

Bluegrass Region Porsche Club of America

RUMBLE

December 2011





RUMBLE

December 2011 Vol. 9 No. 12

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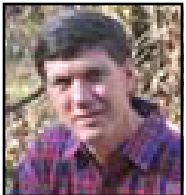
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Election Ballots are in the mail

President:
Ed Stevenson
Vice President:
Ken Slone
Secretary:
Maureen Elwyn
Treasurer:
Bob Lovejoy
Director:
Mark Doerr
Director:
Tim McNeely



President's Message



Noteworthy year with charitable giving, fun activities, winning Rumble, memorable drives

Twenty Eleven, Two Thousand eleven, 2011 is almost over. Another trip around the sun and another great year for the Bluegrass Region PCA. A really fantastic group of people with a passion for a small sports car that make a big difference in our communities, and in each others' lives.

Our club again had some accomplishments worth noting. Again raising more money (\$3636.96) for the kids at the Kentucky Children's Hospital, nearly \$500 for the American Macular Degeneration Foundation, and a national first place award for our newsletter the *Rumble*, just to name a few.

The year included many activities that proved to be very successful; from scenic tours throughout the region to some fantastic tech sessions. Our monthly socials were all a success with door prizes at most of them. We have a large number of club members that participated in DE's in Virginia, Ohio,

Indiana, Georgia, and Alabama. We had several members attend Parade in Savannah. Our monthly Cars and Coffee was always enjoyable with a core of characters that seem to always have something "new" to show off and or talk about. National Secretary Caron Cooper joined us for the weekend of the Keeneland Concours and was very impressed by our club and really enjoyed our hospitality.

Six thousand three hundred six, 6306 miles added to the odometer of the '06 Carrera 997.

Every mile was fun but some better than others. Driving to work in Georgetown doesn't take nearly as long in the Carrera as it does in the '97 Landcruiser but still not as fun as "Madness" at Mid Ohio. Some of my favorite miles this year were: The only DE I made it to this year at Putnam Park, chasing David Jones in his blue 356 Coupe to the Willisburg General Store, and following Robert McClelland on our "River" run as he was trying



out the upgraded suspension on the '69 911.

The most memorable miles were not in the Carrera but in the Cayenne S. These miles were during the T-S-D rally at Parade. Patricia and Delaney were my co-navigators and we had a great time. Mostly them laughing at me trying to do exactly what they instructed me to do including driving UNDER the speed limit! It was quality time that I cherish with my family.

I hope that everyone has enjoyed the "miles" that they trav-

elled over the last 12 months. I would like to thank everyone for making it a great year for our club. Look for some new activities in 2012. Come out and join us, I guarantee you will have a good time. Let us know what spins your wheels and let's put together an activity that we can all do together.

So since we only have 12 months left before our Mayan World comes to an end, let's Party like it's 2012!

See ya on the Road,

—David

Thanks, David, for doing a terrific job as President!

World peace doesn't hang in the balance, but the health of a car club does to a large extent depend on a small number of people who are willing to work for the club.

We have been very fortunate this year to have David Patrick as President. He always has been responsive to club needs and has been an enthusiastic participant in nearly every club

activity.

Beyond the expected service, David, Patricia, and Delaney have been gracious hosts several times over the past year, opening their home to the club.

Often behind the scenes Ed Stevenson also has contributed heavily to the welfare of the club, as he has done for several years.

We are positioned well for

next year with Ed again on the ballot and David to remain on the board as Immediate Past President.

Join me in thanking these two for their service to Bluegrass Region, and be sure to return your election ballot.

—Paul Elwyn
Immediate Past President

**Please
complete
and return
election
ballots
mailed
to you.**

BOARD MINUTES

November 7, 2011

Board members Present: Tim McNeely, Ed Steverson, Robert McClelland, Paul Elwyn, David Patrick.

Member present: Maureen Elwyn

Call to order by President David Patrick 7 pm

Secretary's Report: October 3 Minutes, motion Paul Elwyn, Second Tim McNeely, approved.

