



PORSCHE CLUB OF AMERICA
BLUEGRASS REGION'S

RUMBLE

August 2004

bgr.pca.org

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Brian Kiser • email: bek1973@yahoo.com

Well June and July have come and gone, August is here and the days will only grow shorter as Summer 2004 begins its decent. This has had to be one of the mildest summers I have seen, but we have had our share of storms and downpours too. My Porsche has remained clean for the most part all summer and I haven't been hindered by any major maintenance issues (knock on wood). Spring and Summer 2004 has been a wonderful "Porsche" season. I hope you have had the same experiences with your favorite car.

Currently I have purchased some SSI's (Stainless Steel Heat Exchangers) and a free flow sport muffler for my 1986 911 3.2. I have been dying to install them, as it is suppose to be a considerable boost in HP, around 20 according to Bruce Anderson, but don't want to have the car down for any amount of time during this fabulous weather. The sport muffler is suppose to make the car much louder along with adding that trademark Porsche racing exhaust note...I can hardly wait!

Another Upgrade I have planned is the "Turbo-Tie Rod" upgrade that will tighten up the 911 typical "spongy" steering feel. This should take about 2-3 hours to perform and will require an alignment afterwards. Both of these upgrades are in the "Top 10" upgrades of the '70-'89 911 model years. Hopefully I will be able to document each upgrade and submit it for an article for our "Rumble". If you have any maintenance or upgrade updates documented, or just want to write about a upgrade you have done in the

past, please submit them to Ed Steverson at: rumble@abracadabra-graphics.com he would love to have any auto related articles.








On July 18th, 2004, the Proposed Bluegrass Region Bylaws of 2004 were passed. The new Bylaws are improved, but they are not perfect, they are a step in the right direction. The major improvements empower more of the Club officers by allowing them to vote as part of the Board. This will allow decisions to have a more accurate representation of the club as a whole as it is your club. Another major part of the new Bylaws allows the Officers 3 consecutive 1 year terms as opposed to 2 year consecutive terms. If you would like to view our Bylaws please check our website as I plan to have them up later this week. If you would like to part of the "Bylaw Committee" please contact Ken Partymiller at: partykm@aol.com.

August is here...so make sure to get your Porsche ready for the Lexington Concours d'elegance! This event is going to be a wonderful weekend and you are encouraged to attend everything that it offers. To sign up or view the options just go to the homepage at <http://www.lexingtonconcours.com/> or contact Leisha or Tom by phone at 859-422-3329 or Fax 859-422-3339.

As always, Drive safe,
--Brian



Officers of Bluegrass Region, PCA

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	Treasurer	Becke Cleaver 629 Rolling Creek Ln. Lexington 40515	b.cleaver@insightbb.com 859.333.6213
	Secretary	Ken Hold 1456 Saddle Club Way Lexington 40504	kendellhold@insightbb.com 859.254.2817
	Membership	Gary Hackney 127 Knight Ct, Georgetown 40324	ghackney@iglou.com 502.867.0681
	Activities Coordinator	Wes Collins 222 Valley Forge Ct. Georgetown 40324	trkupdvr@adelphia.net 502.863.9188
	Advisors	Phillip & Cheryl Doty 306 Coatbridge Pl. Louisville 40243	PHDDoty@aol.com; CAMDDoty@aol.com 502.244.0478

Membership by Gary Hackney, Membership Chair

The update/replacement of the national PCA membership database is still ongoing. We haven't received any info on new members or non-renewing members since April, and are still using the April list for mailings. As far as I know Bluegrass Region is still at 68 or 70 members.

As before, I receive extra Panoramas to give to prospective members. Contact me if you want one to give away.

-Gary Hackney



Image from pca.org



ON THE COVER



The cover car for August is a 1987 Type 930S owned by our Secretary, Ken Hold. Ken has owned the car since January 2002. Of note is that a previous owner of the car was Phil Jackson, most recently coach of the LA

Lakers. Also of interest is that Porsche made this 930 Factory Slant Option (M505) available to the US from 1987 to 1992. A total of 630 were produced. Ken has one of the 200 produced in 1987.

