



PORSCHE CLUB OF AMERICA  
BLUEGRASS REGION'S

**RUMBLE**

**200**

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Volume 2

Number 7



### **Inside**

President's Column  
Officers & Membership  
Recent Club Events  
Upcoming Club Events  
Technical Tips  
Classifieds  
Activities Calendar



**Brian Kiser** • email: bek1973@yahoo.com

It's the love of the cars....  
the growl of the engine....  
the smell of the leather. This is why I own a Porsche. Sure it's not the most modern marvel, or the smoothest or nimble of all, but that's what I love about the car. The car never hesitates to involve you in the driving process, and I believe that is what most cars should strive to do. With Porsche, Stuttgart is always R&D'ing their cars to become more precise in all aspects. After driving any Porsche I have always removed myself with a smile, given, some more than others, but nevertheless, always a smile. I am sure you can relate as a Porsche owner.

August will be here before you know it so make plans to attend this year's premier event, Lexington Concours d'elegance. It is sure to be an outstanding time! I know many of you are saying, "but my car isn't a "concour" car". The wonderful thing about this event is that we are having designated areas called "paddocks" to park cars of like brands or nature. The "Porsche Paddock" is going to be on the right hand side as you enter the old main entrance of Keeneland. This parking will provide you and your auto a premier double-sized parking area under the trees of Keeneland. These areas will be car shows within the

Concours itself. This will provide for a wonderful gathering area to mingle with fellow Porsche Owners. If you plan on attending, and bringing your Porsche, please contact me so that I may get a rough count for the paddock organizers. You can email me at bek1973@yahoo.com or call me at 502-695-3364. Also, please remember that all the proceeds will go to the University of Kentucky Children's Hospital and any and all help will be much appreciated.

Along with attending the Lexington Concours d'elegance, we will need some volunteers to help with the "Porsche Boutique" and other areas within the show. These volunteers will only need to work one to two hour shifts. If you are interested please contact Ken Hold at kendellhold@insightbb.com or Becke Cleaver at b.cleaver@insightbb.com.

I have heard that Saturday drop-ins at the Java Bean (Bean and Leaf) coffee shop have become a success. If you don't know what I am talking about, please dust off your car and come down to Tates Creek Center on Saturday nights between 6-9PM. Any car lover will enjoy these events!

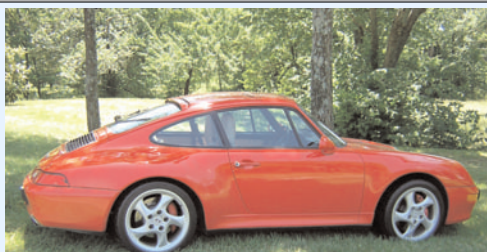
It's July! Longer days to drive... so drive!

--Brian

### **Cover Image**

1996 911 4S

Owner: Becke Cleaver



## Officers of Bluegrass Region, PCA

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## Membership by Gary Hackney, Membership Chair

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The national PCA office is involved in a database upgrade, so they have not provided me with membership updates for April and May. I'm supposed to receive this shortly, but there's no firm date for getting the new database online. I know it will allow the entry of more than one Porsche per member, but I don't have any more details yet.

As far as I know our membership is still around 70.

I get extra copies of Panorama every month to be used for membership purposes. If anyone wants one to give to a non-member--along with an application, of course--let me know.  
-Gary Hackney



## Recent Club Events

### Concours d'Elegance at Ault Park by Ed Steverson



On June 13th six Bluegrass Region members met in Georgetown to caravan to The Concours d' Elegance at Ault Park in Cincinnati. Weather was excellent and having six Porsches really turned heads on the interstate. In attendance were Greg Schickel in his 928 GTS, Ken and Adell Hold in their 930S, Becke Cleaver in her Carrera 4s, Glen Combs in his Boxster, Len and Cheryl Lobaito in their 944 Turbo, and I drove my 968 Cabriolet.



Once we arrived, it was truly amazing. After the cars were parked in designated Porsche only parking, much time was spent just wandering around the parking lot admiring the vehicles. In the parking lot you could find an example of nearly every Porsche, Ferraris, Lamborghinis, and Masaratis just to name a few.