Treasurer's Report:
Estimated balance reported by David Patrick, \$4,982.05 with official balance to be confirmed by Treasurer Bob Lovejoy, currently in China.

Chair Reports:

- **Technical:** Jim Brandon open to a November event. Robert McClelland offered his '69 911E suspension upgrade for study, and David Patrick offered his '06 997 for spark plug replacement, November 19th, 10 am to Noon at Brandon's Garage.

- **Newsletter:** Paul Elwyn reported 27 pages set for the November issue.

Business:

- **Nominations Committee Proposal:** The following nominations are proposed by the committee comprised of Paul Elwyn, Ed Steverson, and David Patrick: President, Ed Steverson; Vice President, Ken Slone; Treasurer, Bob Lovejoy; Secretary, Maureen Elwyn; Director, Mark Doerr; Director, Tim McNeely. Motion by Robert McClelland, Second by Ed Steverson, approved. Nominations from the floor to be invited at the November Membership Meeting per Bylaws. Ballots to be mailed by December 1, returned by December 15th to Jim Brandon. Votes to be confirmed by Jim Brandon and Ben Prewitt.
- **Charity Donation:** David Patrick reported \$210 raised at October Membership Meeting drive, to be matched by club treasury

to total \$420 to be donated to the American Macular Degeneration Foundation. Patrick to include letter with check on behalf of the club.

Upcoming Events:

1. **December 5 board meeting** to be held at 5:30 pm at the office of Robert McClelland, 1795 Alysheba Way, Unit 2102, located behind Meijer in Stonecrest office complex in Hamburg.
2. **Cars & Coffee**, December 12th, Ramsey's Diner, Harrodsburg Rd. 9-10 am
3. **No Membership Meeting** for December.
4. **January 15th Holiday Party**, 5:30 pm, Firebrook Clubhouse, catering by 3 Peas in a Pod. Members will pay for their dinner without club subsidy to enable further charitable benefit to a non-profit selected by the board from suggestions provided by club members at the party. Club to provide \$20 per

party attendee. Motion by Robert McClelland, Second by Tim McNeely, approved.

Website Revision Demonstration: Ed Steverson demonstrated new features of club website developed by committee of Webmaster Chris Davis, Ed Steverson, and David Patrick. Website will retain the current basic appearance but will feature Google-powered photo slide show and calendar. Items placed on web calendar will automatically appear on the new Google Chat. The revised website also will include a Google map feature for businesses, PCA news feed, Bluegrass Region events and news, PCA form downloads, and Porsche-related links. The site will be more easily maintained by board members who will be provided access. This revision will require the replacement of the current Yahoo Chat by converting member information to the new Google Chat. Launch for the new website is set for January 2012.

Adjourn: 8 pm.

MEMBERSHIP NEWS

Two new members, 187 total membership



Tim McNeely
Membership
Chair

Two new members this last month!!!
Please join me in welcoming:

- Michael Gossman of Flatwoods 2009 911
- Col Schnare of Richmond 2006 Cayman

Good to see a new member from the eastern-most portion of the state! Our membership is at 112 Regular Members and 75 Family & Affiliate Members, making our total membership 187. Hope everybody has a great Christmas season and Santa brings you lots of Porsche accessories....or a new car.....maybe even a used one?

Also, please recognize the following Member Anniversary dates:

- | | | | |
|-----------------|------|-----------------|------|
| • Ed Erway | 2000 | • Paul Elwyn | 2007 |
| • Ed Steverson | 2002 | • Donald | |
| • Jas Dhillon | 2003 | • Hawkins | 2008 |
| • Gary Hackney | 2003 | • Andrew Tarter | 2009 |
| • Gary Jennings | 2004 | • Resa Morhart | 2009 |
| • Benson Miller | 2004 | • Shawn | |
| • Bill | | • Carpenter | 2010 |
| • Woodward | 2004 | • Jim Lavelle | 2010 |
| • Robert | | | |
| • McClelland | 2005 | | |

CALENDAR OF EVENTS

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

Dec. 10 Cars & Coffee,
9-10 am Ramsey's Diner,
Harrodsburg Rd.

