

Bluegrass Region Porsche Club of America

RUMBLE

April 2012



Porsches caravan to Danville along US-68 on March 18th

Photo by Mary Doerr



RUMBLE

April Vol. 10 No. 4

Table of Contents

3 Club Officers	12 March 18th Membership Meeting Photography by Mary Doerr
5 President's Message By Ed Stevenson	16 Telling moments, not all pleasant By Paul Elwyn
6 February 6 Minutes By Maureen Elwyn	18 Technical: Spark Plug Change, 991-1 3.6L By David Patrick
6 Membership News By Tim McNeely	20 Technical: MIG welding 101
7 Images from the March 6th Board Meeting	25 For Sale: 2009 Boxster
8 Calendar of Events	
10 March 3 Cars & Coffee	

ADVERTISERS

4 Porsche of the Village
8 James W. Wilson Consulting, PLLC
9 American National Insurance
9 Foreign Affairs Autowerks
17 Paul's Foreign Auto
17 ABRACADABRA Graphics
23 Stuttgart Motors, Inc.
24 Blue Grass Motorsport

HOW TO ADVERTISE

To advertise in RUMBLE email Ed Stevenson at ed@abracadabragraphics.us.

Advertising rates

- Quarter Page \$15/month, \$120/year;
- Half Page \$30/month, \$240/year;
- Full Page \$60/month/\$400/year.
- Classified Ads are free to members, free to anyone for Porsche-related items,
- \$15/month for non-Porsche items.

Content without attribution created by the Editor.

Paul Elwyn, Editor
paul.elwyn@gmail.com

RUMBLE, published monthly and distributed via electronic means, is the official publication of the Bluegrass Region, Zone 13, Porsche Club of America, Inc., a non-profit organization registered in the state of Kentucky. Statements and opinions appearing herein are those of the author and do not necessarily represent the official position of the Bluegrass Region PCA, their officers, or members. The Editor reserves the right to edit all material published. Permission to reprint any material published herein may be granted only after contacting the Editor. Rumble is best viewed in an up-to-date Adobe-approved PDF viewer. For more information please visit adobe.com. PORSCHE®, the Porsche Crest®, CARRERA® and TARGA® are trademarks of Porsche AG. Unauthorized use of these marks is a violation of U.S. trademark law and may subject the user to prosecution and liability.

To be added to the distribution email, please update your PCA email address or contact the editor.



Bluegrass Region PCA Club Officers



Ed Steverson
*President
and Dealer Liaison*
ed@abracadabragraphics.us



Ken Slone
Vice-President
kslone996@bellsouth.net



David Patrick
*Past President &
Activities Chair*
ptrckdvd@yahoo.com



Maureen Elwyn
Secretary
maureenelwyn@gmail.com



Bob Lovejoy
Treasurer
bobl@lexmark.com



Tim McNeely
*Director at Large
Membership Chair*
TMcNeely@vp.com



Mark Doerr
Director at Large
markdoerr@insightbb.com



Robert McClelland
Director at Large
rmccle2217@yahoo.com



Neil Fisher
Director at Large
nfisher01@roadrunner.com



Benson Miller
Track Chair
BensonM@locknet.com



Chris Davis
Webmaster
cdmcse@yahoo.com



J.W. Wilson
Safety Chair
jww3@ieee.org



Paul Elwyn
Newsletter Editor
paul.elwyn@gmail.com

Jim Brandon
Technical Chair
jb993@roadrunner.co

Bluegrass Region PCA Photographer and Historian



Mary Doerr
Photographer



Julie Woods
Historian

National PCA Board Officers from Bluegrass Region



Phillip Doty
PCA RPM Chair
PHDoty@aol.com



Ken Hold
Zone 13 Rep
Kendellhold@insightbb.com

**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.**

You've **got** to see it!



It's the **details** that make the **difference!**

FREE PICKUP & DELIVERY
for service – in an enclosed carrier!



Now Featuring:

- A 70 Car, Indoor Showroom
- Full-Service Car Washes
- Loaner Car Program
- Free Shuttle Service
- Master Technicians
- The Finest Pampering Available for You and Your Porsche!

SPECIAL DISCOUNTS FOR PCA MEMBERS!

Featuring Porsche Premier/ASE Certified Technicians
Call Bruce Harnish, Ruth Zanoni or one of our other fine sales professionals at **866.910.3460**.

- Convenient Service & Parts Hours
- Loaner Car Program Pick-Up & Delivery For Service
- Free Hand Car Washes & More!

For more information please visit our website at porscheofthevillage.com



Visit Our
Porsche Boutique at
porscheofthevillage.com

- Genuine Porsche Parts
- Great Gift Ideas

A Warranty for the Life of Your Car!



Simply Stated: When you purchase a New Porsche from Porsche of the Village, we'll provide you with a lifetime warranty for as long as you own the vehicle! See us for details.



866.910.3460
4113 Plainville Rd. • Cincinnati, OH 45227

SALES: Mon – Thu: 10 - 8, Fri: 10 - 6, Sat: 9 - 6, Closed Sunday

SERVICE: Mon – Thu: 7 - 7, Fri: 7 - 6, Sat: 8 - 4

PARTS: Mon – Fri: 7 - 6, Sat: 8 - 4



President's Message

Spring has sprung!

By President Ed Stevenson



Spring has sprung!

What great driving weather. 2012 has been weather friendly to our Porsches! The 968, 955, and the 944 have all had opportunities to play.

