



The Ozark Injector

A Publication of Ozark Region Porsche Club of America

August 2007

THIS MONTH'S SCHEDULE

Volume 5, Issue 8

!Don't forget to always check the website calendar for the latest information!

- Aug 19** — SCCA Autocross and PCA Fund Raizer at War Memorial Stadium
- Sep 9** — SCCA Autocross and PCA Fund Raizer at War Memorial Stadium
- Sep 23** — Firestone Porsche Car Show
- Oct** — Ozark Region Officer Elections

2007 OFFICERS

President

Rick Daes
rdaes@aristotle.net
501.565.5113

Vice President

Michael Kennedy
OzarkPCAactivities@comcast.net
501.231.6881

Secretary

Chuck Weeks

Treasurer

Joani Mott
Joani.Mott@baptist-health.org

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Harry Broadwell

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Kelly Shipp

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Michael Kennedy
OzarkPCAactivities@comcast.net

Activities Chairman

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President's Corner

By Rick Daes

PCA National requires each year that we have elections and the results be sent in as soon as possible. Every region in our Zone has it's election much early in the year than do we. To ensure that we have plenty of time to obtain the results and file the paperwork, I have recommended to our board that we have the elections for next years officers in October rather than in November. We have a wonderful group of members who have volunteered their time to serve as officers for the past several years and someday they might not choose to continue to serve as a club officer.

The only elected positions are President, Vice President, Treasurer, Secretary, and Membership Director. These positions generally go uncontested, so it is important that each of us take our turn at some leadership role. I hope those of you who are new to the club will help support the club by offering to donate an hour a month (if that much) to becoming a volunteer on a committee and someday accepting the position of an officer. Those of you who are interested please contact me, Rick Daes
(501) 565-5113 or rdaes@aristotle.net

The Firestone Porsche Car Show will be held on Sunday 9-23-07. Keith Lundquist of Firestone along with USA Drug, Shorty Smalls and Auto Zone will supply the trophies for the Peoples

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Editor's Notes

By Michael Kennedy

Summer is certainly here with daily sunshine and the Arkansas summer heat to go with it. None the less, we had two great events in July with the 4th of July party at The Peabody and a breakfast club and fun run to Perryville. Chuck Weeks and his volunteers also ran a fund raiser at the SCCA Autocross at War Memorial Stadium in Little Rock.

With the heat of summer, we tend to slow down our activities as everyone is spending time



Membership Report

By Harry Broadwell

As of 3 July, 2007

New Members:	0
On time Renewals:	0
Late Renewals:	0
Transfer In:	0
Transfer Out:	0
Dropped / Non Renewals:	0

Please try to remember to pay your dues on time. PCA's Main Office doesn't offer a grace period.

Primary Members	88
Affiliate Members	64

Total Members as of 3 July 2007: 152

If you see LAPSED and a date next to your name on the address label, it means that PCA National shows you as past due on your membership. Pay ASAP to continue receiving your newsletter and email updates. Speaking of email, If you do not get a weekly email update from us it's probably because we do not have a good email address. Please remember to tell us when you change your email address and also go online at pca.org and change it with National. Thanks!!!

with family and vacationing. Presently we do not have any events scheduled for August, however there will be an SCCA race. Go to www.arscca.org for their schedule. We have several members who participate with the SCCA, so come out and support our membership at the races!

We're on the Web!
www.Ozarkpca.org



Porsche of the Month

The August Porsche of the Month is this 1970 911T belonging to Scott and Lisa Drobny.

This is my "red headed girlfriend" as my wife Lisa would say. It's a 1970 911T with a sportomatic clutch. There were 374 sportomatics built for the US in 1970, and just over 8,000 during their production between 1968 and 1978. 1970 was the first year of the 2.2 liter engine. This particular T has the original Zenith carbs which will produce roughly 140hp.

Lisa and I are the third owners of this Colorado car which we have owned for about five years. The previous owner owned it for 29 years and only put about 55,000 miles on it. The car has been painted once, the color is very close to the original color as the jams were not painted. The interior is very close to original, only the rear deck has been replaced and the dash has a cover on it. I only get it out on the occasional weekend for trips around the hood; the car currently has 62,000 miles.

I have done very little to the car other than replacing an aftermarket fuel pump with an original re-man and replacing the batteries.

We also had to replace some of the flexible brake lines. I look forward to learning more about this car and other Porsches from some of the more experienced PCA members. Lisa and I would like to thank the PCA members we have met for welcoming us into the area and the Association.

Regards,
Scott and Lisa Drobny



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Next Event

Firestone Porsche Car Show

Details are in work, however we are planning on the 23rd of September. Watch the website and Injector Updates for more details!

PRESIDENT'S CORNER CONT...

