

Bluegrass Region Porsche Club of America

# RUMBLE

February 2012



We welcome the 7th generation of the 911 at Blue Grass Motorsport.



# RUMBLE

February 2012 Vol. 10 No. 2

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**The Bluegrass Region  
PCA Board of Directors  
meets on the first  
Monday of each month  
Dinner at 5:30 p.m.  
Business at 6:00 pm  
Members are welcome.  
See calendar for details.**



# SAVE THE DATE!

**The future unveiled. Meet the next 911.**

You and a guest are cordially invited to attend our Porsche Family Tree Event III, featuring the launch of the all-new Porsche 911.

**PLEASE JOIN US!**  
**Saturday, February 25th**  
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Please RSVP by emailing [Amanda@theautomile.com](mailto:Amanda@theautomile.com) or calling **513-272-7532** or **888-835-3610**. You can also visit [www.PorscheOfTheVillage.com/911Launch](http://www.PorscheOfTheVillage.com/911Launch)



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## President's Message

# What's been going on and *what's coming up*



**H**ow about this weather? I thought January was the middle of winter? It's February and I'm sure many of us has second guessed putting the Porsche car up for winter. Hopefully many of you have had the opportunity to get the Porsche out and enjoy some of the unseasonably warm days we have had. I know I have!

### What has been going on...

#### New Year Holiday Party

January 15th was our Annual New Years Holiday Party. The turn out was all most at full capacity! Seating for 48 and there were 46 on the roster! Based on this attendance, we are donating \$920 (\$20 per attendee) to families next Christmas.

The night was full of great conversations along with a tasty dinner! Door prizes were a plenty thanks to Blue Grass Motorsport, Porsche of the Village, Foreign Affairs Motorwerks, Jamie Donaldson, and Robert McClelland. The grand prize was a weekend drivers

education event at Putnum Park Race Course and was won by Mark Kidd!

#### New 911 Launch

Several of us made it over to Blue Grass Motorsport last Saturday for the launch of Porsche's new 911 (code name 991). What a beautiful example! 4" longer wheelbase while keeping the same overall length, 1.8" wider, engine moved forward to help with weight distribution. The *Carrera S* comes in with 400hp and 4.3 sec 0-60. The *Carrera* has 350hp and 4.6 sec 0-60.



You have to stop in at a dealer and check it out; I'm sure they will be going fast!

### What is coming up...

#### February Events

February Events: Cars and coffee will be at Ramsey's on Harrodsburg Road this Saturday the 11th from 9-11. On the 19th our monthly social will be at Malone's in Hamburg, and Porsche of the Village will have their 3rd Annual Winter Concours featuring the new 911 on

the 25th! Look in the calendar for more details of each event.

#### 2012 Fall Charity Drive

We are now accepting suggestions for a local charity as our 2012 Fall Charity Drive beneficiary. Please bring forth your suggestions to any board member during the month of February for consideration at our March board meeting. We will review all submissions and vote at the board meeting March 5th at Marikkas.

#### New Website

Chris Davis, David Patrick, and I have been working on a redesign of our website (<http://bgs.pca.org>), and the current go live date is February 15th. So keep an eye on your email for the announcement! Along with the new website, we will convert over to Google groups and Google calendar. More details to come.

So come out and join us at an event in the future, you will enjoy it!

*Drive it,  
Ed*

## Rumble content growing with member contributions

**8** contributors are featured in this issue of *Rumble*!

Ed Stevenson, Maureen Elwyn, Tim McNeeley, Mary Doerr, Robert McClelland, Kenneth Slone, David Patrick and I provide content this month.

As I approach my 4th year as editor, I remain impressed by

the quality and quantity of contributions to this club newsletter.

Our members have provided a wide range of content, including technical articles, personal event experience, humor, reflection, and photography.

If you have not already contributed to *Rumble*, give it a spin. Simply email photos and

text, separately, to [paul.elwyn@gmail.com](mailto:paul.elwyn@gmail.com).

How about more track coverage, more reflection on Porsche product and lifestyle, and more humor? We can do this!

Bluegrass Region PCA provides what members create.

So, let's create, for *Rumble*, and for ourselves!



**Paul Elwyn,**  
*Editor*

# BOARD MINUTES



**Maureen Elwyn**  
Secretary

## Bluegrass Region PCA Minutes

January 2, 2012  
Sawyers

**Board Members Present:** Ed Steverson, Ken Slone, Robert McClelland, Tim McNeeley, Mark Doerr, Maureen Elwyn, Paul Elwyn

**Members Present:** Mary Doerr

**Meeting convened by President Ed Steverson at 6 pm**

**December 5 Minutes approved,** motion by Mark Doerr, Second by Robert McClelland

**Treasurer's Report** by Ed

Steverson for Bob Lovejoy: \$4,268.29 estimated balance as of 01/01/12 to be confirmed by Bob.