Speaking of drives, looks like it was a great drive to Mallard's in Danville. You have to spend some time with the photos in this Rumble. I did not get to attend that one, but after checking out the pictures, I wish I did. Thanks to David Patrick for putting the drive together.

I was able to make our last tech session at Jim Brandon's garage. These tech events are a hit! There were Porsches lining the driveway as well as down the street to the corner. Jim demonstrated MIG welding and you could try your hand at it.

We had a surgeon there and his hand and eye coordination was very evident in the beads that he could lay. He could be a successful welder very easily.

For me, Jim told me to keep my day job.

Jim has a great location for tech sessions and these things are fun. If you have any suggestions for future sessions please contact Jim Brandon. Thanks, Jim, for all your hard work. We enjoy your events!

Events coming up

The **next Cars & Coffee** will be **April 7th** at the new location of Foreign Affairs Motorwerks located at the corner of 4th Street and Newtown Pike in Lexington (old Town and Ranch paint store).

Fourth Street is one way. You may have to go around the block depending on what direction you are coming from. So, please be careful.

Brian and Scott have tripled their space and 4N will be an excellent venue for club events. Please join us for some coffee, drool over some fine sport cars, and check out the new location!

On **April 15th** we will gather at Jacobson Park for a drive to Acres of Land Winery. Meeting and departure times will be announced on Chat.

We had such a great turnout last year for this event that we thought we should do it, again.

Be sure to reserve this date on your calendar. This will be our **April Membership Social**. All our winery drives are great fun!

On **May 5th** we will gather at Cusi's in Hamburg for the first

multi-marque **Cars & Coffee**. We are inviting all of the car clubs in the region and hope to see all kinds of cars show up. This will be a parking lot event, so grab a cup of coffee and join us for this new format with area car enthusiasts.

Endowment fund

At our April 2 board meeting we had a presentation from the Bluegrass Community Foundation about the possibility of creating an endowment fund for the club. Those who contribute to this fund through June 30th are eligible for a 20% tax credit. Contact Paul Elwyn for more details.

Ramon Juanso

The club's friend Ramon Juanso is now at home and traveling to Cardinal Hill for rehabilitation. He is active on Facebook, so request him as a friend and send him some well wishes.

Bluegrass Region is on the move, and we are open to ideas for more activities, so contact one of the board members with your ideas.

Drive It!!
Ed



Let's continue with the publishing of local content

This issue exists through the contributions of a number of members who have taken time to share with us: President Ed Stevenson, Secretary Maureen Elwyn, Membership Chair Tim McNeeley, Activities Chair David Patrick, Club Photogra-

pher Mary Doerr, Tech Chair Jim Brandon, member Dale White, and our advertisers named on Page 2.

I am currently judging newsletters for PCA and believe me, not all clubs experience the level of member contribution that we enjoy. In fact, many

clubs see a newsletter only four or six times per year. Many newsletters rely on out-sourced material either from other publications or from PCNA, rather than from local members.

As editor I am open to nearly anything that relates to Porsches or Porsche-ownership.

Send your photos/words to paul.elwyn@gmail.com.

I look forward to your contributions!



Paul Elwyn
Editor

BOARD MINUTES

Maureen Elwyn
Secretary



March 6, 2012
Marrika's, Southland Dr.

Board Members Present: Ed Steverson, Ken Slone, David Patrick, Robert McClelland, Maureen Elwyn, Neil Fisher, Mark Doerr, Jim Brandon, Paul Elwyn

Members present: Ken Hold, Nigel Mack, Mary Doerr, Patricia Patrick

Meeting convened by President Ed Steverson at 5:50 pm

February 6 Minutes approved, motion by Ed Steverson, Second by David Patrick

Treasurer's Report by Bob Lovejoy via email: \$4,842.16 balance

Vice President's Report: Ken Slone to attend April 21 Central PA (Hershey) Swap Meet.

Activities Report: David Patrick reviewed upcoming events: March 18th drive/membership dinner, Mallard's, Danville; March 31 Tech Session, MIG welding, Jim Brandon's garage; Cars & Coffee April 7th, Foreign Affairs Autowerks; DE April 20-22, April 27-29; April 15th Drive and membership dinner, Acres of Land Winery.

Webmaster Report: Ed Steverson for Chris Davis noted that the revised website should go live by April 1.

Newsletter Report: Paul Elwyn reported 34 pages ready for March with good content mix.

Membership Report: Ed Steverson for Tim McNeely reported one new member, Nigel Mack of Lexington, 2005 Cayenne. Membership stands at 116 regular members, 195 total members.

Tech Report: Tech Chair Jim Brandon reported March 31 event to feature review of rebuilt 2.7 engine on test stand, MIG Welding 101, 10am to Noon.

Old Business:

1. Charity proposal: Two choices presented, tornado relief and Cardinal Hill Hospital. Cardinal Hill approved. Drive in fall, possibly covered bridge tour.
2. Endowment Fund: Paul Elwyn postponed presentation by foundation officers to April 2 board meeting.

New Business:

1. Zone 13 President meeting, March 31, southwest of Chicago. Ed plans to attend.
2. Historian Julie Woods requests that all records

be collected per PCA recommendation.