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Choice Award, the door prizes and the food and beverages. All proceeds from this fund raiser benefit the National Kidney Foundation. The Injector Update (IU) will have more details in the weeks to follow.

The Ozark Porsche Club Region will once again sponsor Porsche-Palooza, being held on Friday, Saturday and Sunday of November 9-11 in Eureka Springs. You can go to the website at www.pca-palooza.com to obtain more details and register for this event. The first year we had 60 cars, last year they registered 120 cars and this year their expecting between 150 and 180 cars. Leonard has obtain more vendors and sponsors and has again booked our very own house band CRISIS to play at the Friday night Mixer. There is no other event in our Zone as big as Porsche -Palooza.

Congratulations are in order to:

Rana and Bruce Ward, their first child, Emma was born 4-18-07. Gina and Greg Wood, their fourth child, second son, Hudson was born 5-17-07. Steve Reyna who won 1st in class in Concours at Parade this year.

Thank You
Rick Daes

Perfection Plus is located in Little Rock
Contact Steve McPherson at 565-1911



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AT THE PEABODY LITTLE ROCK

Mallards

4TH OF JULY PARTY AT THE PEABODY By Rick Daes

Wednesday July 4th was an off and on sunny-overcast day. I wanted to wash my 911 because I had received RSVP's from individuals that I knew would have their cars washed, waxed and shining later that evening under the lights of the portico at the Peabody Hotel. I was content to have my rare collection of bugs removed from the front of my car and the reverse of the rear mirrors.

Those who have attended events at the Peabody chose to drive directly there, while those who had never parked in the "Loop" met at 9th and Main Street. From there we caravanned to the Peabody and were greeted by other club members.

It didn't take long for the folks walking to Riverfront Park to take notice of the fifteen Porsches of various models and colors, ranging from 1963 to 2006, to detour their trek to under the portico to get a closer look. Children with little hands wanted to touch and see inside the cars but our small army of volunteers ensured our policy of "Look but Don't Touch".

Shortly after our arrival, Shelby Watson notified us that it was time to eat. There were hamburgers, cheeseburgers with all the trimmings, hot dogs, pasta salad, potato salad, and cole slaw. On the patio was a complimentary bar, serving your favorite spirited drinks as well as tea, lemonade and soft drinks.

The fireworks began at 9:30. In the past, the display started off slowly and ended with a big finale. This year they began with a bang, followed by a spectacular display and ending with a huge finale.

Once the display was over, club members adjourned to the "Loop" to try and beat the crowds of pedestrians and traffic. Half of us succeeded, while the other half stayed and visited and talked with passersby about our cars and Porsches in general.

The 40 plus members who attended had a wonderful time and a "Special Thanks" to fellow club member "Gregg Hering" and his staff for welcoming us to the Peabody Hotel to view the 4th of July fireworks.



\$\$\$ NEWS FLASH \$\$\$

It costs the club quite a sum of money to print out and mail the monthly newsletter. If you would like an electronic copy of the newsletter please send an email to ozarkPCAactivities@comcast.net with Electronic Newsletter in the subject line and I will add you to the e-mail list. Electronic versions will arrive as PDFs. A free PDF reader is available <http://www.adobe.com/products/acrobat/readstep2.html>

NEWS FROM OUR SPONSORS

If you would like to sponsor or advertise in The Ozark Injector, contact one of the officers. News! We are in the process of adding all of our sponsors to the website and adjusting our prices. Look for lower advertising costs with additional service online soon!

Keith Lundquist
Store Manager-Managing Partner

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P: 501.227.0506
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www.FirestoneCompleteAutoCare.com

Porsche Oil Coolers & the "Ruf Radiator"

Leonard Zechiedrich

The Porsche 356 and 911 engines are often referred to as air-cooled. However, it is probably better to call them oil-cooled since it is the intimate contact between the "cooled" oil and the bearing surfaces which cools the engine. It is this "cooled" oil that is the topic of discussion.

According to Karl Ludvigsen, author of *Excellence Was Expected*, oil temperature gauges have been standard on the 356 since 1950. The gauge scales usually ended at 250°F or 280°F. Around 1957, the gauges were modified to use a new system of bars. These bars provided little information about the actual temperature of the oil. A red bar was placed at the high end of the scale to indicate a potentially dangerous (hot) condition.

Since 1953, the 911 came with a gauge to accurately determine engine oil temperature. Around 1975, as in the case of the 356, the numbers mysteriously disappeared and were replaced with a series of bars. It is the opinion of some "experts" that the number scales indicating degrees were purposely removed to prevent Porsche owners from worrying too much about oil temperatures.