### Old Business:

- Ed Steverson congratulated newly elected board: Ed Steverson, President; Ken Slone, Vice President; Maureen Elwyn, Secretary; Bob Lovejoy, Treasurer; Tim McNeeley and Mark Doerr, Director at Large. Election results confirmed by Jim Brandon and Ben Prewitt. Ed recognized 2011 President David Patrick and all who volunteer for the club.
- Annual New Year Holiday Party: Firebrook Clubhouse, 5:30 pm, January 15<sup>th</sup>.
  1. RSVP to Ed Steverson. Meatloaf and parmesan chicken entrées buffet style
  2. \$20 per member attending will be applied to charity instead of reducing cost of dinner as has been done in previous years. Clarification under New Business
  3. Motion by Paul Elwyn,
- 4. Dealers will be asked to designate recipients, whether Bluegrass Region members, non-members or both, as approved by the Board in February. Ed Steverson as Dealer Liaison to handle details with dealerships.
- 5. Setup crew needed at 4:30.

### New Business:

- February 6 Board Meeting: Sawyer's, 5:30 pm.
- February 19<sup>th</sup> Membership Meeting, Malone's, Hamburg, 5:30 pm.
- New website launch February 1 with feature testing via board members in January.

Facebook feature could tie together calendars and Chat. Yahoo Chat will transition to Google Chat.

- \$20 club contribution per member attending Annual New Year Holiday Party to benefit children at Christmas. Motion by Tim McNeeley, Second by Maureen Elwyn, approved. This motion clarifies the charity element approved at the December board meeting.
- Paul Elwyn recommended exploring further establishment of an endowment fund through Bluegrass Community Foundation to establish a permanent charitable fund for the club during the Endow Kentucky 20% Tax Credit window of opportunity that exists through June 30<sup>th</sup>. Paul was asked by Ed to bring more information and possible presentation from the foundation to a future board meeting. Mark Doerr recommended inviting the membership to attend that meeting to hear the details of the opportunity.

**Adjourn:** 7:00 pm

# MEMBERSHIP NEWS



**Tim McNeely**  
Membership  
Chair

## Two new members, 196 total

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

**Robert Deal** of Lexington,  
2007 Cayman S

**Joseph Richardson** of Lexington,  
2007 911 Turbo

Our membership is at 117 Regular Members and 79 Family & Affiliate Members, making our total membership 196. Hope everybody has been able to get their cars out some in this unusually warm winter

weather we have been having. Come out and join us at Cars & Coffee or a Tech session soon.

Also, please recognize the following Member Anniversary dates:

- |                  |      |
|------------------|------|
| • Thomas Ashford | 1998 |
| • Terrance Ross  | 2005 |
| • Wigman Arnold  | 2007 |

# CALENDAR OF EVENTS

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

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

**Feb 19** Membership  
meeting, 5:30 pm,  
Malone's, Hamburg

**Feb 25** Porsche of the  
Village third annual In-  
door Winter Concours in  
their newly decorated  
showroom featuring a  
timeline of 911's as a  
backdrop to the unveiling

of the new 991 series. 6-9  
pm

**Mar 3** Cars & Coffee,  
Ramsey's Diner, Harrods-  
burg Rd., 9-11 am. Loca-  
tion changes in April and  
again in May.

**Mar 5** Board meeting,  
5:30 pm, Marikkas,  
Southland Dr.

**Mar 18** Scenic Drive/  
Dinner and a Movie Mem-

bership Meeting, Mal-  
lard's, Danville, 4:00-8:00  
Watch *LeMans* while din-  
ing with your Porsche  
friends! See Chat.

**Apr 2** Board Meeting,  
Marikkas, Southland Dr.

**Apr 7** Cars & Coffee,  
Foreign Affairs  
Autowerks, 9-11 am.

**Apr 15** Scenic Drive/  
Membership Meeting,

Acres of Land Winery.  
See Chat for details.

**May 5** Cars & Coffee,  
Cosi's, behind Bonefish,  
facing Starshoot in Ham-  
burg. This is the first  
multi-marque C&C, a  
parking lot event.

**May 7** Board Meeting.  
Location TBD.

**May 20** TN Tubbs. See  
Chat for details.

## Feature your car on a custom stamp

Okay, the illustration to the right is not a  
Porsche, but it *could* be YOUR Porsche on a  
postage stamp.

Ben Prewitt recently sent a *Road & Track*  
article from 1966 and noted the postage stamp  
on the envelope featuring his Austin Healey  
vintage racer.

Photostamp.com offers this service. You sim-  
ply load your photo and select options. I tested  
with a photo and created a stamp, 2 sheets each  
with 20 First Class stamps @\$33.98. The price  
per sheet declines with higher volume.

Give it a try!

—PE



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# Cars & Coffee

January 14th





# Cars & Coffee

January 14th  
Ramsey's Diner



## Date/format to change for Cars & Coffee

March 3, Ramsey's; April 7, 4N Affairs; May 5, Cusi's, Hamburg

**N**ineteen people attended the January 14th Cars & Coffee. Although it was a bit cold for parking lot tire kicking, Ramsey's Diner provided a cozy setting for breakfast and conversation.

**Cars & Coffee events will change to the first Saturday of the month beginning March 3.**

**On April 7 Cars & Coffee will be held at Foreign Affairs Autowerks from 9-11 am.**

**On May 5th we begin the first multi-marque Cars & Coffee series conceived to be a parking lot event.** Attendees will be encouraged to grab coffee and something to munch in the parking lot while talking with fellow enthusiasts around cars gathered. We are inviting other car clubs to join us, so we hope to create a mini-car show each month during the weather-friendly season.