According to Ken the classic wide body style turbo is total excitement to drive. His favorite ride is the four wheel drift up turn 8 at Putnam Park. The car's license plate tells the story "ITBQWK".



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TECH TIPS

by Skip Grehan, Paragon Products - Porsche Parts, Tech & Info

Got Milk? The coolant expansion tank on this series car can provide some warning signs of trouble deep within the engine. The oil cooler has seals that may break down over time and allow oil to seep into the coolant. A good indication that this has happened to you is a "milk-shake" in the expansion tank. With the engine cool, carefully remove the expansion tank cap. Inspect it, and the inside of the expansion tank. It will be fairly evident if something is awry, or, you can compare it to the picture of mine (Illustration 1) below which has this very problem. Don't panic yet. If you are not the original owner of this car, it may be that there was oil in the lines from a previous mishap that is still being collected in the tank. In my case it was caused by a previous engine. The new engine is fine, however, I still have a small amount of oil in the tank, galleys, and hoses. It will eventually work its' way completely out of the system (I hope).

If you are sure that it wasn't there the last time(s) you checked it then you may be headed for new oil cooler seals. In rare cases, this may be caused by a faulty head gasket.

There were quite a few differing opinions out there when I queried for technique. The following is what I've done, and it seems to work well:

1. Lift front of car and place on Jack Stands.
2. If engine is cool, remove the Expansion Tank cap.
3. Place large catch pan under radiator.
4. Remove the lower radiator hose (Illustration 2). I was advised to do this rather than using the drain plug (Illustration 3) due to stripping potential. There is another drain plug on the block below the header than can be removed (with great effort) but is not usually necessary (Illustration 4).



Illustration 1

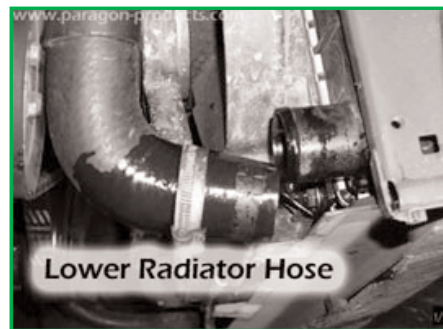


Illustration 2

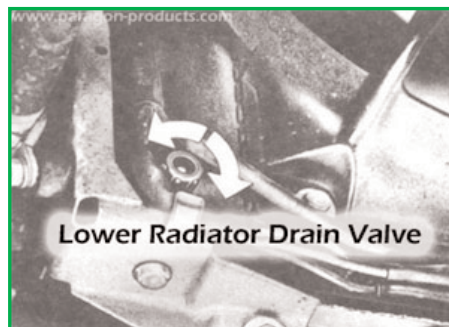


Illustration 3



Illustration 4

TECH TIPS CONT.

5. **Allow the radiator to completely drain.** Have a look at what came out to help determine the health of your engine. There should not be any chance of rust, as the entire engine and radiator are normally aluminum. If you have a measurable amount of oil in the coolant then you should investigate further. In my case, I had very nice looking fluid with no oil slick.

6. **Remove the expansion tank.** It is held in place by 2 bolts in the fender ridge, and one nut at the lowest point inside the engine compartment (Illustration 5). You'll also need to remove the 2 hoses with clamps on them. The overflow hose attached to the neck can remain. Try not to spill anti-freeze on any painted surfaces.

7. **Cleaning the expansion tank** should be done each time the coolant is flushed. It is heavily baffled and scums up easily. Again, in my case I had to clean it thoroughly because of my Milk-Shake problem (Illustration 6). There's no magic solvent to remove this that I've found or heard of. I used several soakings in Simple Green, a garden hose, and a bottle scrubber.



Illustration 5

8. **Replace the expansion tank** when clean and reattach all hoses.

9. **Loosen the Bleed Plug** located

at the upper radiator feed outlet on the block (illustration 7). This allows air to escape from the lines at the highest point of the coolant system.