From 1969 to early 1973, a front-mounted radiator-style aluminum oil cooler was available from Porsche. From 1973 to 1983, Porsche incorporated a loop (trombone) cooler into the right front wheel well. In 1980, a 28-tube all-brass oil cooler was used in place of the loop cooler on higher performance 911s. This too was eventually upgraded mid-1984 back to a radiator-style cooler, then to its last evolution which included an electric (active) fan.

As suggested by Bruce Anderson, Porsche guru and author of *Porsche 911 Performance Handbook*, the optimal temperature range for the Porsche 911 oil-cooled engine is 180°F to 220°F. Also, according to Anderson, oil temperatures greater than 230°F are potentially

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damaging. Yet, the old loop-style coolers started their thermostatically controlled cooling at 182°F and later the electric fan coolers started at 244°F! Again, some "experts" have stated that as material design improvements were made, like synthetic oils, engine parts, and gaskets, engine oil temperature became slightly less critical. However, most "experts" agree that cooler oil is better for engine longevity as long as the engine is operating at an efficient temperature of 200°F.

Cheaply manufactured aftermarket coolers are a waste of time and money. They can literally cause more problems than they are worth. Some have oil lines and fittings that are too restrictive, some are mounted in locations with little air flow, and some are poorly designed and therefore too difficult to wrestle into position. One particular compact type of cooler, which connects the oil tank to the engine oil cooler, made no detectable difference by gauge or infrared gun. However, it did make a difference in the thickness (...or thinness) of my wallet! Some cheap coolers have also yielded little results and lots of frustration. Few things are more irritating than lying on your back while trying to fix an oil cooler leak with hot oil dripping on your arms and face! Value is not added to a Porsche by adding inferior parts!!

Through both research and my own testing, I have found that front-mounted oil coolers exposed to fresh air are best at keeping oil temperatures down. This is especially true for cars that have either been modified for more horsepower or for track cars. Since installing a Ruf front-mounted radiator-type oil cooler on my modified 930, the oil temperature gauge has never exceeded 210°F. Keep in mind

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Porsche Oil Coolers & the "Ruf Radiator"

Continued

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that front-mounted oil coolers will also increase the total capacity of the oil circuit.

If considering the installation of a front-mounted oil cooler, the following should be taken into account.

Quality of Parts – Remember that cheap rarely equals quality.

Attachment Points – Is drilling into body panels required? Does the cooler plumb into the factory lines? If not, it has not been well thought out or designed.

Weight & Efficiency – Look for well-engineered kits. Big clumsy angle brackets that screw into the body may be quick and easy, but are they really a good addition to your car?

Ease of Installation – Kits that have been well-engineered will be easier to install and fit better than a "one size fits all". Look for kits that have been designed for your specific Porsche model.

If your car needs to be fitted with a new spoiler to accommodate your new oil cooler, keep in mind that polyurethane (PU-R-RIM) is a type of plastic material as seen on the 944, 993, 996, Boxster, etc. It is lighter, flexible, and more forgiving than fiberglass. This will be a huge advantage the first time you hit a curb! It is more cost upfront, but will result in fewer headaches later.

The pictures and captions below show the Ruf oil cooler and polyurethane front spoiler, which I recently installed on my 1979 930.



All brackets, bolts, hose fittings, and clamps are anodized. All components are covered – right down to the zip ties.

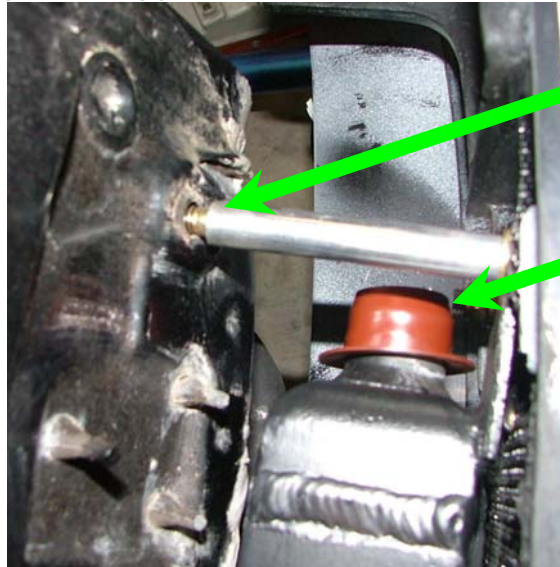


Oil cooler mounts cleverly to the ABS grill, which allows the entire assembly to bolt directly to the body.

Ruf kits include all necessary hardware. Each component is engineered to the highest quality.



Notice the oil cooler is contoured to match the front of the 911 suspension/body pan



Oil cooler mounts to existing body points.

Model specific, pre-bent oil lines (see above left) will connect to the cooler here.



Polyurethane spoiler wraps around cooler & grill, mounting only to factory points.

Fertigprodukt!

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