The May event will be staged from 9-11 am at Cusi's, located

in Hamburg behind Bonefish and facing Starshoot.

We anticipate ending this series of parking lot events in November and returning to an indoor breakfast event for the cold season.

Our Cars & Coffee date has changed to the first Saturday of the month to avoid a conflict with the Louisville Cars & Coffee held on the second Saturday of the month to enable enthusiasts from both communities to attend both events.

Attending the January Cars & Coffee at Ramsey's Diner were Michelle and Neil Fisher, Leonard Ledford, Mike Spirito, Ken Hold and granddaughter Lainey, Ben Prewitt, Jim Brandon, Bob Lovejoy, Ed Stevenson, Tom Bailey, Brant Nystrom, Brian Wooldridge, Jordan and Jay Million, Robert McClelland, Ken Slone, Jamie Donaldson, and Paul Elwyn.



# New Year Holiday Party

Forty-six guests attended the Annual New Year Holiday Party held at Firebrook Clubhouse on January 15th.

Three Peas in a Pod provided an excellent buffet, and door prizes were provided by the club, Blue Grass Motorsport, Porsche of the Village, Foreign Affairs Autowerks, Jamie Donaldson, and Robert McClelland.

Photography by Mary Doerr and Paul Elwyn



First Lady Tracy and President Ed Steverson





# *New Year Holiday Party*

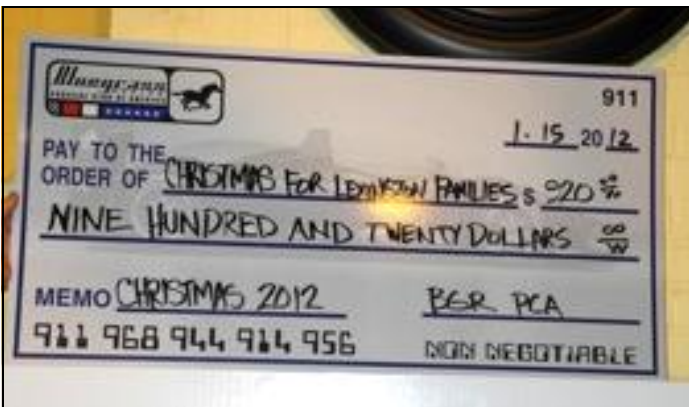




# New Year Holiday Party



Mark Kidd (above right) won the Driver Education weekend worth over \$600 provided by Blue Grass Motorsport in Louisville. Bruce Naude (left) of Blue Grass Motorsport reviews the weekend with Mark which includes lodging, meals and two days of track time.



The club contributed \$920 (\$20 per party attendee) to benefit families in need next Christmas.



Not many GT3s were in the parking lot.



Dale White brought for display these two comic car sculptures created by Guillermo Forchino. The cars, featuring comical driver and passenger, are imperfect with dents and exaggerated features.





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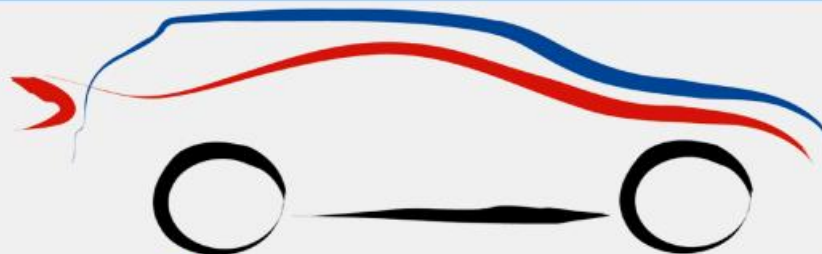
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# TECHNICAL

Taking a closer look

## Heavy smoke on cold start prompts teardown



By Paul Elwyn

**T**he mission was to find a project that could be driven home, and I have had a great time so far working on my project 911, the least expensive example that I thought could get home under its own power.

The engine felt strong, tranny shifted well, and Bilstein suspension felt good. I knew that it was only a matter of time before my project began to consume "cubic dollars," as any Porsche will. Up to this point, the project has required more labor than money, so the real challenge, throwing cash, now begins.

The engine smoked on cold start. This is my 7th 911 since 1986, and it is the only one that has smoked. This issue and terrible leakdown numbers compelled me to drop the engine and see what story emerges.

In short, we found

- burnt exhaust valves,
- one intake valve whose spring keepers had slipped on the valve stem knurling a spiral of metal and damaging the guide seal,

---

**Above: Engine visible prior to removal with muffler and rear bumper removed. (I like this look.)**

**Right: Jim Brandon, Gary Whitaker, Ron Atkins, and Ben Prewitt (hatchet in hand) assisted with engine removal.**





# TECHNICAL

Taking a closer look

## Heavy smoke on cold start prompts teardown

- Alusil cylinders pistons that cannot be re-used
- a cam nut torqued to maybe 30 foot pounds instead of 110, a prelude to slipped timing and trashed engine.
- Several sources of vacuum leaks on the CIS, which may contribute to the cold fast idle.