3. New member Nigel Mack presented fund-raising idea: Organo Gold coffee sales. No action taken.

Adjourn: 6:45 pm

MEMBERSHIP NEWS

One new member, 197 total members

Tim McNeely
Membership Chair



One new members this past month.
Please join me in welcoming:

Kevin & Alicia Wright of Lexington, 2000 911

Our membership is at 116 Regular Members and 81 Family & Affiliate Members, making our total membership 197. Spring is here.....put your P-Car on the blacktop!!!

Also, please recognize the following Member Anniversary dates:

• Larry Woods	1984
• Ken Partymiller	1988
• Terry House	1998
• Charles Phillips	2000
• Jamie Donaldson	2005
• Chris Martin	2005
• Mark Cole	2006
• Howard Stanfill	2008
• Tom Bailey	2010
• Ida Kutschera	2010

Images from the March 6 board meeting at Marikka's, Photography by Mary Doerr



Join us at a board meeting for dinner and club business

Marikka's Restaurant and Bar on Southland Drive provided German cuisine for the March and April board meetings.

Members are welcome at any board meeting. We arrive at 5:30 for dinner and begin business at 6 pm.

PORSCHE EVENT OF THE YEAR! *amidst the stunning beauty of the Great Basin*

THE 2012 PORSCHE PARADE



SALT LAKE CITY, UTAH
JULY 8 - 14, 2012

PCA's Premier Event Of The Year!

- Autocross • Concours • Rally • Driving Tours • Tech Sessions
- Social Events • and more!

Salt Lake City -
Mountains
Scenic Wonder
Crossroads
of the West

Registration
opens March 13,
2012 so start
planning now!
Register Early
to Join the
Fun!

Learn more and register at parade2012.pca.org

CALENDAR OF EVENTS

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

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

Apr 15 Scenic Drive/
Membership Meeting,
Acres of Land Winery.
See Chat and notice be-
low for details.

Apr 20-22 DE, Mid Ohio
by Ohio Valley Region
PCA

Apr 27-29 DE, Putnam

Park by Central Indiana
Region PCA

Apr 27-29 DE, Mid Ohio,
Northern Ohio Region
PCA

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,

Marikka's, 5:30 pm.

May 12 Bowling Green
Euro Classics/TN Tubbs
BBQ, 10am-2pm, Roland
Bland Park Pavilion – Be-
hind NAPA Auto Parts
and the skate park on
east 4th and Center
Street, next to the Com-
munity Action Center.
RSVP by April 3 to Rich-
ard Hughes @
jrhughes47@hotmail.com
(c) 270-991-4848
This event takes the place of

the TN Tubbs Concours.

May 20 Membership
Meeting, 5:30 pm, home of
Robert and Denise
McClelland, 1113 Sheffield
Place.

June 8-10 Summer Heat
DE at Putnam Park spon-
sored by Kentucky Region
PCA. Registration open
May 4th, Motorspor-
tReg.com 415-462-5603 x3

Scenic Drive/Dinner, Acres of Land Winery

April 15th

Meet at Jacobson Park, 4:30 pm

Departure, 4:45 pm

Dinner, 5:30 pm

Drive leader: David Patrick 859.229.1376



CONSULTING ELECTRICAL ENGINEER, PLLC

JAMES W. WILSON III, PE

107 Creekside Dr., Georgetown, KY 40324

Phone: 859.846.4225 Mobile: 859.227.5940

Email: jwww3@ieee.org

We Take A Personal Interest — Protecting What You Value Most

Remain Claim-Free for a Period
of 3 Years and Receive 25%
of Your Combined Auto & Home
Premiums Back from ANPAC.

CASHBACK[®]
FROM ANPAC



**AMERICAN NATIONAL
INSURANCE COMPANY**

592 East Main St.
Frankfort, KY 40601
502.319.2125

Nathan Dailey, Agency Owner
nathan.dailey@american-national.com
www.anpac.com



FOREIGN Affairs **AUTOWERKS**

Central Kentucky's Premier European Auto Service & Detail

Brand new
state of the art
ALIGNMENT RACK
for the street
and track

624 W. Fourth St.
Lexington, KY 40508
859-309-1919

BRIAN WOOLDRIDGE, Gold Metster Level Porsche Technician
BRIAN@4NAFFAIRS.US

SCOTT WOOLDRIDGE, Premier Professional Detailer
SCOTT@4NAFFAIRS.US

SHAWN LEONARD, Over 10 Years European Car Experience
SHAWN@4NAFFAIRS.US

Executive detail service for all makes and models



Service & Parts for:
Porsche
Ferrari
BMW
Mercedes
Lamborghini
Audi
Volvo
Saab
VW
Land Rover
Other Collectibles
All Exotics

Owned and operated by Bluegrass Region PCA members.

Cars & Coffee

We meet at Foreign Affairs Autowerks on April 7, 9-11 am



The Cars & Coffee group for March 3 at Ramsey's included David Jones, Jamie Donaldson, Neil and Michelle Fisher, Leonard Ledford, Ed Stevenson and Paul Elwyn.

David's 1964 356 drew attention. Leonard Ledford tried out the driver's seat. David has several cars. This one is largely in original paint, not in concours condition, but in a comfortable state for driving.

On April 7 we meet at


Foreign Affairs Autowerks from 9-11am.

On May 5 we begin the first multi-marque Cars & Coffee with invitations going out to all car clubs in the area.


We will meet in the parking lot adjacent to Cusi's in Hamburg, behind Bonefish facing Starshoot.

Join us for these events on April 7 and May 5 for Porsche talk with fellow enthusiasts.





