

PORSCHE *Club* OF AMERICA
The Kentucky Region Newsletter

Pace Setter

OCTOBER 2015

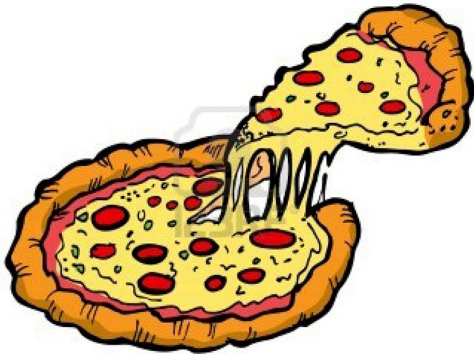
Cover photo from T.H. Morris.

OCTOBER MEMBERSHIP MEETING

Blue Grass Motorsport

2015
Premier
Porsche Dealer

4720 Bowling Boulevard
Louisville, Kentucky 40207



Monday
Oct. 12
7:00 PM

Cars & Coffee is always held on the **second Saturday** from **9-11AM** in the parking lot of **Captain's Quarters Restaurant on River Rd.** Now **\$5 per car.**

This casual meeting involves anyone interested in all types of cars. It's a free event, however it is a benefit for Dystonia, so please make a donation and/or buy some coffee or breakfast to support the cause. It is weather-pending, but only depending on what conditions you're willing to bring out your Porsche. Just show-up whenever you can. Who knows, maybe some of us will go for a drive afterwards?

& EVERY SECOND SATURDAY OF THE MONTH
9am til 11am

Cars **\$5 PER CAR**
Coffee
FOR A CAUSE

Thanks to our Event Sponsor!

 **502 AUTO CLUB**

Come out and see some of Louisville's finest cars.
5700 Captain's Quarters Road Prospect, KY 40059... Just off River Road

\$5 dollar entry fee. Open to the public! Everyone and every ride is welcome!

Become a Cars and Coffee for Charity Fan on Facebook! 

KY PCA Website

www.kypca.org

Stay informed and participate! Join the KYPKA mailing list and be notified of upcoming events, club news, and membership information.

Remember, it's your participation as a member that makes the club successful.

Please visit the below website and sign-up today!

www.kypca.org

(mailing list sign-up for Pacesetter, Driver Education and general information)

www.kypca.org/club-news/

(club activities, meetings, or general announcements from KY Region PCA, the latest issue of the Pacesetter (our monthly newsletter), announcements of new models, racing news)

www.kypca.org/document-library/

(club specific documents, upcoming club events, frequently asked questions, mailing list sign-up, Web Links)

www.kypca.org/club-events/

(photos and videos from club events (member submitted or just something we think is really cool and Porsche related))

Having trouble viewing the kypca.org website? Do you have a suggestion on how we can improve it? Please send any feedback you might have to

feedback@kypca.org.



Facebook:

www.facebook.com/groups/50109424636/



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debra@medcepts.com





You didn't settle when you purchased it. Don't start now.

When it comes to servicing your Porsche, get your knowledge from the source. Dedicated to Porsche vehicles above all else, Porsche certified technicians must complete over 80 hours a year training in the latest diagnostic technology and techniques. All Porsche genuine parts are factory-backed for two years when installed by your authorized dealer. Better still, there is no substitute for having your vehicle serviced by professionals who not only know Porsche, but live Porsche every day.

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Porsche recommends **Mobil 1**



PORSCHE

President's Report September 2015

Jason Miller—KY Region President



Do we know what we are doing, or what?!? KYPCA and Blue Grass Porsche put on one heck of a DE time after time. And, our September Fall Festival was no exception.

The Thursday evening pre-festivities included a surprise "birthday" party for yours truly. Gifts are not necessary, the morning headache was gift enough.

Friday saw all day rain, which left plenty of open track time. This was my first exposure to the wet. As if sliding around the track in the rain didn't increase my anxiety enough, the mandatory open windows took it to a whole other level. All jokes aside,

T **"...the morning headache was gift enough."**

driving in the wet was a good experience and the car is fine.

Saturday and Sunday brought cool temperatures with a mix of sun and clouds. But, I think the 147 registered participants would agree, the days were nearly perfect. Thanks to everyone that participated. And as always, a BIG thank you to Randy Biery and the Blue Grass Porsche staff for their continued support,

without which these DE's would not be possible. PCNA Hot Shoes John Lewis and Cass Whitehead were again on hand the entire weekend providing on track instruction and ride-alongs in a 911 GTS and a Cayman GTS. Man, those guys can drive!

Thanks must also be given to the many club members who continually invest their time to plan, run, and instruct. There are too many to mention. But, special thanks goes out to Jeremy Miller, Mark Bos, Richard Darnell, Mark Lichtefeld, Chuck Hicks, Dan Stewart, T.H. Morris, and Gene and Peggy Hoffman.

Start planning for the June 2016 DE. There will be 15 slots available for Friday Instructor Certification. This is only offered every other June and is limited to 15 people.

Now bring on October. Steve and Bernadette Doolin will be hosting a German Festival and bourbon tasting at their home October 10 at 6pm. And we will once again round out October with our Annual Huber's Drive.

Our October meeting will be Monday, October 12 at Blue Grass Motorsport. The meeting starts at 7pm, but many arrive as early as 6:30. Pizza and beer will be served. Officer nominations and elections will be held.