So, in tearing down the engine, we found at least two issues that at any time could have caused the untimely demise of an otherwise strong, albeit cold-smoking engine.

Since Alusil pistons and cylinders cannot be rebuilt, I must source Nikasils and undergo a complete rebuild.

Arriving at this decision was the easy part. And with assistance from Jim Brandon rebuilding should be straightforward. We simply read Wayne Dempsey's book and move one step at a time, right?

Cams, rockers, and crankshaft with standard main bearings look good with only slight wear on the intermediate bearings.

In the spirit of sharing I invited club members to view the autopsy prior to sending heads off for rebuild. But prior to the formal tech session on January 28, we held three day-long work sessions to disassemble and study.

Attending on the first day were Jim Brandon, Ben Prewitt, Gary Whitaker, and a BMW motorcycle club friend, Ron Atkins, who provided excellent chili! We removed the engine and transaxle, mounted the engine on the stand, and conducted cold leakdown tests to see how the numbers would compare with what I had done with the engine in the car. We learned that the heads are leak-



ing badly, with the following: 48% leak in #1, 32% in #2, 6% in #3, 2% in #4, 38% in #5, and 2% in #6. A warm leakdown would be more accurate, but these numbers are telling.

On the second work day, Gary Whitaker, Ken Slone and Jim Brandon worked with me to remove the cam towers and heads. We disassembled the worst leakdown heads to study valves and seats which appear burned.

Also, in #4, the intake valve stem and guide seal were dam-

**Above: This cold leakdown reading, 78% on the right dial, improved to 48% when we tapped the face of the gauge, but anything above 10% poses a concern.**

**Right: Gary Whitaker, Ken Slone and Jim Brandon pose with the engine during a break in disassembly.**





# TECHNICAL

Taking a closer look

## Heavy smoke on cold start prompts teardown

aged by slipped keepers. This, alone, I understand, could explain smoke on cold start.

On the third work day, Jim and I removed pistons and cylinders and split the cases to examine components.

I had expected Nikasil cylinders, which can be re-ringed if the pistons are within spec. But Alusil cylinders cannot be re-ringed. Pistons and Cylinders, therefore, will need to be replaced, nearly doubling the cost of the build.

I'm still studying options, even watching the market on 3.6 engines, but at this writing I am leaning to rebuilding the original 3.0 with re-plated 98mm Nikasil cylinders and new JE pistons with 9.5 compression designed for the 3.0 rods and crankshaft to create a short stroke 3.2. This setup, even with a cam regrind to 964 profile should produce an engine that can run without dual plugging on today's gas.

I prefer a nearly stock engine for durability and in this case single plug simplicity, as well as lower build expense, hopefully not to exceed the \$6,000 range with us doing everything but the machine work.

Thankfully, lower head studs have already been replaced from the failure-prone Dilavar to earlier OEM steel studs.

Jim says now comes the time for "cubic dollars."

So, with a plan and some parts sourcing ahead, all that remains is....finding cubic dollars!

I'm *really* having fun, now!

—PE

**Above right: Ken Slone holds a flashlight as Gary Whitaker and he examine valve/seat condition on the head with slipped spring keepers.**

**Below: Jim Brandon uses a bore gauge to measure cylinder wear. The Cylinders actually were wearing consistently from top to mid-bore at .002 and .0015 vertical through all six cylinders. Horizontal measurements varied from .0015 and .0008, .001 and .0005, .001 and .0007, .0009 and .0005, .0009 and .0005, and .0009 and .0006.**

**At this point we had not removed the cylinders, because experts advise not doing so with Alusil cylinders if the assembly is going to be retained. Separating Alusil pistons and cylinders likely would compromise ring sealing whether re-installing the old rings or installing new rings.**

**Had these cylinders been Nikasil, we could have cleaned the bores and installed new rings on the pistons, assuming pistons are within spec.**

**Re-plated 3.0-3.2 conversion 98mm Nikasils cost about \$1,200. JE 98mm pistons with 9.5 compression, up from the stock 8.5 CR, also cost about \$1,200 and create what is called a short stroke 3.2..**



# TECHNICAL

Taking a closer look

January 28th Overview of '79 SC project,  
Paul Elwyn's garage Photography by David Patrick



Tech Chairman Jim Brandon (red shirt) explains one of the engine issues.

**E**leven members gathered in Danville on January 28th to study progress on the 1979 SC project.

We first looked over the rolling body shell in fresh paint prior to glass installation and interior rebuild. A badly warped leather dash poses the first challenge on the interior. Once a reasonable rebuild of the dash pad is completed, instruments, headliner then glass with new seals will be installed, and finally a new RS interior including new seats.

Prior to interior work stands the engine rebuild. Attendees were able to examine the disassembled engine. Tech Chair-

man Jim Brandon and I talked through issues with the engine and the option of Nikasil 98mm piston and cylinder set to create a 3.2 short stroke engine as a reasonable solution for a mild upgrade and solution to the original Alusil piston and cylinder set that cannot be rebuilt.

Members removed valves to examine the worst of the heads, the one with 48% leakdown.

We talked through identified CIS vacuum leaks and explained the performance advantages and disadvantages of CIS, Weber, PMO carb and EFI induction options and related engine build options associated with these systems.