Cadillac was the marque car. There were Caddys spanning every decade. There was even one dating back to 1912 (see image below). A Ferrari Enzo was on display (see image on left). I also saw my first Carrera GT (see image on top). It was a great time for all!



This was my first concour and what a time it was. I will be at the Councours d'Elegance at Keeneland!





June 19th turned out to be a great day for another of Gary Hackney's planned tours. Four Porsches attended, Dale and Carolyn Keller's 993, Greg Schickel's 928GTS, Gary Hackney's 968, and my oldest daughter Jenna Steverson and myself in my 968 Cabriolet. The tour began in Georgetown at the Great Crossing Park. We toured Franklin, Shelby, Henry, Owen, and Scott Counties. At the end of the tour we dropped by the Bean and Leaf in Tates Creek Center to enjoy dinner outside and browse the collection of sport cars in their parking lot. I have attended many of Gary's tours and highly recommend them, it is a excellent opportunity to meet some great freinds and drive the cars that we enjoy so much. Thanks Gary! You do a great job!

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This article reviews a couple oil leak fixes that are common areas of leakage for older Porsches. The car used for this is a 1982 911SC.

Techniques may vary from model year to year.

Also these are repairs that are done with the engine out of the car. I did these while doing a clutch repair. I have heard that the oil thermostat and the oil breather cover can be done with the engine in the car

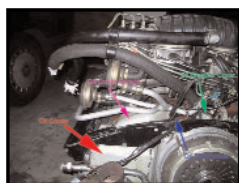


Figure 1

but necessitates the removal of the entire CIS system. The oil cooler involves either a full or partial engine drop. Partial and full engine drops can be found at the [www.pelicanparts.com](http://www.pelicanparts.com) technical article section.

With the engine out of the car looking at the fly-wheel end of the engine we can proceed. In Figure 1 you can see the 3 points of attack.

## Oil Breather Cover

If your engine was anything like mine there should be a puddle of oil here around the breather cover. If not this may not be an area of leakage, but it is a common one. If you look carefully (Figure 2) there is a sensor with an electrical connection coming out of the cover. Unplug the electrical wire at the end of it, and screw it out. Then there is a bracket connecting your accelerator linkage to the air box. Be careful taking this off because if the rubber of the air box is old it will snap off (like it did for me) but can be repaired with epoxy. It does not look like it is vital, just a support bracket. After that you must go ahead and remove the whole accelerator linkage plate to be able to get your wrenches at the oil breather cover nuts. From here it may differ from engine to engine.

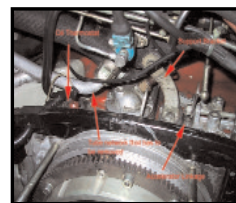


Figure 2

A Pelican BBS member said that for his Carrera 3.0 he had to remove the whole CIS system, but on my car I was able to do it with a little bit of cheating. You can see that even with all the nuts loosened and removed, the breather cover cannot be lifted because of the pipes above it. And with some careful observation you can figure out which clamps have to be loosened so that the pipe system and the round gold modules (Vacuum modules?) can be removed as a unit (Figure 3, Figure 4). Hose clamps have to be undone at the junction



Figure 3

directly above the oil breather cover then at the multi junctions above the oil thermostat, and also over on the side of the engine.

When all the hose clamps that need to be loosened are, and the 2 support brackets holding up this network of tubing are undone, the tubes can be pulled off. But



Figure 4

even with this, the breather cover still does

not have the clearance to be lifted clear of its studs. So to solve this, I undid the intake manifold nuts on the 2 most flywheel side cylinders (Figure 4). And I was able to tilt the intake system enough to remove the breather cover. With the breather cover off, put it on a level surface like a piece of glass to check for warpage or unevenness. If so you can place a piece of sandpaper under it, still on the piece of glass and sand lightly to level it. If it is bad, you will have to

purchase a new one or have a machine shop level it for you.

The gasket for the cover was purchased at [www.pelicanparts.com](http://www.pelicanparts.com). The one I pulled out was cracked in several places leading to the oil leaks. To prepare my gasket I coated with a light coat of motor oil, but I have heard different opinions. Some say install dry, and other use a Loctite gasket sealer. If I were doing this again I would probably use the Loctite, but my oil-coated gasket seems to be holding up. Installation is reverse of removal. But do not put all the parts together yet.