36th annual Central PA PCA Porsche-Only SWAP meet & people's choice concours



- Porsche parts • Porsche people • Porsche paraphernalia
- and Porsche cars.....more Porsches in one place at one time than anywhere else on the planet – including Stuttgart.

April 21, 2012

Cars & Coffee April 7th, 4N Affairs



Cars & Coffee on April 7th at Foreign Affairs Autowerks

What could be better on a Saturday morning than talking cars with fellow Porsche enthusiasts at a service facility owned by Bluegrass Region PCA members who specialize in maintaining Porsches?

Corner of 4th and Newtown Pike

9-11 am, April 7th



Fourteen Porsches, 22 members attend March Membership Meeting at Mallard's in Danville

Photography by Mary Doerr



Bluegrass Region members assemble at Ramsey's Diner on March 18th for a scenic drive to Danville for dinner and a movie.

The first club drive for 2012 drew 14 Porsches and 22 members to Mallard's in Danville on March 18th.

Perfect weather and a first-class sports car twisty course plotted by drive leader David Patrick set the stage for dinner. With Steve McQueen's race

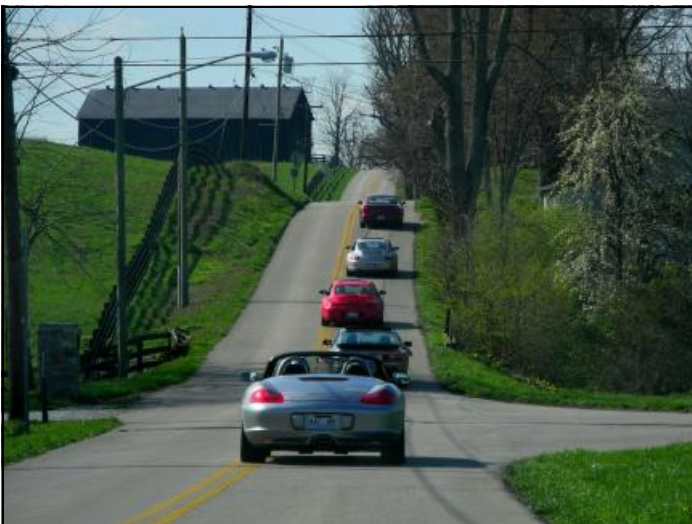
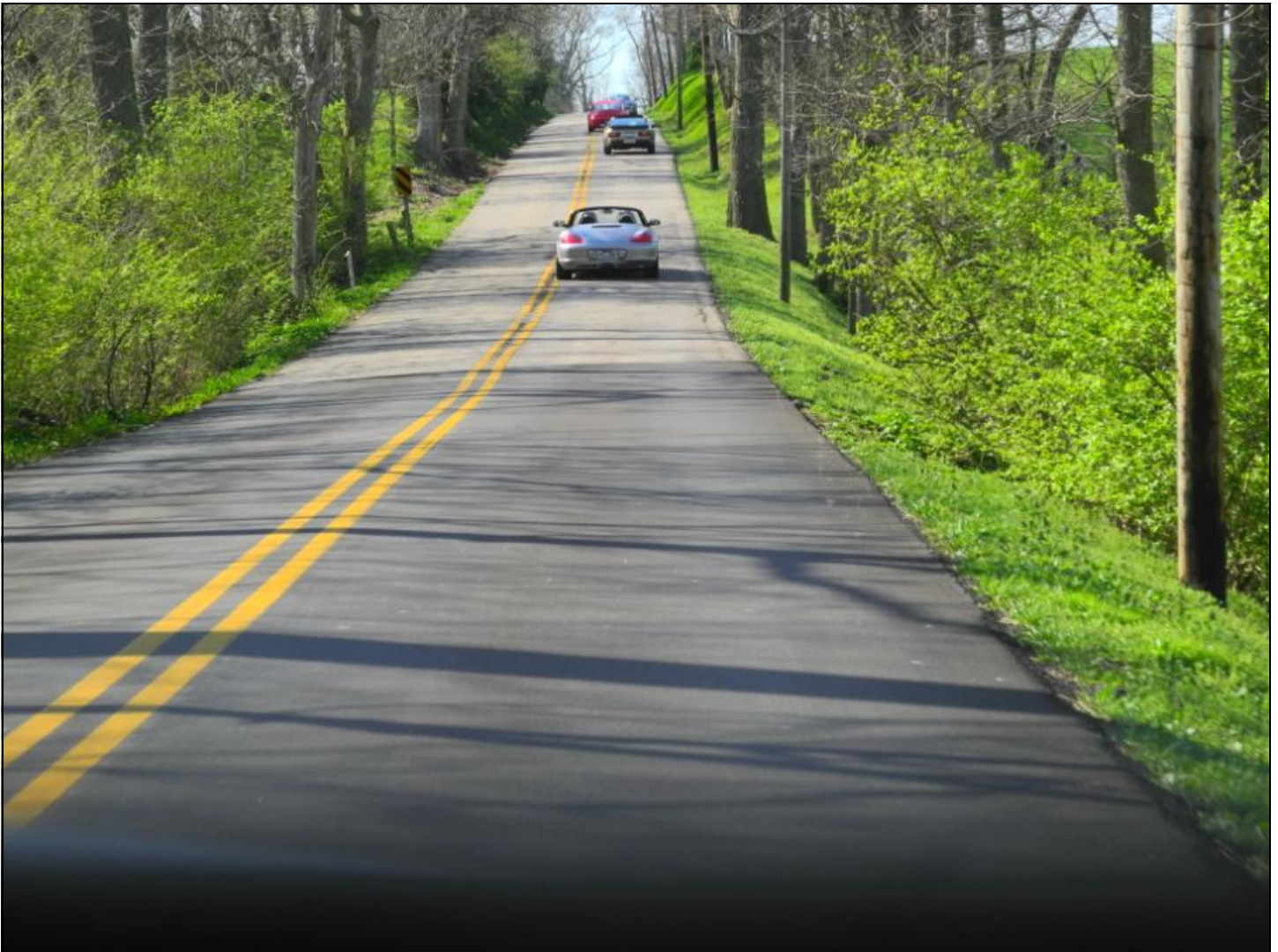
classic, *LeMans*, featuring shrieking 917 Porsches echoing throughout the dining room, we enjoyed a relaxing enthusiast environment for dinner.