Following the presentations

and Q & A, members broke into smaller groups to study components and the body shell in process.

Coffee, Burke's bakery donuts and Subway sandwiches for lunch were served. Conversations continued until about 3 pm.

Attending were Robert McClelland, Mike Sammon, Gary Whitaker, David Patrick, Ben Prewitt, Wigham Arnold, Kenneth Slone, Gary Hackney, Martin Favetto, Jim Brandon, and Paul Elwyn.

—PE



Experimenting with Bilstein green (John Deer Green) on the wheels to add a conservative dash of color to complement the white paint.



# TECHNICAL

Taking a closer look

January 28th Overview of '79 SC project,  
Paul Elwyn's garage Photography by David Patrick



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# 981 Boxster to be released this summer



**January 12, 2012**—Porsche has released the first photos of the long awaited next generation Boxster.

Touted as the most comprehensive generational change in the mid-engined roadster's history, the Type 981 Boxster has a longer wheelbase and a wider track, is lighter, more fuel efficient and has electromechanical steering.

Sound like something else you just read about? No surprise, the 981 has incorporated many of the technical and some of the styling features of the 991, the "new 911."

In addition to a new lightweight body, the Boxster chassis is said to have been completely revamped. There has

been a redesign of the top, which now folds into place as its own cover in the fashion of the 911 cabriolet. Inside the more spacious interior there is a continuation of the Carrera GT rising-console theme.

The harder core elements of the Boxster's evolution include changes in engine displacement for the basic model, which is reduced to 2.7 liters, but with added direct injection and a ten horsepower increase in output at 265 hp. The S, with displacement unchanged at 3.4 liters, gets five more horses for a total of 315. Both deliver their power through either the standard six-speed manual or the seven-speed PDK, the latter producing both the best accel-

eration and economy by Porsche's testing. Zero to 60 times of 5.4 and 4.7 are claimed for the Boxster and the S respectively.

Again taking a page from the 991's engineering sheet, "dynamic transmission mounts"—using technology similar to the magnetic engine mounts in the GT3 and 991—are now part of the optional Sport Chrono package, and torque vectoring with mechanical rear axle differential lock is a Boxster option for the first time.

Expected to be in dealer's hands early this summer, base prices have increased to \$49,500 for the Boxster and \$60,900 for the Boxster S.



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# A Saturday trip to Metalkraft

Words by Robert McClelland  
with Photography by David Patrick



**B**eing a member of the Drei Staaten Gruppe, the 356 club based in Cincinnati, I get notice of many opportunities to see unique collections of Porsches and other interesting cars around the city with a long German heritage.

Last year, there was a tech session and opportunity to tour Metalkraft Coachwerkes in Cincinnati, one of the premier early model Porsche bodyworks restorers. I missed the tech session but when I saw the pictures in the next monthly newsletter, I was hooked on making the trip to see the shop at my first opportunity.

One of the things I noticed about our 1964 356C when

Dick and I first acquired the car was that the chrome vent frame hinge on the passenger door was different from the one on the driver door. Initially I thought there was a small part missing. Over time, I compared the door with others of the “C” series and came to believe that somewhere in the car’s past the original door had been replaced.

Although I took every opportunity to research and find a door with a similar vent frame hinge, and to ask questions of experienced owners, I could not find a similar hinge. But looking closely at the edges of the door gaps at the front fender, it was clear that the door was not original to the car. A little re-

search also disclosed that the bottom of the door for a “C” class car has three (3) indenta-

tions (like on the driver side) and my passenger door only had two (2) as did earlier series



The author’s 1969 911E appears at home parked outside the Metalkraft overhead door.

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cars. So, I started searching the internet and kept "WTB" on both Pelican and the 356 Registry classified sites for a "C" passenger door to replace the current one. Although I got a couple of options, neither was at a price that I liked.

For the last two years, on my trips to Hershey, I kept my eyes open for a replacement and last year, saw one that was a "C" door with several coats of paint and well tarnished chrome leaning against a pickup at the back of a vendor's booth. The price was \$100. It was rough, but by the end of the day it looked good enough at the price because it had all the chrome parts.

Back home, I broke down the chrome frame and had the door





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dipped. There was enough swiss cheese in the metal to make for a major effort to “repair” the door and, although I wanted to learn to replace metal, it seemed too big a job for me considering how nice our car is and I wanted to stay away from body putty.

This seemed like a perfect opportunity to see what that Metalkraft shop looked like. I

called the shop and spoke directly with Mark Schlacter, the owner, an admitted Porsche fanatic who is proud to say that his home phone number is 356-9110. Mark and I had one of those good fanatic chats and he explained that I would be “welcome to use the shop to fix my own door, others do.” Or I could come in on Saturdays and

do some of the work myself. Now that appealed to me.

Dick and I decided that if we are doing the door, this was also a good opportunity to address a few very minor bubbles showing through the paint on our front fenders at one of the standard 356 “jeopardy joints.”