**No Membership Mtg.
in December.**

Jan 2 Board Meeting
5:30 pm Sawyer's

Jan 8 Board Retreat
2pm at home of Robert
McClelland, 1113 Shef-
field Place, Andover.

Jan 14 Cars & Coffee,
9-10 am Ramsey's Diner,
Harrodsburg Rd.

Jan 15 Holiday Party/
Membership Meeting at
Firebrook Clubhouse.
Catering by 3 Peas in a
Pod. Door Prizes. RSVP
to Ed Steverson.

Feb 6 Board Meeting

Feb 11 Cars & Coffee. 9-
10 am Ramsey's Diner,
Harrodsburg Rd.

Photos this page are
provided by Mary Doerr
from the November 20th
Membership Meeting
held at Village Post
Pizza & Grill.



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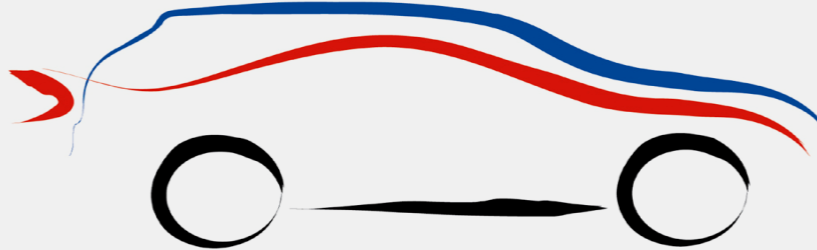


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Cars & Coffee

November 12th
Ramsey's Diner



Cars & Coffee attendees on November 12th were (from left around the table) David Patrick, Gary Hackney, Robert McClelland, Jamie Donaldson, David Jones, Corbin Steverson, Ed Steverson, Karen Taylor, Patricia Patrick, and photographer Ken Slone, not pictured.



Cars & Coffee

Next session

December 10th

Ramsey's Diner
Harrodsburg Rd.

9-10 am



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Holiday Party

January 15th

5:30 pm at Firebrook Clubhouse
Catering by 3 Peas in a Pod
Door Prizes

RSVP to Ed Stevenson
ed@abracadabragraphics.us

Election Ballots are in the mail

President:
Ed Stevenson

Vice President:
Ken Slone

Secretary:
Maureen Elwyn

Treasurer:
Bob Lovejoy

Director:
Mark Doerr

Director:
Tim McNeely

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PORSCHE

Vintage racing in November at Virginia International Raceway provides a late-season gathering



Porsches grid at VIR on Saturday morning with air temperature in the mid 40 degree range and a 20 mph wind.

We traveled to Virginia International Raceway on November 4th to join Ben and Gail Prewitt there with their 1964 Austin Healey 3000, hoping to enjoy one last weekend of racing before winter sets in, and we were able to do just that, although many racers came away with damaged cars in the process.

We always enjoy the Prewitts, and we appreciate Ben's focus on being competitive with a minimum of fuss over the car.

Ben's pre-race routine includes charging the battery, checking tire pressures, water and oil levels. On this weekend he adjusted the clutch between qualifying runs, but otherwise Ben focuses on enjoying the track community, Gail, and their border collie, Maggie.

In contrast to Prewitt's approach, others were working way too hard changing wheels and tires, replacing a clutch, levering bent bodywork away from the tires to enable another run.



Ben Prewitt buckles up prior to a practice session.

<http://www.youtube.com/watch?v=UD7TjvMkHK0>

Too many racers on this cold weekend spun off track to crumple their cars. We overheard one driver confess that the freshly rebuilt engine was running so well that he got carried away and pushed too hard, causing damage to his car and three others, if we heard correctly.

As always, we came away from a vintage race weekend impressed with the high level of competition and the engaging personalities driving and supporting the historic cars.

If you have never attended vintage races, watch the youtube video (link below the photo of Ben in his Healey) from the cockpit of an Austin Healey 3000.

We enjoyed the drive to and from Virginia, and look forward to more vintage racing in the spring, hopefully with warmer temperatures and less bent metal.