Attending the March social were Tim McNeeley, Ledlie Wilson, Patricia McNeeley, J.W. Wilson, Kenneth Slone, Karen Taylor, Patricia Patrick,

Ken Hold, Neil Fisher, Leonard Ledford, Brittany Cassidy, Gary and Shirley Whitaker, David Patrick, Gary Hackney, Jamie Donaldson, Mark and Mary Doerr, Maureen and Paul Elwyn, Dale White and Robert McClelland.

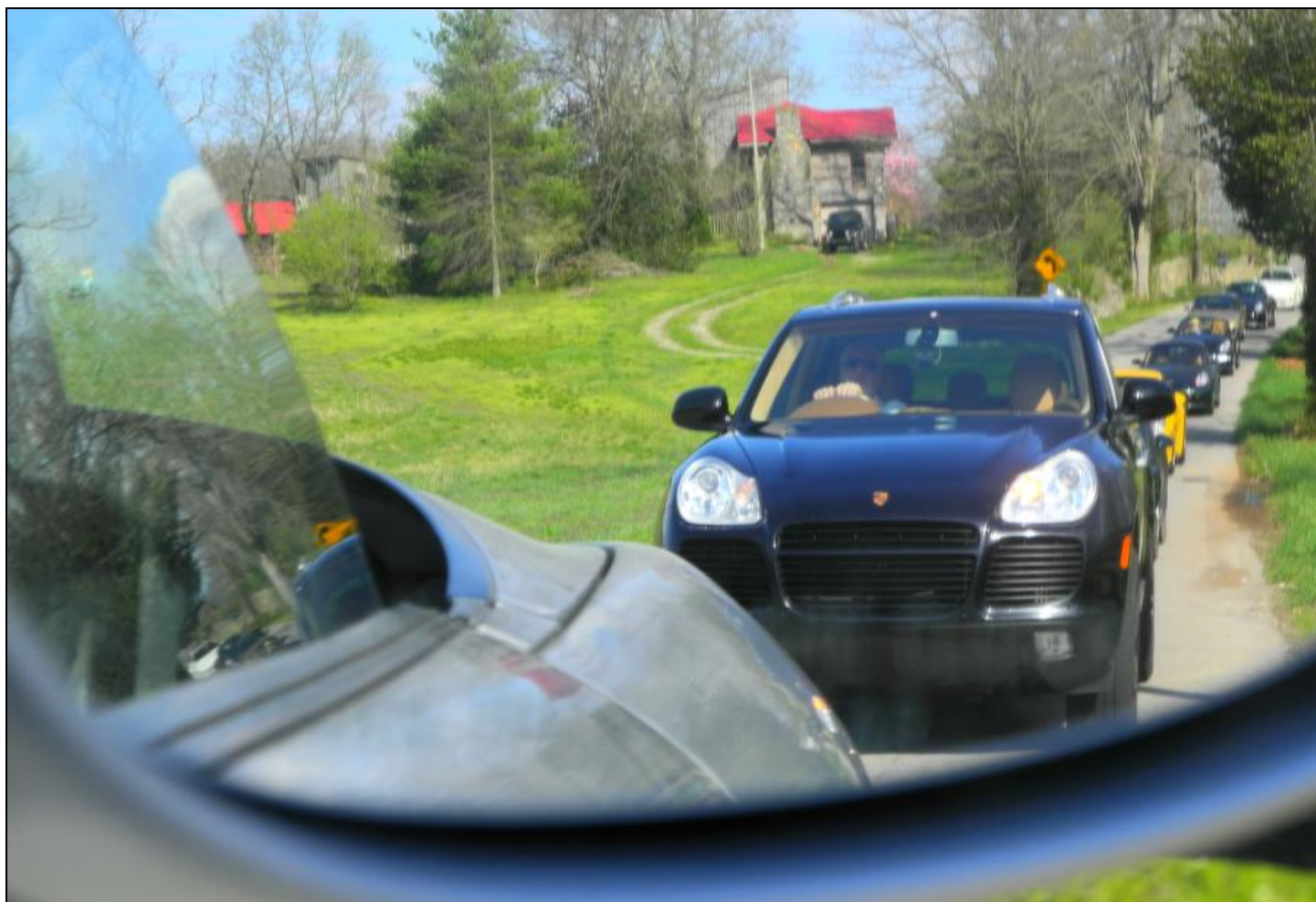
Fourteen Porsches, 22 members attend March Membership Meeting at Mallard's in Danville

Photography by Mary Doerr



Fourteen Porsches, 22 members attend March Membership Meeting at Mallard's in Danville

Photography by Mary Doerr



Fourteen Porsches, 22 members attend March Membership Meeting at Mallard's in Danville

Photography by Mary Doerr



Telling moments, not all pleasant, that define the Porsche experience



Paul
Elwyn

We know Porsches provide telling moments, some exhilarating, others downright embarrassing.