Dick and his friend Sue came for a visit not long after Christmas, and as they were headed back to Detroit through Cincinnati, I suggested he drop off the Hershey door to see if Mark could reform it for our car. After dropping off the door,

Dick called to say that the shop had several speedsters, a Ferrari and a Miura among other toys in various stages of reconstruction and storage. I was too busy to make a trip but when I got a call from Mark, saying that my door was just too far gone but that he might have a substitute, I knew I needed to personally go see my option.

I called Mark and confirmed that he might be working on Saturday and he said he usually was there with one or two fanatics and that if I let him know I was coming, he would stay



Metalkraft owner Mark Schlacter talks with Robert McClelland during a recent tour of the Cincinnati shop.



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Words by Robert McClelland with Photography by David Patrick

around. Knowing David Patrick's interest in quick Porsche trips and his role as a manager of one of Toyota's welding shops, he might want to make the drive to see this unique shop. He and Patricia jumped at the opportunity.

The 356 is in Detroit, and I wanted to exercise the '69 911, but it had snowed earlier in the week and the roads were still covered with chemicals and the pavement was wet, not a good thing for a 40-year-old car with aging undercoating. The weather was to clear for Saturday but the chemicals kept the pavement wet. Wet and salt don't mix well with early 911 joints. Mark said he would usually be at the shop until at least

noon but if I called he would hang around. We waited until around 11 AM and I made a recon out to I-75 in my Passat to check how dry the streets were. Once out of the subdivision, they were clear ... and we were on our way.

I-75 to I-71 N in Cincinnati and taking the Dana exit just north of downtown brought us almost to the door of Metalkraft Coachwerkes.

Recognizing the sound of an early 911 and David and Patricia's 997, Mark's brother stepped outside and met us at the door. After introductions, and sharing the story of the 911E, we started through the shop.

There were two or three Speedsters at various stages of restoration, one owned by Peter Boettcher who writes much of the Drei Staaten Gruppe newsletter and other notices for the club to keep members informed.

Peter and his son Adam were working on their Speedster body in a patiently two-year (so far) project to completely restore the treasure. Adam was recently graduated from UK and works in the financial world in Atlanta and owns a 356 himself. As his dad says, "he bleeds Blue."

Mark's focus is on Porsches and old VWs. He learned his trade making limousine extensions and hearses in Cincin-

nati's coachworks shops. But he loves the German toys. He has a fabulous VW bus with matching trailer near the entrance to the shop. A young (female) motorhead was stretched out under the engine of her 1966 VW Bug addressing an oil leak.

Classic pictures and posters cover the walls in the well packed shop with a mix of VWs and early Porsches in various stages of restoration. A 512 BB Ferrari under plastic and the hand shaped aluminum front end of a Lamborghini Miura gave some variety to our visit. An early roadster had just gotten a new front "clip" that week and was being prepared for primer. In the middle of the





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shop is an RSR project. On one lift, where we could see the undercarriage, was a 1966 911 that is being completely restored for next year's Parade concours. What an incredible detail restoration! Right down to the screws.

Mark sponsors an annual German Auto Fest in Sharon Park in Cincinnati that attracts more than 200 VWs and Porsches and other kinds of fun. We need to make the trip as a club event this year. Mark was mentioned as a referral for restoration of early Porsche models in the March 2009 special Porsche issue of Hemming's *Sports and Exotics Magazine*. Showing us around the shop gave every indication of his expertise in restoring, or in our car's case stopping the bleeding and correcting prior misadventures in old cars.

Before we left, Mark wanted us to see a couple of his past

projects. We went next door to see a reshaped "550" Boxster he has stored for the owner. The fenders and back clip have been reshaped to reflect an updated "James Dean 550 Spyder" including the red trim. It is literally a "one off" hand made car that has been shown in Las Vegas and if I recall, Essen. Mark told a story of sitting near the car at the Las Vegas show and hearing one observer say, "Now that's no 'Bambi' car." Beside it, under cover, is a mid 60's Rolls Royce that Mark completely restored for a client and which has won "Best of Show" multiple times at the Rolls Royce Owners Club annual show, including the one held at Lexington's Marriott several years ago. That is one nice piece of art. I didn't see any oil leaks.

The pictures David has provided can speak for themselves. Dick and I are waiting for a

good weekend to move the 356 down from Detroit and trade out a couple of other cars in the process. Mark thinks it might be easier to adjust the current door to fit the car and change out the chrome. I could go for anything that makes the project simpler [as in lower cost]. But at this stage, I have simply enjoyed the experience of meeting

Mark and touring Metalkraft Coachwerkes.

Patricia, David and I stopped at a corner sandwich shop in a Cincinnati neighborhood before our return to Lexington. It was a fun Saturday road trip.

—RM



# Why the Cayman

By Ken Slone



**You may wonder why I, a previous owner and longtime admirer of the Porsche 911, am driving a Cayman S.**

The answer is quite simple, drivability. When I bought my first 911, I was sure I would be driving it

for years to come. It was a 1997 Carrera 993 Cabriolet and I loved the car but it just wasn't as steady on the road as I wanted it to be.

At high speeds the front end felt light and on twisty roads the rear end would lose traction. On

more than one occasion I nearly lost it. This could have been due to my lack of driving skills and no fault of the car, but I never felt comfortable driving it.