Huber's Winery Drive October 17th

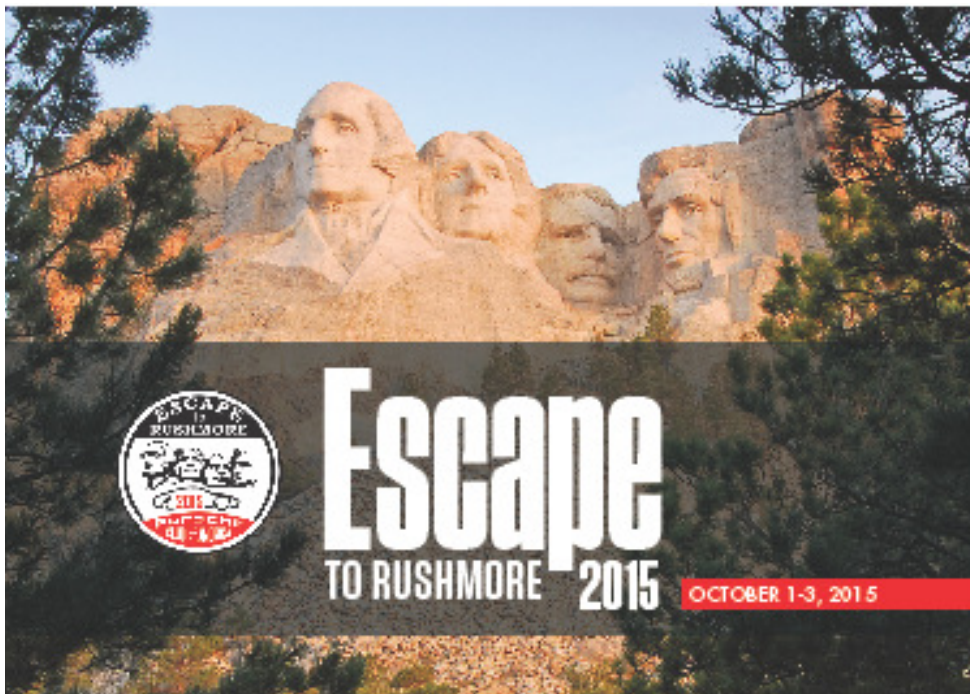
This will be the 14th year we've joined the Central Indiana Region for the annual Huber's Pumpkin Fest. We will be taking a comfortable ride through Southern Indiana on our way to Huber's, with plans to be there around 12:30. At approximately 1:15 we'll head as a group, to the wine tasting in Huber wine cellar.

There's food available to purchase and live music.

You are on your own for returning home. So come join us for the day or just the drive up. The weather will be great and we'll have a fun day.

Meet at the Park across from Blue Grass Dealership. Departing at 10:30am

Any questions call Steve McCombs (502) 558-0306



Experience the exhilaration of driving your Porsche through history. Roam the hills with free-ranging buffalo, mine for gold at an old miner's camp, explore some of the world's largest caves, dine where Calamity Jane and Wild Bill Hickok once called home, tour monuments like Mount Rushmore and Crazy Horse. *Escape to Rushmore 2015* is a casual, non-competitive event that you will not want to miss.

South Dakota offers a bounty of beautiful scenery, and wonderful roads to experience. You'll see some of Rapid City, the headquarters. After that you'll catch a glimpse of expansive variety to the south, and then head north.

At Escape 2015, you'll enjoy awesome variety and appealing activities in all directions. There will be many organized tours and drives to choose from or you can follow maps independently. You and your Porsche will love the variety and choices available for you to make for this luxurious, relaxing weekend in South Dakota.

Check out escape2015.pca.org for updates and registration.



THE MART

For Sale



White on brown 1984 944, 76,000 miles. Garage kept and meticulously maintained with most service records and paperwork since new. Car is in Little Rock, Arkansas and can be shipped.

Originally brought to Arkansas by one of the Firestone family members, it was purchased by a car collector and then my father purchased it. Selling because it is rarely driven as the current owner is having knee pain when getting in and out of the car.

The car is an automatic. Asking \$5,500 obo.

Please contact John Ackerman with any interest/questions hans.ackerman@gmail.com and 502-819-0935. (This is Lucy Innes'Dad.)



The Mart Rules

The Mart Ads are free to all PCA members. **It will appear for TWO issues and can be relisted by contacting the newsletter editor.** All ads must be car related. To place an advertisement in "The Mart" contact the Pace-Setter editor.

FOR SALE

1997 Porsche 911 (993)



- Arctic Silver, Grey Int. leather, coupe, 6 spd manual, 85,800 mi., air cooled 3.6L, Sunroof, CD Changer, 17" C2 wheels, H&S Springs, Xenon head light Kit, electric mirrors, windows and seats, AC, comfort leather seats, airbags, Hi-Fi sound system, leather rear, factory car cover, Momo shift knob (also have original knob and boot). Have maintenance records and original window sticker, always garaged, non-smoker.
- Recent Brake Pads, sensors, oil change, clutch & bearings, plugs, ignition wires. Always serviced.
- **\$38,000** Call/text Mark 502-643-4412 or mlichtefeld@gmail.com

Porsche OEM Wheels and New Michelin Tires - \$1700 OBO

Porsche OEM Wheels from my 2001 Carrera 2DR Coupe with New Ultra High Performance All Season Michelin Pilot Sport Tires.