—Paul Elwyn

Vintage racing in November at Virginia International Raceway provides a late-season gathering



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Vintage racing in November at Virginia International Raceway provides a late-season gathering

1973 (I think) Carrera RS
with 23,000 miles
on the odometer!



Vintage racing in November at Virginia International Raceway provides a late-season gathering



Bluegrass Region member Ben Prewitt in his '64 Austin Healey 3000 at Virginia International Raceway

A note from Ben Prewitt upon his return home from VIR:

“My Sunday Group One feature race continued the tradition of the Saturday race. That is, from my mid-pack starting position, I passed a couple of cars by using my bigger and stronger engine, but approaching “Lone Oak” corner I was greeted by a flurry of waving yellow flags and the fantastic sight of a Spridget, upside down, resting on its roll-bar, and the driver watching the thundering pack split around him, while he hung from his safety belts! Well, they black flagged the race and brought us back a couple of hours later.

We put on a pretty good show, I think, although our ranks were thinned by those who had to head home, or had lost their nerve a bit after viewing so much car-nage.”

Right: Maureen Elwyn, Gail and Ben Prewitt, and Maggie, enjoying brisk sunshine at VIR.



A Jerk you want to know



Selby Wiggins, The Dent Jerk, applies his craft to my '79 911.

To ensure your cars are looking their best, you want to know the Dent Jerk.

Painless Dent Repair was not commonly known when the G series 911 was in production. These cars feature bodywork metal that is thicker than that on today's cars, and the framed door glass does not invite PDR access to door dents in the easy way that frameless door glass does. Older Porsches require more physical effort to straighten, but a good PDR technician can work wonders.

When I bought the '96 993, I had a PDR tech remove 13 dents while the car was at Porsche of Lexington for its 30k service. He did a good job, but he could not remove one dent in the passenger door where the crash beam exists. It

was a softball-sized dent, worse than the other 13 dents, and I was not happy to pick the car up with that dent staring at me.

I don't recall how I heard of The Dent Jerk, but I called him and made arrangements to meet him at Select Suzuki in Frankfort, one of several dealerships he routinely services.

He first looked at four dents in a rear door of our black Mercedes and the remaining dent in the 993. "No problem," he said, and two hours later the Mercedes and 993 doors looked like new!

Selby Wiggins is the technician, and he has been servicing my cars for four years, now.

In last month's *Rumble*, I confessed that my bodywork on the '79 911 was less than perfect, but I knew Selby could handle what I had overlooked during paint preparation. He graciously agreed to come to

my shop to remove about 18 dents. Two days later he began work, and two hours upon arrival he had eliminated at least 18 dents, maybe more. He works so quickly and moves from one blemish to another on a door in such a way that it's hard to keep up. I crouched to sight down the side of the door as he worked, and the door just seemed to fall back into shape, sort of like a computer-generated repair as you would see in a television commercial, but this was LIVE!

PDR work, however, is very physical, especially on the thick-skinned 911. Selby drenched the 911 in sweat as he employed many long-handled tools, often levered through hooks he attached to the car after locking down the panel to prevent movement, as illustrated in the above photo.

So, although to my untrained



By Paul Elwyn

eye this work appeared to be as close to magic as anything I have witnessed in real life, what I observed truly was intense labor at the hands of a craftsman.

Selby escaped a boring desk job for PDR training in South Carolina 18 years ago, and he has been applying his craft since then, servicing several dealerships and body shops. Hail damage, especially, provides lucrative business for The Dent Jerk.

Although Selby came to my shop to service my 911, he does not typically do house calls. My '79 without glass isn't yet ready to meet him in Frankfort as I usually do. He came to my shop because I am a steady customer who likes to keep his fleet looking as good as possible in a largely anti-car culture that in my mind enjoys beating up cool cars. So, Selby is on my speed dial.

I don't know that Selby would welcome your close study of his work in process, but I am confident that if you were to make arrangements with Selby to have dents removed, you would be impressed with the results.

Now, I can live with my '79 911, but whenever possible I'll likely confess that The Dent Jerk did a lot of the work.