07/22/96

I recall the ride back to Charleston, VA in the passenger seat of the white 1979 911 with the seller who was driving us back to his home from where I would return to Danville with my "new" Porsche.

The car looked rough with shoddy paint, worn interior, tachometer rotated to place redline at Noon, Mid-Ohio track number still on the windshield. We merged onto I-64 approaching 100 mph and settled into a 110 mph cruise for the next 30 miles.

The car became quieter with

speed, and I could tell that the steering wheel required less attention at 110 mph than it had during my test drive at 70 mph.

At that point I knew the car was okay, although when I asked if, having done the deal, there were anything about the car that should scare me that he could now share, the owner replied, "Everything about this car should scare you."

Then he laughed and punched us up to 120 mph and held that pace until forced to back down for slower traffic.

05/29/08

This morning when we merged onto I-75 leaving Richmond headed to Berea, Maureen and I became bottled up among a herd of trucks and SUVs bent on tailgating at 70 mph in the middle and right lanes. I slowed to allow the herd to move

ahead, since I could not move forward, and pulled into the middle lane, settling into a relaxing 70 mph with no close traffic, sunroof open, Rolling Stones doing their thing. Perfect.

Then, an angry Toyota Camry closed to within one car length behind us, whipped out into the left lane, passed and cut back in one car length in front of us, kicking debris into the paint, naturally.

I dropped back to allow proper distance, then noticed that the Camry had slowed to 65 mph. I could see the next herd approaching from the rear, so I eased into the left lane and awakened Varioram to yield 90 mph (and finally into 6th gear), settling in at that pace to distance ourselves from traffic. At the moment when we hit 90 mph, I could feel the car settle,

become planted, perfectly stable, requiring no correction at the wheel. Clearly, the machine felt more composed than at 80 or 70 mph, and I recalled that such was the case in our earlier Porsches, most clearly in the '85 Carrera, but each of our earlier 911s were happier at higher speeds, losing the nervousness that requires constant steering correction.

03/26/12

I pressed the remote locking button at Panera Bread and nothing happened. Several more attempts as we stood without jackets in the cool wind under dark skies and my elderly mind began to process the backup plan conceived four years ago.

With no other recourse, I manually unlocked the door, setting off the alarm with blaring horn and flashing lights alerting everyone in the restaurant positioned to watch comfortably.

I fumbled through the glove box for my spare remote locking battery and emergency screwdriver to open the immobilizer fob. The instrument display resembled an arcade machine.

The entire procedure to install the new battery and stop the blaring horn and flashing lights took less than two minutes, but it seemed to take forever.

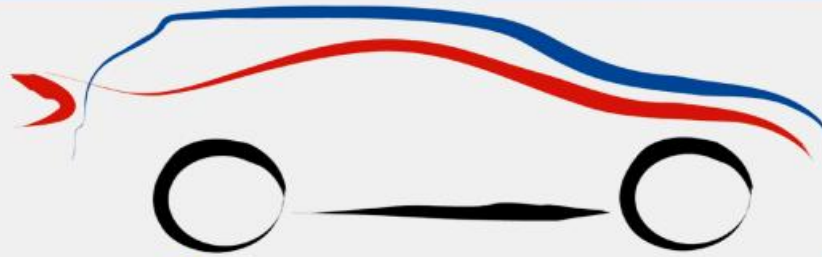
What if I had not stored that spare battery and screwdriver?

Better not to think about that scenario or about the many other "what ifs" that go with life at the mercy of technology.

Makes one look more eagerly toward the re-awakening of the less complex '79 SC.

—PE





PAUL'S FOREIGN AUTO

**Complete Service including most
up to date Porsche diagnostic equipment**

Diagnosing:
Motor Electronics
ABS
SRS
Tiptronic
Climate Control
Alarm
and more

218 N. Martin Luther King Blvd.
Lexington, KY 40507
859.253.9900 859.254.6219 fax

Simply, Service Excellence

Racing Graphics

Numbers
Custom Graphics
Stripes
Clear Bra

DESIGN
PRINTING
PROMOTIONAL
SIGNAGE
APPAREL



ABRACADABRA
graphics

www.abracadabragraphics.us

Ed Stevenson
502.320.2655

ed@abracadabragraphics.us



TECHNICAL

Taking a closer look

Spark plug change

997-1 3.6L By David Patrick



The owners manual for the 997 states that the spark plugs should be changed every 2 years. After checking on RennTech.org I got a feel for how hard the job would be.

Some of the forum members said it was very difficult if not impossible to get all 6 plugs changed and others said it was a fairly easy 3 hour job. A couple of things were certain. Number 1, to make it a manageable endeavor it was necessary to remove the mufflers. Number 2, the rear passenger side plug is the most difficult to get to. So, I figure if I can do the worst one first the other will fall right in line.