10. **Now it's time to flush...** this is one of those "repeat until desired affect is achieved" type steps. Ensure lower radiator hose is replaced and tight. Fill system with water using the expansion tank (maybe add a little concentrated radiator flush... some folks don't like it though).

11. **In order to get the air "bled" out of the coolant system,** you may have to squeeze the hoses to push the coolant into air pockets... allowing the air to escape through the bleed plug. Once you are fairly confident the system is properly bled, tighten the bleed plug and replace the expansion tank cap.

12. **Turn interior heat to full hot and fan to high.** Start engine and let run for approximately 10 minutes. This will allow the engine to reach a temperature which will open the thermostat and complete the coolant loop.

13. Allow the engine to cool sufficiently so you may safely remove the expansion tank cap.

14. **Remove the lower radiator hose** to drain the system again.

15. **Now it's time to fill and bleed.** Ensure lower radiator hose is replaced and tight.



Illustration 6

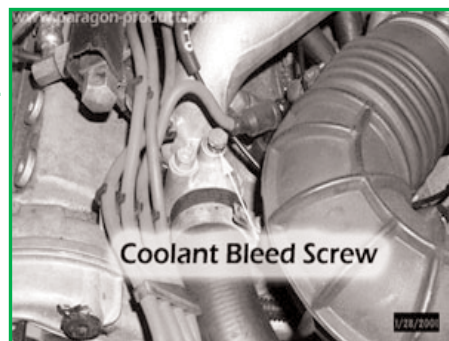


Illustration 7

TECH TIPS CONT.

16. **Loosen the Bleed Plug.**
17. **Fill system with coolant using the expansion tank.** Ensure the coolant you are using contains NO PHOSPHATES. This can be very bad on the aluminum and alloy components in your system. I used Prestone.
18. **The system will hold approximately 2 gallons of coolant.** I added some Redline Water-Wetter to the mix to reduce engine temperature and further protect the system.
19. **Work the hoses and the bleed screw** to remove as much air from the system as possible. Air trapped in the cooling system can cause all kinds of problems like slow warming and gurgling noises. For the engine it can cause uneven heating which can lead to real \$\$\$ problems.
20. **Tighten the bleed plug** and replace the expansion tank cap.
21. **Turn interior heat to full hot and fan to high.** Start engine and let run for approximately 10 minutes. You may want to run with the tank cap off and rev the engine a little to see if there is air working its' way out.
22. **Ensure the coolant level is as prescribed and you are done.** Some folks complain of air still being in the system after several attempts to bleed it out. I did not have that experience, so I cannot comment. I would recommend you check the hoses you altered for a few days and check the coolant level a few times thereafter.



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Recent Club Events



On July 25th, we had beautiful weather and a nice turn out for the Bluegrass Region's Detailing Tech Session at Becke Cleaver's Winchester Farm. There were nine Porsche cars that showed up. In attendance was a 996, 930s, 968 coupe, 911, 944, Boxster S, 968 cab, and a 996 cab. Craig Richie from Car

Quest was on hand to give advice and to answer questions. Craig also demonstrated the effectiveness of detailers clay on Becke's 993. Something you should try if you haven't yet. The clay slides effortlessly along your cars body and removes all contaminants, time well spent before a new wax job! After the tech session everyone enjoyed a pot luck dinner.



Upcoming Club Activities

Concours d'Elegance at Keeneland

by Ken Hold

It's August and we are in the final countdown for the Concours. We still need cars for



both Concours judging and the Porsche Paddock! We have nearly 60 concours level cars nominated. Our biggest need is in Pre and Post War Classics and Late Model cars. If you know of candidates for these classes direct the owners to the web-site (www.lexingtonconcours.com) for an entry form or contact me. The entry fee is \$25/car and that includes two gate passes.

We also need to get our Porsche Paddock finalized. Brian Kiser is coordinating the Paddock and will get out

more detailed Paddock information. He will need to know who is going to have cars in the Paddock and what cars they will bring. Our intent is to do a timeline of Porsches from the 356 to the 911 Anniversary. Brian also needs volunteers to help with the Paddock. Please contact him with this information also at: bek1973@yahoo.com.