The Dent Jerk, Selby Wiggins, Master Craftsman:
859-539-5375 or 859-623-1003

—PE

See more images on the next page.

A Jerk you want to know



Another grueling day in the car community: Louisville Cars & Coffee, November 12th

With an internal struggle calmed through the rationale that I was missing the Bluegrass Region C&C so that I could do research regarding the Cars & Coffee event in Louis-

ville held on the same day, I climbed into Ben Prewitt's Jaguar time machine along with Jim Brandon and headed to Louisville.

For several months Ben and Jim have been telling me that I

should see what the Louisville event offers. It's a multi-marque affair as the images on these pages depict. Attendees park, buy coffee at Starbucks, then spend two hours in the parking lot admiring the cars.

Because this is an outdoor event, November 12th is the final event for this year.

For car junkies, this event offers a bit of everything cool about cars. Take a look!

—PE



Another grueling day in the car community: Louisville Cars & Coffee, November 12th



Another grueling day in the car community: Louisville Cars & Coffee, November 12th



Louisville Cars & Coffee, November 12th



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Unique Automotive, a...*unique* shop, in Louisville

If your Cosworth V8 -powered racer, vintage Formula Ford, or even your everyday 911 needs a healing hand, you might want to talk with Bruce Domeck.

From the Cars & Coffee event on November 12th Ben Prewitt, Jim Brandon and I visited Bruce at his business, Unique Automotive, on Bardstown Road in Louisville.

Bruce, a vintage Formula

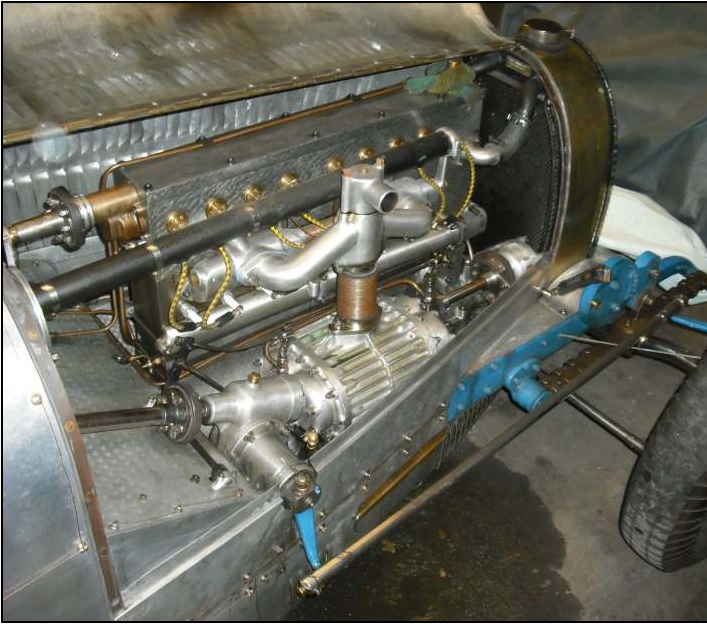
Ford racer, is well known in Porsche and vintage race communities and runs a genuinely unique shop where he works on a wide range of sporting cars and stores cars not used frequently during the winter.

A vintage race car friend of Ben's, Bruce took a few minutes from his Saturday work to give us a tour of the shop and storage space.

Right: Bruce Domeck and Ben Prewitt examine a convincing classic Bugatti clone, parked a few feet from the real thing.



Unique Automotive, a...*unique* shop, in Louisville



Unique Automotive, a...*unique* shop, in Louisville



Unique Automotive, a...*unique* shop, in Louisville

Bruce Domeck at Virginia International Raceway on November 5th.

Photos by Ben Prewitt



TECHNICAL

Taking a closer look

1969 911E suspension upgrades

Presentation by Robert McClelland and Larry Woods



Robert McClelland's 1969 911 E with new suspension upgrades provided focus for the November 19th tech session at Jim Brandon's garage.

Fifteen members gathered on November 19th in Jim Brandon's garage around Robert McClelland's 1969 911 E sporting fresh suspension upgrades.