I bought the car last year and immediately replaced these wheels with 18" Aftermarket custom wheels -- was looking for a more custom vs Classic look.

Front: Wheels = 7-55; Tires = Michelin Pilot Sport A/S Plus; 205/50 ZR17; 89Y M+S

Rear: Wheels = 9-55; Tires = Michelin Pilot Sport A/S Plus; 255/40 ZR17; 94Y M+S

Tires have less than 1k miles on them -- all tread excellent and no repairs/plugs, etc.

Wheels have normal wear -- see pics. No curb rash, dents, etc.

I keep them covered in garage.

Do not ask me if these fit your particular vehicle -- you will have to do that homework as I am not a Porsche techno guy or have the time.

Don Koebel email: DKoebel80@gmail.com



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Contact: Mark Lichtefeld

502-589-4777

Jason Miller's Birthday—Pre-track Day

Photos by Larry Cornelius, Matt Innes and Richard Darnell



2015 KY SCCA Autocross Schedule

www.kyscca.com

Event is subject to cancellation due to weather.

KFEC = KY Fair & Expo Center
(karts are allowed)

NCM = National Corvette Museum
Motorsports Park, Bowling Green

Calendar

<u>Event</u>	<u>Date</u>	<u>Location</u>
Starting-Line-School	3/14	NCM
Fun-Event #1	3/15	NCM
Points-Event #1	4/26	KFEC
Fun-Event #2	5/17	KFEC
Points-Event #2	5/24	KFEC
Points-Event #3	6/28	KFEC
Points-Event #4	7/12	KFEC
Points-Event #5	7/26	NCM
Points-Event #6	8/16	NCM
Points-Event #7	9/20	KFEC
Points Event #8	10/11	KFEC
Points Event #9 and Points Event #10	10/17 and 10/18	NCM

To maintain machines like these...

... Takes skills like ours.

2 locations Middletown 245.3414 Bowman Field 452.9721 www.steinauto.com

Stein
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STUTTGART



SPECIALISTS

OPEN HOUSE & SWAP MEET

Saturday October 10th 2015, 7am till ?

1821 Taylor Avenue, Louisville KY 40213



Please join us for the Third Annual Open House and Swap Meet.

The Swap is free to all.

Vendors please RSVP by email: stuttgartspecialists@gmail.com

KYPCA German Fest and Bourbon Tasting

When: **October 10**, beginning at 6:00 PM.
Where: Steve and Bernadette Doolin's home - 1401 Rebel Ridge Rd, LaGrange KY, 40031

This is primarily an outdoor event - rain or shine. Steve and Bernadette live in a beautiful log home on roughly 10 acres of wooded land outside of LaGrange - perfect for this sort of event. Bring folding chairs if you have them, plan on a bonfire. If the weather does not cooperate this will become a barn/porch party. There is limited parking and we believe 10—15 cars can be safely accommodated. Bring your P-Cars, we'd like to see the driveway and parking areas full of beautiful cars. We will assist with parking so there's no chance for door dings or other mishaps.



Food and drink will be provided. There will be veggie trays with various dips for an app, then a selection of Brats cooked on the grill with sides of German Potato Salad, chips, and maybe beans. The menu is still coming together but count on Brats and Potato Salad at the very least.

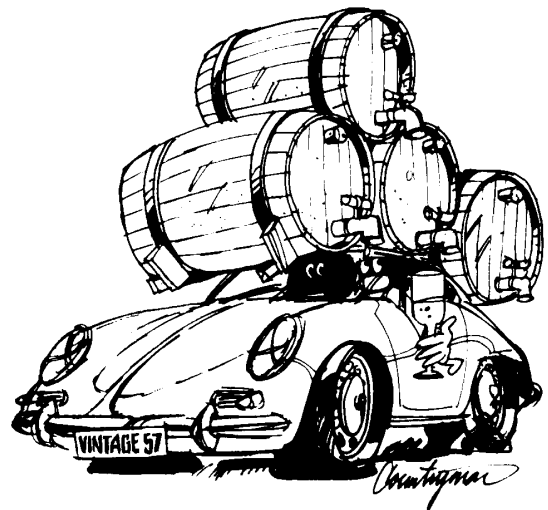
Drinks will be primarily "adult" in nature, but we will have some soda drinks on hand as well as plenty of fine Oldham county tap water.

There will be a blind Bourbon tasting as well (the real reason for this event). We will provide roughly 7 different Bourbons to be blind tasted against one another. We will have note cards and pens/pencils so you can take tasting notes and select your favorite Bourbon from the group provided. All of the Bourbons will be low proof bottlings - meaning all will be in the 80 - 86 proof range. All Bourbons will be commercially available and in the "reasonably priced" category - so no cask strength, specialty, or rare (expensive) bottlings for the tasting.