Porsche is the Marque vehicle for the Concours. We want to field 50 - 70 cars in the Porsche Paddock. I've seen several beautiful Porsches at our events. Let's have a great turnout and show Keeneland our cars!!

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The summer is almost over and I hope everyone has enjoyed the summer and their Porsche car as much as I have. For the club, the summer has included Concours at Ault Park, a couple of Hackney's Tourtours Teutonic Tours, Detailing Tech Session at Becke Cleaver's Farm, and we still have the Councours d'Elegance at Keeneland on August 28th.

Fall and winter is drawing near, so get your Porsche car out of the garage and enjoy it! I still need some cover Porsches for upcoming Rumbles. If you have a photo you would like to see on a cover, please email to rumble@abracadabra-graphics.com

Drive it,
Ed



Image from pca.org

The PORSCHE Crest



Porsche Family Name

The background shield of the province of Wurttemberg in which Stuttgart is situated

Stuttgart city's official badge - formally "Stud Garden" due to the Royal patronage of fine horse breeding.

Classifieds

Classified ads are free to club members. To have an ad submitted to a future Rumble email your information to rumble@abracadabra-graphics.com

FOR SALE: 1990 Carrera 4 Cabriolet, Perfect condition, 18K miles, White/camel/black top, new clutch (upgrade), new brakes. Lexington car. Bruce/Cathy Coyer 859.321.1800 or email KECoyer@aol.com. See Lee Wegner for pictures 859.533.0971.

FOR SALE: 2001 996 Coupe, Seal Grey with black interior. One-owner Porsche, all records. Extended warranty. Photos & sticker are available by e-mail. 37,500 miles. Edmunds valuation: \$57,000. Asking \$53,000. Making room for 2004 911. Jim Wilson,

859.846.4225 or jwilson@speedbeam.com.

FOR SALE: Complete set of Excellence Magazines, from #1 to date. \$500. Set is in Lexington. See what you have been missing! Mark Gutzman, 859.272.7804 (after 5:00pm)

FOR SALE: Porsche 1978 911SC Targa - Silver - 127,353 miles, only 1729 of this model were produced; located in Lexington. Reduced to \$10,900. Brian Young, Ph. 859.223.4804 (Home after 5:00pm), 859.219.2729 (Work), E-mail: brian.young@verizon.com

FOR SALE: 1988 Porsche 944 turbo, Guards Red 60,000 original miles on it and many performance upgrades. 2 owner car, mint condition, Original wheels and Kinesis 17".

\$18,000 with everything \$15,000 with the original Phonedials. 859-265-0512, Monte Nocus

WANTED: One pair of 16 x 9 1979 - 1989 Fuchs 911/930 Alloys OR one pair of 16 X 8 1979 - 1989 911/930 Fuchs Alloys. Please contact Brian E. Kiser 502.695.3364 or bek1973@yahoo.com.

August

August 9, 2004: Monthly meeting; 7-9 Sawyers.

August 28, 2004: "Lexington Concours d' Elegance," to benefit the UK Children's Hospital, held at the Keeneland Race Track at Versailles Road.

September

September 13, 2004: Monthly meeting; 7-9 Sawyers.

September 18, 2004: Fall Color Drive to Eastern Kentucky.

October

October 30, 2004: PCA Halloween Party.

November



November 7, 2004: "Bluegrass Region Goes To The Movies" (actually, videos)

December

December 11, 2004: The BGR Annual Christmas Party.

For more information about the events list above

Contact

Wesley Collins

Activities Chair

222 Valley Forge Ct.

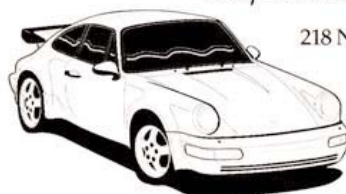
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Address Correction Requested

Join us for
"Lexington Concours d' Elegance"
at the Keeneland Race Track at Versailles
Road." benefit to the UK Children's
Hospital,
August 28, 2004