Upgrades include

- Koni shocks front and rear,
- adjustable Tarett Engineering sway bars front and rear,

- front A-arm ball joints,
- new torsion bars front and rear,
- Turbo tie rods,
- Tarett adjustable strut brace,
- bump steer spacers, and
- new spring plate bushings.

That's roughly \$3000 in parts that transform the '69 E handling, according to Robert, al-

lowing him to push the car beyond the point where he previously trusted the old suspension. Less body roll, improved ride and enhanced control allow the '69 E to perform at levels beyond even that which were available in 1969, especially with the original hydropneumatic self-adjusting suspension which was replaced by a previous owner with conventional

struts.

Members were able to study the individual components, detailed by Robert along with technical comments by Larry Woods.

The through-body front and torsion tube-mounted rear sway bars provide a range of adjustment to tailor handling.

We briefly visited handling traits with clarification by vin-

TECHNICAL

Taking a closer look

1969 911E suspension upgrades

Presentation by Robert McClelland and Larry Woods

tage racer Ben Prewitt. Understeer, a state where the front *under steers* or pushes without turning in further under extreme conditions, and oversteer, the tendency to turn in too much encouraging the tail to swing out, are defining characteristics to be addressed in any car, but are especially critical points in a rear-biased 911.

To learn more about understeer and oversteer, see the following:

<http://www.clarks-garage.com/shop-manual/susp-15.htm>

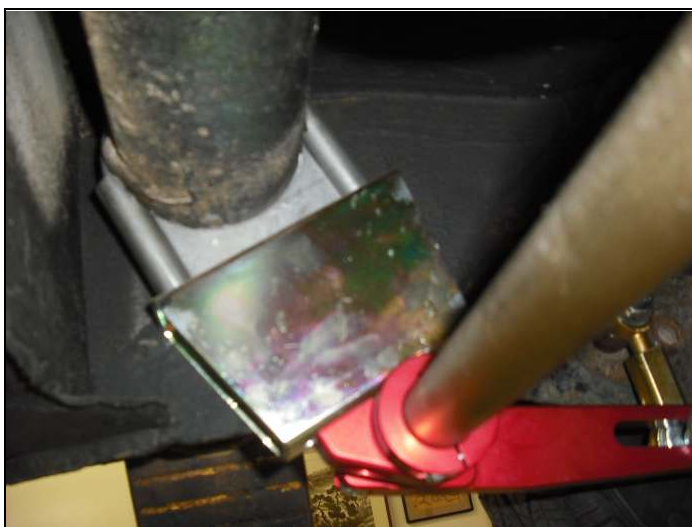
Prior to installing shocks, setting up sway bars and adjusting alignment, Robert replaced front ball joints and rear spring plate bushings to ensure these suspension points would be as responsive as possible. The trunk-mounted strut brace further prevents suspension movement by connecting the struts at the top shock mounts.

Robert sought to retain the vintage look and overall feel of the '69 Eon its 14" Fuchs alloys but with more body control through suspension upgrades to allow a faster and safer pace.

Our host, Tech Chair Jim Brandon, provided, as usual, pastries and hot coffee, and the perfect setting..

Attending this session were J.W. Wilson, Ken Hold, Mike Spirito, Larry Woods, Ed and Corbin Steverson, Gary Whitaker, Jamie Donaldson, Ben Prewitt, David Patrick, Gary Hackney, Paul Elwyn, and (of course) Robert McClelland and Jim Brandon.

—PE



Photos above illustrate the Tarett Engineering adjustable rear swaybar that clamps to the torsion tube and bolts to the spring plate.



Above: Koni rear shock and front Tarett Engineering through-body swaybar. New Koni front shock resides in the old strut.

