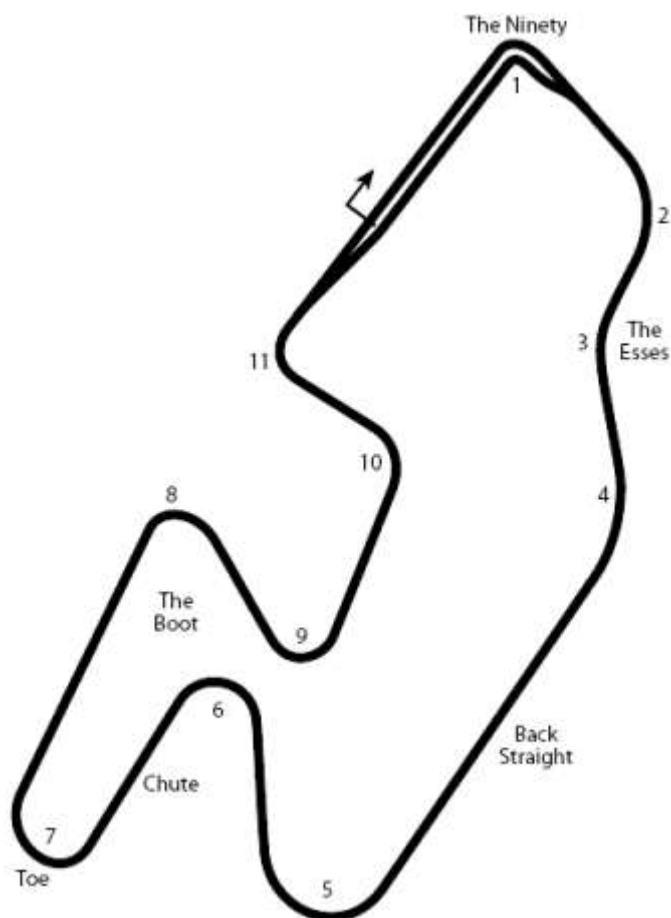
more horsepower. The last sector of the track is defined by the only off-camber turn (Turn 9), which is followed by another fast and scary Turn 10. Again, I was warned that Turn 10 only required breathing off the throttle a little or a tiny bit of left-foot brake to set the front of the car for turn-in. This took several sessions to work out but I eventually got it. Sort of like the esses- you either figure it out or qualify last (or get rear-ended by the mob behind you).

Unlike the Road America race last year, Chris and I were not able to drive the Thursday "Test & Tune" before the race weekend started on Friday. Therefore, practice session 1 on Friday morning was crazy, to say the least. As we tried to navigate that big track for the first time, we had 50 other racers out there around us trying to get in some good practice laps. It was not fun. However, practice sessions 2 and 3 got progressively better as we began to learn the limits of the banking and the subtleties of each turn. Overall it was a great first day and we were excited about the

Sprint races the following day.

Chris and I both survived the two 30 minute Sprint races quite well on Saturday. Our lap times continued to improve and I, for one, began to gradually relax the death grip on my steering wheel. The racing was close and good. With so many other cars on the track at one time, there was always action and someone to battle with no matter how fast (or slow, rather) we were.

Saturday afternoon, Chris took advantage of an unusual opportunity. Watkins Glen hosts an annual "Fly By Night" Duathlon (running and cycling) late in the afternoon on Memorial Day weekend. What was



The Clash at Watkins Glen

By Jack Striffling with photography by Chris Martin and Matt Romanowski



Photos by Chris Martin

particularly neat about this event was that the bicycling portion of the race was actually on the race track itself (perhaps the only race of its kind in the country?). Being an experienced Ironman triathlete, Chris of course competed very well and finished strong. He appeared to be one of the few cyclists that were able to ride

the bike course without using the brakes at all. His wife Cara and I had a good time cheering him on from the grandstands during the 100 minute race.

Sunday was the 90 minute Enduro race. I got off to a pretty good start but had a mechanical problem 6 laps into the race. As I was up-shifting to 4th gear down the front

straight, my gear shifter fell to the floor. I managed to coast and pull off the track behind the wall at Turn 1. I reached down and realized that my gear shifter had become completely unbolted from the shift rod. Obviously that was the end of the race for me. Chris soldiered on and had a great race; again lowering his lap times nicely. I

was able to put the car in first gear by hand and drove back into the paddock after the race ended.

We loaded both cars on the trailers escaping any serious problems and got back home before midnight.

Chris and I both really enjoyed the weekend and highly recommend it to anyone inter-

The Clash at Watkins Glen

By Jack Strifling with photography by Chris Martin and Matt Romanowski

ested in making the trip. The 10 hour tow is a relatively easy (and scenic) one. Watkins Glen is definitely another one of those truly "special" tracks. We would like to make this an annual voyage but the current dates place it only two weeks behind our "home race" at our beloved Mid Ohio. Two race weekends in two weeks is tough to do.