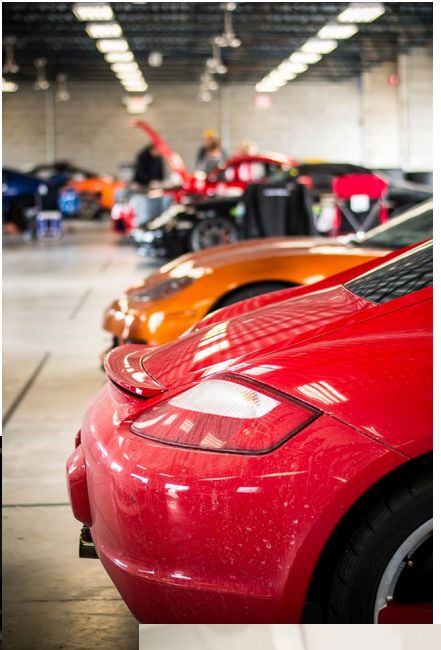
We also plan to have a selection of German beers on hand to fill in the gaps between Bourbon tastings.

I can be reached by email (stevedoolin@gmail.com) by anyone that has questions/suggestions/concerns.

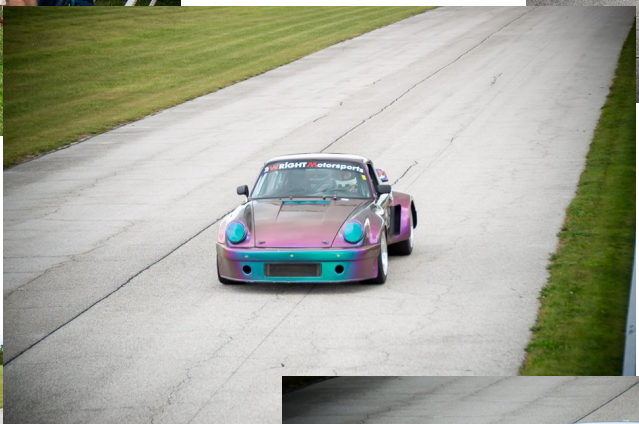
RSVP to terenceharris@att.net by Oct. 6. The first 30 people are in.

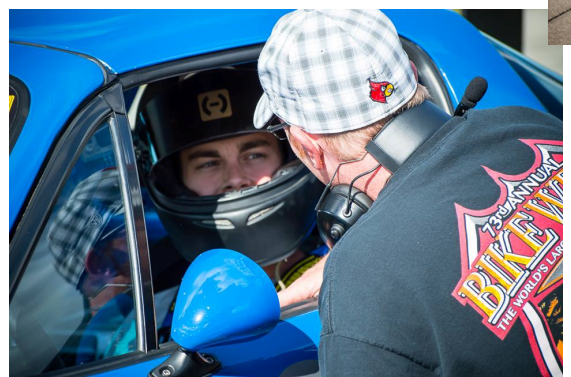


Fall Festival DE Photos
Photos by Holly Miller



October 2015

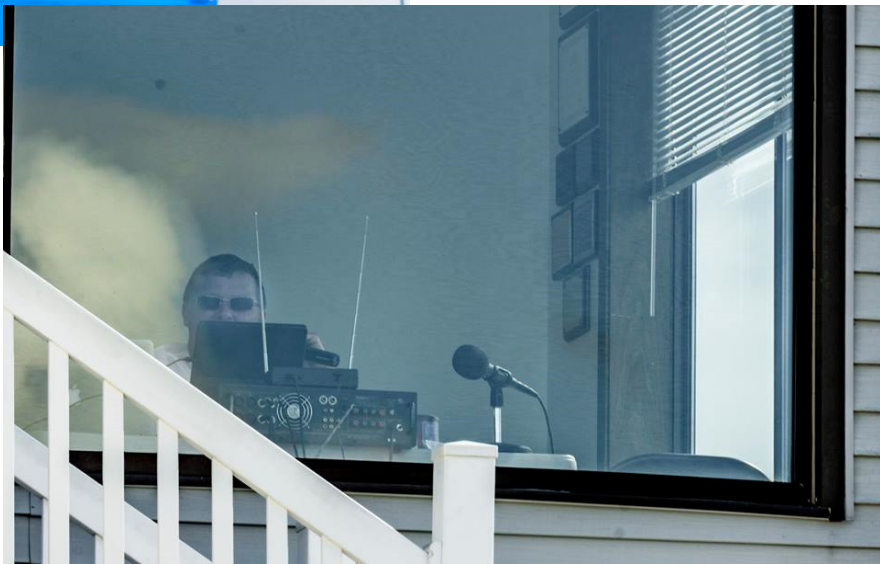




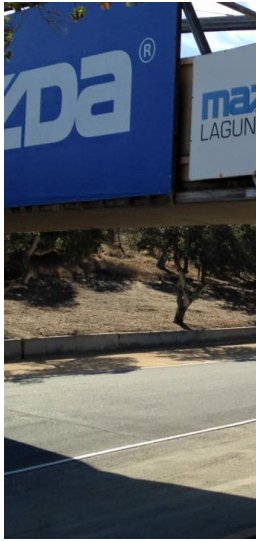


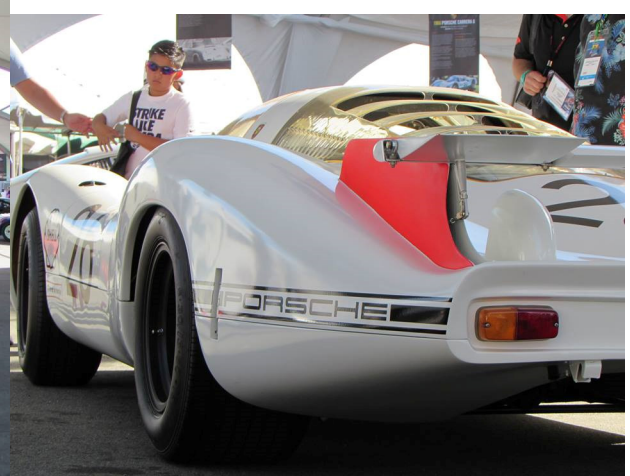
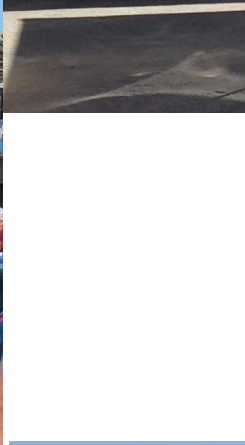