Step One: Make sure the engine is Cold then up on the jack stand goes the passenger side and off with the wheel. So now how to remove the muffler? After some internet browsing I finally figure it out. The clamps at the rear of the car between the catalytic converter and the muffler have 2-8mm nuts that are loosened with a 13 mm socket. Slide the clamp toward the converter. Now move around to the wheelwell. Remove the small rod that runs from the body out to the lower corner of the bumper cover. Next the muffler is held on to a bracket with 3 more 8mm nuts. They are hidden on the inside of the muffler between the muffler and the engine. In the pictures you will see the 3 studs that are on the muffler bracket and the hanger that has three holes in it. The hanger is made of 2 pieces of round stock with a plate welded in between them. It looks something like

the A-arms on the front suspension only much smaller. To access the 3 nuts you just need a 3/8inch ratchet with a regular 13mm socket on it. Once you know where they are they are not too hard to access. You just go in from the front to get the socket on the nuts. Of course with the limited room you only get a small amount of rotation on the nuts so it takes a couple of minutes per nut. There is a picture of the ratchet in this access point. After the nuts are removed the muffler is ready to come off. I wrapped the muffler tip in a towel to keep from scratching it. Carefully fish the muffler out from under the bumper cover and set it aside. This should take about 15 minutes to remove each muffler. I am certain that it is worth every second. I cannot imagine accessing with the muffler in the way.

Step Two: Remove the small heat shield that is protecting the coils from all of the exhaust heat. This is easily done by removing the two 12 point bolts that hold the shield on.

Step Three: Remove the Coil. Push the rubber boot up off of the coil wire connector and unclip the wire from the coil. This is tight on the rear most coil but doable. Next is to loosen the torx bolts that are holding the coil in place. This is where the rear coil is hard to get to. The top bolt is very difficult to access. I tried a 1/4inch ratchet with an extension and a u-joint with a torx bit in it and could not quite get it. I then thought that I could possibly get to it with a T-handle

wrench. Problem is I did not have a set of Torx t-handles. Lucky for me a 3/16inch hex head t-handle fit the torx bolt perfectly. I could still not access the top bolt because the t-handle was about 1/8inch too short. So I had to loosen the bolts on the bottom of the muffler hanger so I could flex it out of the way and go between it and the frame rail to get the bolt out. The bottom bolt is easy to access. To remove the coil you simply gently pull it outward and rotate it 90 degrees so you can remove it all the way. This was the most difficult step of the entire job.



TECHNICAL

Taking a closer look

Spark plug change

997-1 3.6L By David Patrick



Step Four: Remove the old spark plug. To do this rear plug you have to assemble the socket and extensions as you go. What worked for me was to insert the spark plug socket, attach a 3 inch extension, a u-joint and then a 6 inch extension. The plugs all came out very easily with no galling or problems with stripped threads.

Step Five: Install the new plugs. To make sure you do not cross-thread the new plugs in the aluminum head make sure you install them by hand all the way in until the gasket on the plug makes contact with the head. **THIS IS VERY IMPORTANT.** If the plug won't go in all the way you have it cross-threaded and it will be an expensive repair. The trick for this is to turn the plug counter-clockwise until you feel it engage the threads. (You will feel the plug drop down about 1mm into the hole.) Then as I said you should be able to thread the plug all the way in with just your hand. You will only use the ratchet or torque wrench for about 1/8th of a turn for the final torque on the plug. The torque is 22 ft lbs. Another note here is that Porsche does not recommend the use of any anti-seize on the plugs. They feel that it deters the electrical flow from the plug to the head. This is probably the main reason that the factory recommends changing the plugs every 2 years regardless of mileage.

Step Six: Re-install the coil. Carefully install the coil. You won't really feel it "snap" onto the plug. Hold the coil against the head and just snug the bot-

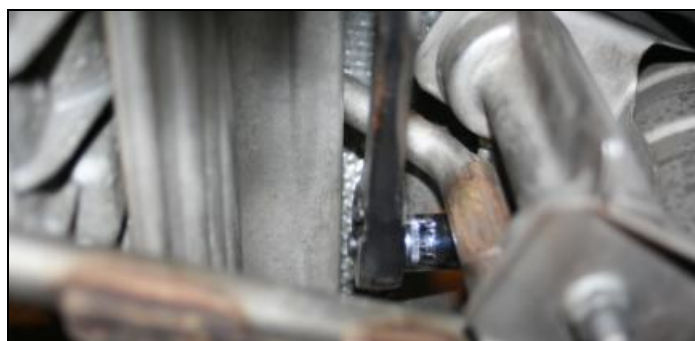
tom bolt then install the upper bolt and torque them both. I could not get a torque wrench on them but hand tight with the t-handle is plenty. You will remember when removing them they were not too tight. The factory torque is 7.5 foot pounds if you can get a torque wrench to the bolts. If you tighten too much you could break the coil. Line up the wire harness and push the connector until you hear it snap into place. Lastly pull the boot down over the connection to keep it waterproof.

Now repeat steps 3 through 6 on the other 2 cylinders on this side of the engine. After all the plugs are changed you re-tighten the muffler hanger bolts to the frame and re-assemble the heat shield, install the muffler and re-attach the stiffening rod from the frame to the lower bumper cover. After you put the wheel back on you are ready to tackle the drivers' side. The procedure is the same but access to all of the coils is much easier.

So with just a few hand tools and 6 Bosch FGR5KQE0 Super Spark Plugs I completed the job for a total of \$59.94. This job was not as hard as I thought it might be but I would never had known if I hadn't gone for it.