A friend of mine suggested I drive his Cayman and in just a few miles I was hooked. I started

looking online for a Cayman S for myself and found one at a Porsche dealer in another state. With the assistance of Blue Grass Motorsport, I had the car transferred to Louisville and arranged for the purchase. The Cayman S was the right car



# Why the Cayman

By Ken Slone

for me. I like the extra horsepower the S gives and with the sport button engaged (the way I normally drive it) it has amazing acceleration.

The real distinguishing feature of the Cayman is how it drives. With the weight ratio split of 60/40 from rear to front, it has road holding ability like no car I have ever driven. When the weight of the driver and passenger is factored in (since the seats are just in front of the motor) the weight distribution is closer to a 50/50 distribution. The car tracks exactly where you place it and while the occupants may feel the inertia of moving through the "twisties," the Cayman stays planted like it has Gorilla Glue on the wheels.

It sets solid on the four lanes and when the speedometer goes north of 100 mph (how far north I refuse to say) it continues to deliver.

Another aspect of the Cayman is there are no other cars on the road that have the profile it so defines. It has a firm stance that from the rear to the front shows it means business. If the 3.4 motor were available in a turbo this car would be untouchable. Unfortunately, Por-

sche AG will never allow the Cayman to evolve to that level as it would be in direct sales competition to its flagship car, the 911.

If you have never driven a Cayman, then you may not agree with my assessment. It is a driver's car and not a race car. It is not as fast on acceleration as the 3.6's and 3.8's because it lacks the power, but what it loses in performance it makes up for in simple drivability. It is one of those cars you just don't want to stop driving.

Perhaps one of the best compliments given to the Cayman was in a recent article by Chris Harris in the February 2012 issue of the magazine, *Excellence*, describing the new 911 (991) as driving like a Cayman. He went on to say, "As I drove the 991, feeding it through technical sections with nasty direction changes and all

manner of entry speeds, it struck me that Porsche has tried to make the latest 911 handle like a Cayman."

In another reference he states, "The 991 feels decidedly Cayman-like in the way it resists understeer and wants to change direction."

I look forward to driving a 991 and making some comparisons for myself.

I realize that the Cayman is not for everyone, but it does have its niche

for those not needing a rear seat for the little ones or a set of golf clubs. It is a Porsche in its own right, sharing the DNA and genetics of the immortal 911, while continuing the tradition of being a great driving car.

As my license plates indicate, when I am driving my Porsche Cayman S, I am just "RELAXN".

—KS





## MAGAZINES, MAGAZINES, MAGAZINES.... and *MORE* MAGAZINES! By Robert McClelland

**“Hey, it’s cheaper than me buying another car”, I said to her.**

**After all, there is a sense of satisfaction derived from just spending time in reading an article about a Porsche, right?**

But looking at the stacks (as in years of) of Porsche magazines in my “man cave,” I had to admit that there may be a limit.

I am reminded of the day I moved to Lexington after graduating from college and

looking at the 15 years of *Road and Track* that were stacked on my shelves at home that I boxed and brought with me. I ended up burning them in the trash burning barrel at the farm I worked at (pre recycling days).

And then there are the 10 plus years of old BMW motorcycle club magazines from the 70’s and 80’s that take up space in my basement storage that my kids will have to dispose of when they clean out our house

on my move to the nursing home.

Really, though, isn’t it cheaper than golf? Once the initiation fee is spent, years of monthly dues and minimum restaurant fees are no competition.

Like choosing golf clubs, though, it is certainly a personal thing to choose a Porsche magazine. There are so many choices, aren’t there? Do I stay with *Car and Driver* for the newer models? Of course, every “real” Porsche guy sub-

scribes to *Excellence*. *Panorama* is a given because of PCA, we all know that. The original was probably *Christophorus*. I’m not sure. It is a bi-monthly and is in something like Issue 356, I think. I have seen it in German. But it is not my favorite. It is the more exotic British rags that are the problem. It’s helpful if they are written in English.

My favorite used to be *GT Porsche*. But *911 & Porsche World* came on strong a couple of years ago. Then, what do



# MAGAZINES, MAGAZINES, MAGAZINES.... and **MORE** MAGAZINES!

they do but come out with a quarterly called *Classic Porsche*... and now it is bi-monthly! Good grief, do they have no mercy! OOPs, I almost forgot *Total 911*.

Barnes and Noble loves me.

The problem with the British mags is that I

ens, I wouldn't want others to scoff up all the copies before I got one! So I have to keep stopping until it shows up. That causes me to be

chocolate in a way, but better. I can go spend about \$45 for four

(4) different issues of British Porsche magazines at B & N, come home, sit down and consume the whole "box" and not be feeling nearly as bad as if it had been chocolate.

I guess the only disadvantage is that I can't seem to throw away what's left when

I finish.

Which leads me to

my point; I clearly need more storage. Tell me, honestly, am I a collector or..... a hoarder?

**Epilogue:** I do notice, though, that after a year or so, I have forgotten whatever I read, and I find articles that are really great in these old magazines from a couple of years ago.

Aging is a beautiful thing... for magazines, Porsches, and Porsche-philies.



—Robert McClelland



can't justify subscribing to them. I like them all, and although the price they post for subscription seems almost reasonable, I have to be careful because that symbol in front of the number is in British Pounds and not Dollars.