Below: new front A-arm ball joint

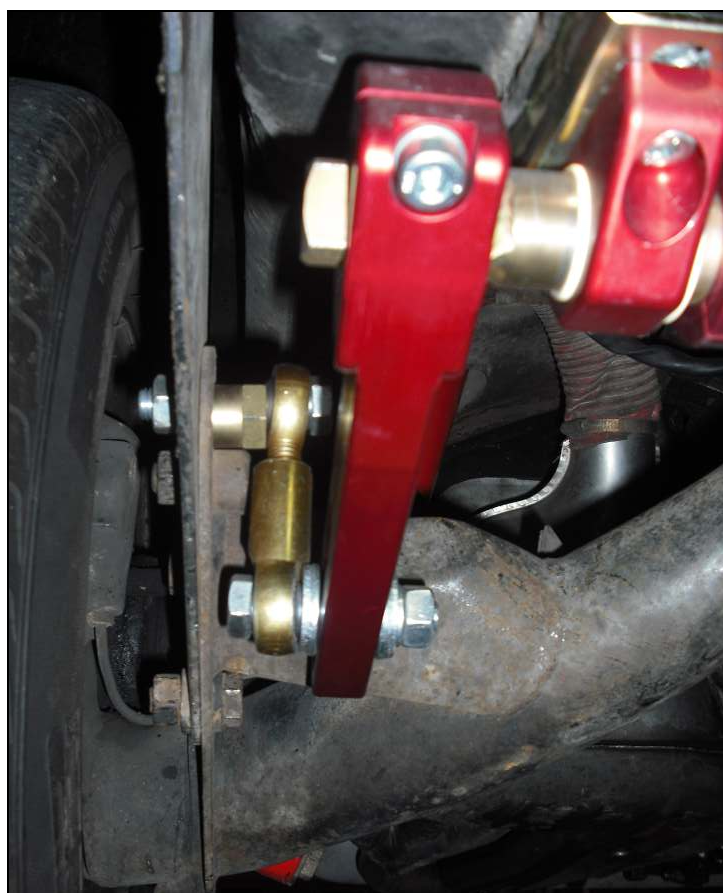


TECHNICAL

Taking a closer look

1969 911E suspension upgrades

Presentation by Robert McClelland and Larry Woods



Above Left: Robert McClelland points out new rear suspension components to David Patrick and Gary Whitaker.

Above Right: Larry Woods provides an overview of the adjustable rear swaybar.

Above Left: Robert discusses front suspension changes. Mike Spirito, Jamie Donaldson, Robert, Ken Hold, and Ben Prewitt pictured.

Above Right: another view of the rear swaybar mounting to spring plate.

TECHNICAL

Taking a closer look

1969 911E suspension upgrades

Presentation by Robert McClelland and Larry Woods



Above Left and Right: Robert McClelland discusses suspension changes to his 1969 911 E.

Above Right: Tarett Engineering adjustable strut brace.

Below Left: Larry Woods points out front suspension details.



The original 14" x 5.5" Fuchs were refinished by Weidman's Wheels.

TECHNICAL

Taking a closer look

1969 911E suspension upgrades

Photos this page by David Patrick

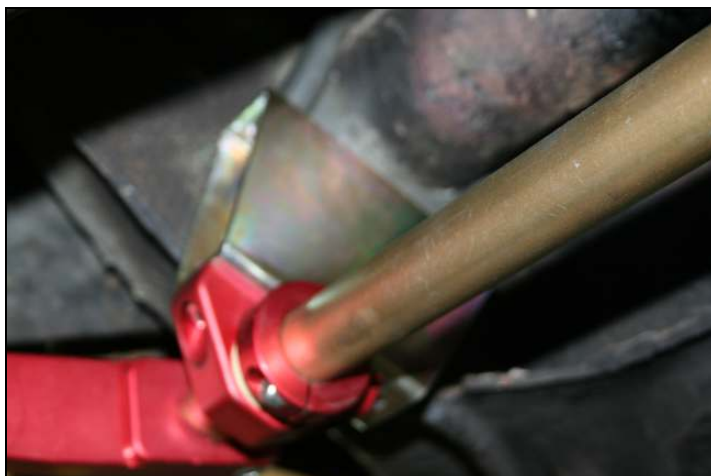
Photos on this page are provided by David Patrick.

Right: Larry Woods discusses rear sway bar setup.

Below Left & Right: Rear sway bar mounts

Below Left: Tarett Engineering adjustable strut brace

Below Right: Red Tarett Engineering adjustable through-body sway bar drop link



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