To do the entire job took me 3.5 hours. This was on the floor with the car on a jack stand and spending time online trying to figure out the muffler removal. If you put it on a lift it would make life easier of course. I am pretty confident that next time I will be able to knock at least 45 minutes off of this time.

I now know more about my car and have the satisfaction of doing the job myself. Next job is to go online and order a set of LONG Torx head T-Handles!



TECHNICAL

Taking a closer look

MIG Welding 101

March 31, Jim Brandon's garage



Lee Wegner (left) tries his hand at MIG welding with Tech Chair Jim Brandon (right) providing instruction.

MIG Welding 101 attracted 13 people to Jim Brandon's garage in Georgetown on March 31st.

We first reviewed the test stand Jim welded up to hold the 2.7 engine we disassembled in earlier tech sessions.

With an oil tank to repair and mount, and a fuel delivery system to set up, Jim is close to being ready to fire the engine.

The focus for the remainder of the session was on MIG welding, using Jim's new Mil-

lermatic 211 Auto-set with MVP.

We were introduced to the equipment set up with a tank of 75% argon gas, 25% CO2. Jim showed us the settings guidelines on the inside panel of the welder and explained the machine's functions and the techniques of push puddle and pull puddle.

"Push puddle" and "pull puddle" refer to the movement of the gun. In a push movement the gun pushes the melted wire

into the surfaces. The arc is on top of the weld bead, the leading edge of the puddle pushed ahead. Push technique works well for thinner metal. Pull technique angles the gun away from the direction of movement, pulling the puddle. The weld in this technique is deeper because the arc is not blocked by the weld puddle as in the push movement. A pull approach offers more bite for the weld.

Helmets and gloves were

provided for observers and volunteers wishing to experiment with welding.

As usual, we had a great time with the focus of the tech session, as well as in conversation among fellow Porschephiles.

If you have not yet attended a tech session, you're missing a lot of fun.

TECHNICAL

Taking a closer look

MIG Welding 101

March 31, Jim Brandon's garage

Prior to the welding instruction we reviewed Jim Brandon's freshly welded engine test stand holding the 2.7 engine we disassembled in earlier tech sessions. Oil tank and fuel delivery remain to be set up prior to a hot test of the engine.

The heat exchangers from the 1974 engine were rusty, so Jim cut away the heater tin to expose the headers.



A test adapter to mount the starter motor is in place, but Jim is searching for a transaxle housing to be modified to replace this adapter.



Jim showed us how to test an oil level gauge, which is the same instrument used in the fuel tank.



Inside panel of the Millermatic provides setup guidelines.

TECHNICAL

Taking a closer look

MIG Welding 101

March 31, Jim Brandon's garage



Ben Prewitt wears his coffee/donut safety glasses.



Part of the fun at any tech session is visiting with fellow Porsche enthusiasts.

Jim Brandon repairs cracks in the thin metal that supports the engine tin on a 911 SC motor mount.



Experience is everything.

Same location since 1972



- *Warranty work available*
- *Porsche diagnostic equipment*
- *ALL Porsche models parts and service*
- *Oldest Porsche service facility in Central Kentucky*

1305 West Main • Lexington KY • 40508

859-255-7424

www.stuttgartmotorsinc.com



Specialty Car Insurance Protection for When Disaster Strikes

You've made a BIG INVESTMENT in your specialty car. Now let CHROME® specialty car insurance from AMERICAN NATIONAL PROPERTY AND CASUALTY COMPANY (ANPAC®) help you protect your investment with coverage designed for car buffs by car buffs. CHROME® gives you many important benefits, including:



- AGREED VALUE COVERAGE
- GENEROUS ANNUAL MILEAGE
- ROADSIDE SERVICE AND FLATBEAD TOWING OPTION
- REPAIR FACILITY OF YOUR CHOICE
- \$1000 SPARE PARTS COVERAGE
- 5 STAR CLAIM SERVICE®
- COMMON CAUSE OF LOSS DEDUCTIBLE



AMERICAN NATIONAL
INSURANCE COMPANY

www.anpac.com

592 East Main St. • Frankfort, KY 40601 • 502.319.2125 • Nathan Dailey, Agency Owner • nathan.dailey@american-national.com

©2011 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of all traffic laws at all times. Optional equipment shown is extra.



Diagnostically speaking, there is no substitute.

The best equipment. And the best minds trained to use it. These are your Porsche certified technicians. Dedicated to Porsche vehicles above all else, they must complete over 80 hours a year training in the latest diagnostic technology and techniques. You'll also take comfort knowing 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.

Porsche Certified Service.

Blue Grass Motorsport
4720 Bowling Blvd.
Louisville KY 40207
502-515-5881

Porsche recommends **Mobil 1**



PORSCHE



For Sale

2009 *Boxster*

Midnight Blue Metallic/
Sand Beige Leather/Blue
Roof (unique combination)

- Only 15k miles
- 6 speed manual
- 2nd owner
- in service 5/1/09
- Full Warranty till 5/1/13
- Porsche Dealer Service records, serviced at Blue Grass Motorsport since 10/2010
- WPOCA29899U710647
- Heated/ventilated seats
- 12 way power/driver memory seat
- bi-xenon dynamic cornering lights
- Bose Surround Sound
- Auto A/C
- wheel center set
- wind deflector
- audio interface
- rollover bar in exterior color
- matching floor mats
- Dealer-installed clear bra

Superb condition. Reason for sale: buying the new Boxster,

\$40,000

Dale White
859-221-1521