Fall Festival DE Photos
Photos by Robert Klein



Rennsport Reunion V Photos
Photos by Mark Nally





PCA Anniversaries!!

October 2015

Yrs	Name	City	Car Year, Model, and Color
18	Chuck Hicks & Patty Meredith	Louisville, KY	1982 911 SC
18	Thomas Klamer	Louisville, KY	1989 911 Carrera
14	Greg Wilson	Pewee Valley, KY	2007 911 Carrera ,Cab, Black
13	Edgar & Lucas Smiley	Jeffersontown, KY	1984 944
11	T.H. Morris	Louisville, KY	1987 911 Carrera, Cab, White
9	Todd Hatfield & Todd Edlin	Elizabethtown, KY	2008 Boxster, Silver
7	Kenneth & Melissa Dennison	Glasgow, KY	2008 911 Carrera 4S, Ruby Red
7	Lee & Julia Hoagland	Evansville, IN	2008 Cayman S, Cobalt Blue
7	Steven Rountree	Louisville, KY	1999 911 Carrera, Arctic Silver
6	Matt & Lucy Innes	Prospect, KY	2006 911 Carrera, Gray
5	Ken Martin	Goshen, KY	2010 911 GT3, Black
4	Deb Schultz & Linda Riggle	Prospect, KY	2003 Boxster, Silver
4	Tom & Darlene Stein	Gilbertsville, KY	1987 911 Carrera, Cab, Black
3	Mark & Susan Glazer	Prospect, KY	2008 Cayman, Red
3	Mike Summerfield	Louisville, KY	2007 911 GT3, Black
2	Brett & Nancy Final	Louisville, KY	2011 Boxster, Black
1	Rich & Dawn Boling	Floyds Knobs, IN	2000 911 Carrera Cabriolet, Blue
1	Greg Furnish	Louisville, KY	2011 Cayman S, White
1	Jeff & Mary Key	Glendale, KY	2000 911 Carrera, Ocean Blue
1	Karl Wagner	Louisville, KY	2001 911 Carrera 4, Cab, Black

**Incomplete profiles are based on the info you filed with National when joining/renewing your membership.

Welcome New Members!!

September 2015

John Breen	Louisville, KY	2002 Boxster S, Silver
Jeff Gordon	Louisville, KY	2016 911 GT3 RS, White
Carl Hafele	Louisville, KY	2000 911 Carrera, Cab, Black
Cary Noel	Mayfield, KY	1997 Boxster, Black

Transfers—August 2015

Jeff & Julie Brooks	Sturgis, KY	2001 Boxster S, Silver
Dennis DeWitt	Louisville, KY	2014 911 Carrera S, Silver
Joseph O'Bryan	Louisville, KY	2014 Cayman, White

From the Editor's Desk

By Belinda Schweinhart

Does this edition of the newsletter look a little weird?


It just dawned on me that we are still using the grayscale from the old black and white printing days. DUH. I picked one of the built-in color schemes called Concourse. Sounded appropriate for a car club. Not lovin' it though.



Does our region have official colors? A region flag? Anything? Even our logo is black and white.

What colors would you like me to use? Leave some suggestions on Facebook.

Are you on Facebook yet?



<https://www.facebook.com/groups/50109424636/>

I barely scratched the surface of the photos available on our Facebook page. Our region has the best photographers around! Be sure to share any photos that you take with your Porsche too. You might just end up on the next cover!