And then there was one!

—Jack

Photos on this page by Chris Martin



The Clash at Watkins Glen

Photography by Matt Romanowski



Top: Chris Martin in his D Class SC.

Below: Cars in the race group with Jack and Chris in the famous climbing esses. Photos by Matt Romanowski

The Clash at Watkins Glen



Photos by Chris Martin

TECHNICAL

Taking a closer look

997 Brake Flushing 101

Text and Photos by David Patrick



As we all know the brakes are arguably the most important system of our cars.

(With the possible exception of the Sound System according to some of the younger members of my family.)

With the brakes being such a key system for the safety of our vehicles, it is that much more important to make sure we maintain them correctly.

As the brake pads wear, all modern vehicles have some sort of warning system to let us know that they need some attention. Some have very simple spring steel that will rub on the rotors to make noise. Others have electric sensors that will turn on a light on the dash for us.

One area that is easy to overlook is the brake fluid. Porsche recommends that we flush (change) the fluid every two years at the least. If you run a lot of DE's or really drive the car hard, you need to do it more often.

There are two reasons. Number one is that the brake fluid will attract moisture over time and water and dirt are two things that will kill a hydraulic system. Hence the two-year rule.

Another enemy of your brake system is air. This will give you a soft pedal and greatly reduce or eliminate the brake systems ability to stop the car! No fun! Air can get in the system if you don't keep the reservoir full or when the brake fluid

boils from hard braking and heat build up due to driving it like you are supposed to. Hence the more often if you drive DE's or Autocrosss etc. This is not a good time to buy cheap. You want to buy a high quality synthetic brake fluid because it will hold up to severe driving where the less expensive stuff may not.

So how do you flush the system? Easy, with a little help. Luckily we have members in our club that can help you with about any challenge you may come upon.

Jim Brandon hosted a tech session on using the Motive Products Bleeder, so I was comfortable doing this on my own. So here is a quick run through for a newer Porsche. I did the same procedure on my Carrera and my Cayenne. The only difference in the two was that I had to remove the wheels from the Cayenne.

I used a Motive Products Pressure Bleeder tool so that is the procedure covered here. Thanks to Larry Woods for letting me borrow the bleeder.

1. Attach the bleeder tool to the reservoir and pump it up to between 12 and 15 psi. this is to check for air leaks. After a couple of minutes if the air pressure has not leaked off you are ready to go.
2. Release the air pressure by loosening the cap on the pump.
3. Remove the pump adapter from the reservoir. Using a syringe, siphon out the old brake fluid from the reservoir. Fill the reservoir with new brake fluid. This re-



TECHNICAL

Taking a closer look

997 Brake Flushing 101

Text and Photos by David Patrick

duces the amount of old fluid you will have to bleed through the system. This is one of Jim's time saver tips.

4. Remove the cap from the pump and add brake fluid to the pump. It took a whole 32 oz bottle to complete the flush on my car.
5. Screw the adapter to the reservoir and pump the air pressure to between 12 and 15 psi.
6. Now time to move to the right rear wheel and bleed it. Attach a bleeder bottle hose to the inside bleeder and loosen the bleeder between one fourth and one half turn. Watch as the fluid bleeds into the bottle. You should be able to see when the new fluid is coming out by the difference in color from the old fluid. Also make sure that there are no more air bubbles coming out with the old fluid. Tighten the bleeder screw; snug it up but don't over tighten it so that you do not strip the threads. Remove the bleeder bottle hose from the bleeder and repeat this process for the outside bleeder valve.
7. Repeat this process in the following order; Left Rear, Right Front and last is the Left Front. You are now finished with flushing the brake system.

Total time was a little less than an hour on the Carrera because I did not have to remove the wheels.

Just a couple of notes: Brake fluid will remove paint, so do



not get it on painted surfaces. I placed a towel on the inside of my wheel to catch any drips. If you do get some on a painted surface you should wash it off with water, don't wipe as this will remove the paint.

Secondly, you will notice air in the hose between the pump and the reservoir. It is normal and the air does not get into your brake system.

To help with visually seeing that the new fluid is coming out, there are brake fluids that are different colors. ATE blue and gold are some. So if you alternate these each flush you will be certain of the old fluid being gone.

To see this done you can go to www.motiveproducts.com to watch a video that they have posted.

If you still aren't comfortable doing this yourself, we could do your car at a tech session.

This is a very important maintenance item for our cars. It will help keep you safe by keeping the brake system clean. The job is not too difficult, so roll up your sleeves and give it a try.



Join us on July 15th for a pre-Concours Membership meeting/pot luck

at the home of David and Patricia Patrick
3212 Kettering CT, Lexington.

5:30 pm

Club will provide meat, beverages and paper products.
Members bring pot luck and alcohol if desired.

Special guest will be

PCA National Secretary Caren Cooper.

RSVP to Patricks by Wednesday,

July 13th: 859-229-1376 or

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