Visa charges a fee for conversion and then there is the premium for sending them international (or ROW in Porschesepeak). There is also the delay; they take a month to find their way across the pond and onto the shelf. That is not really a problem for most monthlies but on *Classic Porsche* (now my favorite) it is a bimonthly, and I never know when to pick it up.

That makes me monitor with multiple trips to B & N. Heav-

sucked into buying every issue of the monthlies, though.

Bi-monthly means it could be ten weeks between issues. Late last year I bought a second copy of *Classic Porsche* because it had been so long since I had picked one up, I had forgotten what the cover looked like. I was reading it at home and it sounded so familiar I checked the shelf and found the last copy of the same issue.

Which brings up another point. Many of the articles mirror each other although in different magazines. Especially on the newer cars. It fascinates me to see how many ways there are to say "this is the greatest Porsche ever." I even found a picture of the same car in one of the British magazines and a couple of months later in *Excellence*.

I won't say I get bored with them, though. It's kind of like

# We meet the 7th generation of the 911 at Blue Grass Motorsport





# We meet the 7th generation of the 911 at Blue Grass Motorsport

**A**bout 18 Bluegrass Region PCA members slogged through heavy rain to join the Blue Grass Motorsport celebration of the seventh generation of the 911 on February 4th.

Family members turned out, including Gavin with father Judd Campbell, Jordan with father Jay Million, and Tyler with parents David and Patricia Patrick. Also among the BGR attendees were Brant Nystrom, Bob Lovejoy, Jim Brandon, Ken Partymiller, Phillip Doty, Paul and Maureen Elwyn.

Caravaning from Frankfort were Ed Stevenson, Neil Fisher, Ken Hold and Bill Fauconneau.

Blue Grass Motorsport staff welcoming us and explaining 991 features were Manager Randy Biery along with sales associates Ramon Juanso and Bruce Naude.

Two 911 S models were on the floor along with a 1970 911E, a 1974 911S, and a 1997 911 4S.

Light refreshments were served as we examined the cars and caught up with fellow enthusiasts.

The focus, however, was the 991, the seventh generation of the 911. Many of us immediately noticed that photos do not do justice to the new sheet-metal.

To my eye, the higher rise of the front fenders arching over 20" wheels and the shorter front end in front of the more steeply raked and curved windshield echoes styling of the iconic 917 and 918 Spyder prototype. The center of the windshield nestles between the rising fenders. A single, center-mount wiper arm would have been a cool, retro touch.

From the front the additional width is readily apparent, giving the 911 a more aggressive stance with flared front fenders. The 991 S rear view appears to be widebody, as wide as the 997 4S and Turbo. The new 4S and Turbo widebody, then, we assume will be even wider.

The 991 is more compact both in front and in the rear with longer wheelbase than the 997. The body aft of the rear quarter window trailing edge is much shorter than that of earlier models, yet additional storage exists behind the rear seats.

Climbing into the cockpit, I felt that the door threshold is wider than that of the 997. Although the 991 has a lower roofline, the interior features more headroom, thanks to the new sunroof design that runs the panel outside instead of inside the roof.

Extensive use of aluminum



**Gavin and Judd Campbell at the wheel of the 991 S.**

allows the larger car to be lighter than the 997.

Bruce Naude had over 400 slides in his iPad to reveal the extensive technical details. We have much to learn about this latest version of the 911.

Sticker on the S was a bit over \$111,000, very close to the

adjacent 997 4S.

Regardless of whether you are a prospect to buy a 991 or simply an enthusiast, as I am, who welcomes the latest from our favorite car builder, you should see the 991 in person.

—PE



**Pictured are Bruce Naude, Judd and Gavin Campbell, Maureen and Paul Elwyn, Jay and Jordan Million, Brant Nystrom, Bob Lovejoy, and Ramon Juanso,.**

# We meet the 7th generation of the 911 at Blue Grass Motorsport



**Tyler, Patricia, and David Patrick**



**Brant Nystrom**



**Judd Campbell**



**Jordan Million**



**Bruce Naude, Patrica Patrick, Maureen Elwyn**



**Neil Fisher**



# We meet the 7th generation of the 911 at Blue Grass Motorsport



Thumbs up from Neil Fisher, Ed Steverson, Bill Fauconneau, and Ken Hold



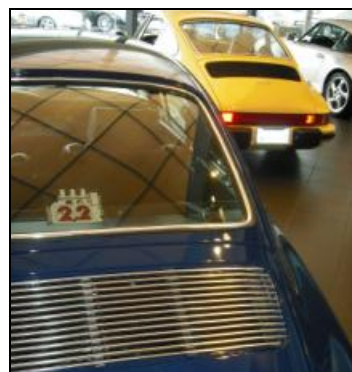
Ramon Juanso (right) explains 991 features to Bill Fauconneau, Ed Steverson, and Neil Fisher.



Jay and Jordan Million



Paul and Maureen Elwyn photo by David Patrick





# We meet the 7th generation of the 911 at Blue Grass Motorsport

Photography this page by David Patrick





# We meet the 7th generation of the 911

## at Blue Grass Motorsport

Photography this page by David Patrick