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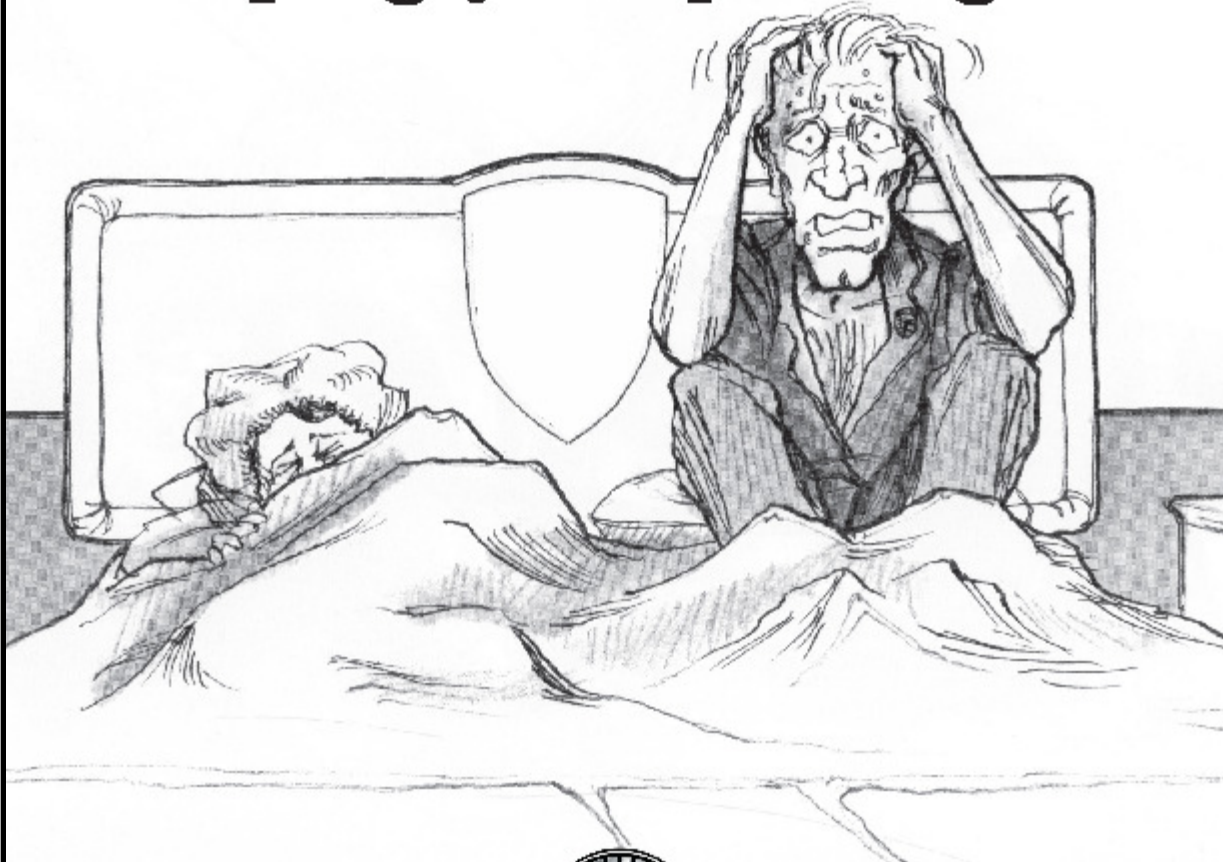
PACESETTER ADVERTISING RATES

Classified Ads for 'The Mart' are published at no cost to PCA members for 3 months and at nominal cost to non-members. Send copy for ads to the PaceSetter Editor.

Commercial Rates: 1/4 Page \$130, 1/2 Page \$250, Full Page \$500, per year. Quarterly terms are available but require advance payment.

Business card ads are accepted from Kentucky Region members only at \$65 per year. Mail your card and a check made payable to Kentucky Region PCA, to the PaceSetter Editor.

IMS bearing keeping you up at night?



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To all of our Kentucky Porsche Friends,

Hello my name is Dennis Okin and I am the DE Chair for Ohio Valley Region (OVR) for our upcoming event at Mid-Ohio scheduled for **October 16th thru October 18th**.

Friday October 16th is a lapping day for more advanced drivers without instructors.

Saturday and Sunday is a traditional DE with instructors.

MID-OHIO SPORTS CAR COURSE



After running / instructing with your region at Putnam over the years I realized that both regions share a lot of similarities. Safe fun events, with a great group of talented people. Frankly many of your members have run with us in the past and I think they would confirm how our region runs a great program. If you have never been to Mid-Ohio it truly is one of the premier tracks in the US. A wonderful road course, with numerous elevation changes and challenging turns. The track is 2.4 miles long with 14 turns. I have attached a link for a lap around the track. All of our other instructors will help you learn the nuances of this wonderful track.

The Ohio Valley Region always hosts a free pizza party Friday night complete with beer, wine, soft drinks, water, dessert. This Friday night party is held at our headquarters hotel Quality Inn and Suites, and the Comfort Inn right across the street in Bellville Ohio, just less than 1 hour north of Columbus !!!! BTW we have a great \$ 85 per night rate with these hotels just mention the OVR PCA Region to get the rate.

October is a great time for a DE. The weather is perfect and everyone always has a great time. Our region uses Club Registration for all entries.

If you have ANY questions do not hesitate to contact me at 513-300-5076 (cell) or dennisokin@fuse.net. We look forward to seeing you at Mid-Ohio..... I guarantee you will have a blast !!!!!

VIDEO: <http://www.midohio.com/About-Us/A-Lap-Around-The-Mid-Ohio-Track?flvpath=1078>



Justin Jones



Hey guys! I still haven't joined a different PCA chapter so as far as I'm concerned this is still my home chapter...I wanted to share some photos with those who may be interested, of a small private gathering of 15 people or so I was invited to, to watch the building of an RWB Porsche by Nakai-San here in Orange County. Enjoy!



REGISTRATION NOW OPEN!!!

11TH ANNUAL



November 12-15, 2015

www.pca-palooza.com

- Over 250 Porsches...all models
 - Scenic & Spirited drives through the Ozark Mountains & national forests
 - Poker "Stick" Rally
 - Social Mixer
 - Friday night "Palooza Fest"
 - Parade
 - Shine & Show
 - Door Prizes
 - Music
 - Saturday Banquet Dinner
 - Tech Sessions
- ...and more!!!



Bleed or Flush?

Published in the October 2015 issue of "Die Porsche Kasette"

There are two terms that sometimes are used synonymously, but which are not: **Bleeding** and **Flushing** the Brakes. Bleeding the brakes is a quick procedure to remove any unwanted air (water vapor) bubbles from the calipers and lines using a small amount of fluid. Flushing the Brakes refers to replacing the entirety of the fluid with fresh brake fluid.

Porsche recommends flushing the brake/clutch hydraulic system every two years. *Why? you ask, since you don't drive your car that much?*

Brake fluid is very hygroscopic, meaning that it absorbs water. It will absorb water molecules from the ambient through the flexible brake lines and through the plastic walls of the fluid reservoir! Brake fluid boils at around 400°F but water boils at 212°F, so once water gets to the calipers as soon as the calipers get up to 212°F it will boil the water and will release water vapor bubbles, which contrary to liquid, will allow to be compressed, thus altering the effectiveness of the brakes. It makes your

brakes feel mushy and soft.

A quick bleed is fine at the track, between sessions, but I personally flush my brakes right before each and every track day, even if I have back-to-back track days. Also, once you open a new can of brake fluid you need to use it all, or it will go bad very quickly, so why not flush instead of bleed?

Before blue-dyed (racing) brake fluid was outlawed, I liked alternating the brake fluid color every time I flushed the system. This made it very apparent to see when the old fluid had been replaced with the new fluid, as the color changed from blue to gold or vice versa.

Now, since all brake fluid MUST be gold, it's very difficult to see when the new fluid is flowing out from the caliper, so I made myself



“There is a race class for every Porsche made.”

a graduated container to tell me when fresh fluid was coming out of the calipers.

Here's how you can make one yourself. Start with a clean PET or PETE (PolyEthylene Terephthalate) plastic bottle that will hold at least 1 liter (1000 mL) or 1 qt. of liquid.

PET is a crystal-clear plastic generally used in water bottles or food-product bottles which stands up well with brake fluid. I used an empty ketchup bottle. I guess they now have 58 varieties ;)

With the bottle empty:

1.- Clearly label it **BRAKE FLUID**

2.- Measure and pour 350 mL of water and mark that level with a marker.

Label it Right Rear (RR)

3.- Measure and pour another 150 mL of water (500 cumulative) and mark it.

Label it Left Rear (LR)

4.- Measure and pour another 250 mL of water (650 cumulative) and mark it.

Label it Right Front (RF)

5.- Measure and pour another 100 mL of water (750 cumulative) and mark it.

Label it Left Front (LF)

6.- Measure and pour another 100 mL of water (1,000 cumulative) and mark it.

Label it 1 liter

7.- Empty the bottle. It's now ready for use.



The tools and materials needed are:

- 1 Liter can of Brake Fluid. DOT 4 is what goes into our Porsches.

You have a choice of several very good products such as: Ate, AP Racing, Brembo, Castrol, Motul, Pentosin, etc.

•Power Bleeder

(vacuum bleeders not recommended)

- Collection (graduated) bottle and clear tubes
- 11 mm open-end wrench
- Lift, or hydraulic jack and set of sturdy stands
 - Lug wrench (and security socket if used)
 - Light source to work in wheel wells
 - Paper towels or rags for quick pick up of spills
- Piece of 2" x 4" lumber for clutch bleeding (for manual transmission cars)



Note: The photos and instructions shown bellow are for early-production 986 but all of the water-cooled Porsches are very similar in this regard, even the trucks (Cayennes and Macans).

The Brake Fluid Reservoir is located in the front trunk, on the driver's side.

You can lift the four wheels off the ground and remove them (my preference) or you can remove them one at a time (more time consuming).



Start with the furthest wheel from the reservoir first and then work towards the closest. the recommended sequence is:

- 1.- Right Rear
- 2.- Left Rear
- 3- Right Front
- 4.- Left Front
- 5.- Clutch Master Cylinder (for manual transmission cars).

The procedure is the same for each wheel.

Choose the Brake Fluid to use and empty a newly opened 1 liter can into the Power Bleeder.

I like to place the Power Bleeder inside a bucket. In case of any leaks or spills, the bucket will serve as a secondary containment vessel, which can avoid possible damage to your car as Brake Fluid can damage paint.



Raise the bucket off the trunk's floor by placing it on another bucket or cardboard box to make sure that the hose that connects the Power Bleeder to the reservoir is not kinked. Raising it also gives you better access to the pump.

Pump up the pressure in the Power Bleeder to 20 psi.

Starting with the right rear:

- 1.- Uncap both caliper nipples
- 2.- Connect a clear hose to the inside nipple and route the other end to the clear, graduated plastic bottle for collection.
- 3.- Using the 11 mm wrench slowly turn the nipple (CCW)
- 4.- Observe the fluid coming out
- 5.- Once you have collected the recommended amount, close the nipple by turning

clockwise. This does not have to be too tight but make sure it's closed.

6.- Move the tube to the outer nipple on the same caliper and repeat the procedure. Note that the time for new fluid to flow is greatly reduced, as it only has to flow from the inner part of the caliper to the outer part. Five seconds or so is enough.

Now you can repeat the same procedure on the other three calipers. Periodically, check the Power Bleeder's pressure and pump back to 20 psi when the flow gets reduced.

For manual transmission cars, before you start bleeding the clutch, you need to completely depress the clutch pedal, to open the master cylinder. The pedal needs to be depressed for the entire clutch bleeding operation. Either have an assistant depress the pedal, or cut a piece of two-by-four (2"x4") lumber so that it can be wedged between the depressed clutch pedal and the seat rail, as shown.



When finished bleeding the clutch you will need to manually pull back the clutch pedal, as it will not initially return on its own, when you remove the lumber or the assistant's foot.

Bleeding the clutch is the toughest part of the procedure because the bleed nipple is difficult to get to comfortably. It is located on top of the transmission, on the driver's side and has a black plastic cap to protect the bleed nipple from dirt.

Make sure to let the car cool down completely because your arm could get easily burnt if not.

Once you locate it, you'll have to:

1.- Place the 11 mm wrench on the nipple (here the closed end works better) then insert one end of a (longer) clear drain hose onto the nipple and the other end into the graduated collection bottle.

2.- Slowly open (CCW) the nipple and let the system flush to the recommended volume.

3.- Tighten the bleed nipple, remove the drain hose and recap.

4.- Slowly let off the pressure on the Power Bleeder by unscrewing the pump.

5.- Check to make sure that the Brake Fluid level in the reservoir is at the MAX indicator, with the car level.

Make sure you clean up any Brake Fluid spills because it can damage paint and is corrosive. Brake Fluid will wash off with water from hands, tools or clothes and can be neutralized with water.

Don't forget to do this every two (2) years of before every DE or track day.

For more information on Brake Bleeding and Flushing, please visit my website:
www.PedrosGarage.com.

Happy Porsche'ing,

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I Get Around—I Found a Modern Racing Hero *By Danielle Badler, October 2015 Rocky Mountain's High Gear*

Periodically, people chastise me for being an inveterate reader of The Wall Street Journal. It's owned by that evil manipulator of the night and the right, Rupert Murdoch, they say. It's biased, it's dull, it's out of touch. It has nothing whatsoever, today, to do with what made the paper great.

And then I open it up to a profile titled "The Throwback Star of Formula One."

What? I mean, ok, but a profile of Lewis Hamilton? I didn't even think the Journal knew that he actually walks on this planet. What do I know.

This is what I know. It was a great read. And it made me rethink my view of Formula 1 "pilots" today. Or at least one of them.

I

You have to understand. Growing up, I was a big fan of Jim Clark. I have a framed photo of him, taken

"I like having a gear shift. I like three pedals. I like the heal-and-toe effect."

by Jesse Alexander. You know the one, where he's looking out into space, head slightly cocked.

As a kid, I read his bio. He took the author for a ride in his "daily driver," a Euro Ford Falcon, probably a "company" car. He screeched and scrawled all over the Scottish moors. Then he suddenly stopped the car, to say that one tire was down a few pounds of pressure. Which it was.

Clark seemed to be completely bewildered by his talent. Talent that led to abject disbelief when he bought the ranch in 1968. In a meaningless Formula 2 race. It just couldn't happen.

An example; he was asked how he can be so consistently faster than everyone else. And Clark simply answered, "I just brake a little later."

Yeah, and Babe Ruth just hit it a little farther. Sandy Koufax just threw it a little faster. Chuck Yeager just flew a little better.

Contrast to today. Driver coverage is so sanitary, they have a hard time fitting in the names of all their sponsors, when they go through the post-race "thank you" drill. You have no idea, as Chris Economaki would ask, what it's like out there.

So imagine my surprise when I read that, as a young cart racer, Hamilton's father found the spot where the fast kids braked, and urged his son to brake five yards farther.

He did... and he spun, and spun, and spun. But, eventually, "I became the latest braker."

Get this. He's quoted in the article saying "I don't like tiptronic, even though I race with tiptronic.... I like having a gear stick. I like three pedals. I like the heal-and-toe effect... you just have a little bit more control."

I know!

Apparently Hamilton is infatuated with Senna. It makes sense. At his death, Hamilton was nine. Clark, on the other hand, died 17 years before he was born.

At this writing, he has 40 wins in 160 starts, to Senna's 41 wins in 161 starts. Any bets on whether he eclipses his idol?

Damon Hill, who raced alongside Senna at Williams, is quoted as saying, "Any era you like, he would thrive.... I think it's more difficult for him now because of the over-engineering of the competition."

The article, however, points out that, sure, it's clear he has the fastest car out there... but so does Nico Rosberg. And Hamilton has out-qualified him in 11 of 12 races so far this season.

A few years ago, Hamilton test-drove Senna's world championship-winning McLaren MP4/4 from 1988. He matched Senna's pace almost exactly.

How? This is a great quote. "People come up to me and say, 'Oh, the way you took Turn 7, it's so much better than others.' I don't know if they really can see that. Because when I'm watching, I can't see the difference."

It is indeed that little bit later/faster/better. And it can't just be explained.

"I'm a real basic driver," Hamilton says. "There's drivers over time that close their eyes and envisage a lap and all that stuff. Maybe that works for them. For me it doesn't. Me, I drive. I drive the seat of the car."

Hooray. A real honest-to-goodness racing hero, in today's age. He exists!



Mike Long was spotted at the Air National Guard Family Day event by Clint Stinnett



Event chair Mark Bos , showing us the correct way to give a point by



Sasha Innes says "Swap you?"



Photo by Holly Miller. See page 14-15 for more photos.