### **Oil Thermostat**

To the right of the breather cover is the oil thermostat. It looks like a circle with 2 tabs for the nuts holding it in place (Figure 2). Directly in front of it is the oil pressure sensor that needs to be removed. Then the removal of the Oil thermostat is straightforward. Undo the nuts and lift it straight up. If the thermostat comes out easily, that means the o-ring is worn and is no longer sealing. But even so changing this o-ring is cheap insurance when the engine is exposed. Roll off the o-ring, coat the new one with a coat of motor oil, and slide the thermostat back in. You should feel some resistance indicating a properly sized and sealing o-ring.

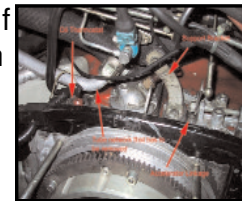


Figure 2

### **Engine Oil Cooler**

To tackle the engine oil cooler o-rings we have to be able to support the engine, and remove the passenger side heat exchanger. If your engine is on a stand, no problem, but I worked on the ground by supporting my engine on the driver's side and the middle of the crankcase. You should also put some support under the passenger side heat exchanger to be safe. For information on heat exchanger removal see the tech article on heat exchanger backdating at [www.pelicanparts.com](http://www.pelicanparts.com). Once the heat exchanger is removed securely support the engine from both the sides and middle. The lower 2 oil cooler nuts should be

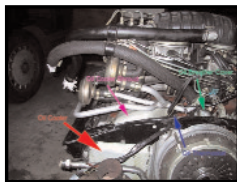


Figure 1

exposed. Also take off the white-ish oil cooler shroud on top of the oil cooler (Figure 1). This should expose the two upper oil cooler nuts. Put a turkey roasting pan under the cooler because there will be a lot of residual oil in there. Once the cooler is off you will be able to see the 3 o-rings. Two are the same size the other is different (Figure 5). These o-rings can be purchased at [www.pelicanparts.com](http://www.pelicanparts.com). Coat these rings with motor oil and install.

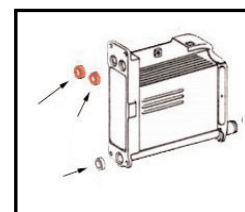


Figure 5

Now you can reinstall everything and you should have solved 3 major areas of oil leaks. If leaks persist, clean off your engine bottom with a degreaser or brake cleaners and then you can better track down the source of the leaks. Other common areas are any junctions between oil line, or the oil line and the crankcase. Also culprits are the oil return tubes that can be replaced using the tech article available at [www.pelicanparts.com](http://www.pelicanparts.com).

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## Upcoming Club Activities

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### Detailing your Porsche Tech Session July 25th

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Becke Cleaver has graciously offered her farm in Winchester to host July's Tech Session "Detailing your Porsche". Members are asked to bring all of their favorite detailing supplies and come ready and willing to clean their own cars to demonstrate what works best for them and how to use it. Car washing is not required but encouraged. Following the Tech Session we will enjoy a pot luck dinner. We are in planning stages of a Tortuous Teutonic Tour, details of the tour will be sent to the yahoo group list or you can contact Becke at 859.333.6213. **Directions to Becke's Farm:** From Man O War, Turn on Todds Rd toward Andover, when Todds dead ends into Combs Ferry, Take a left on Combs Ferry and after only a few hundred feet, take a right at Pine Grove Grocery on Colby Rd., after several scenic miles on Colby Rd., Turn left on Venable Rd., Becke's place is the fourth driveway on the right.

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### Concours d'Elegance at Keeneland by Ken Hold

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As we begin to get closer to the day of the concours, I'm beginning to see lots of excitement in the Lexington sports car community. It's hard to go to any local car event without being asked about the concours. Key clubs actively participating besides our BGR PCA are: Cobras, Alfas, Corvettes, and SCCA. I want to emphasize that this event is so neat because it really is designed to involve several segments of our sports car community. The day of the event really dawns on three car shows. The prestigious Concours is a judged competition for 100 pristine cars of excellence. Nearly 50 trained judges will be determining what autos best fit the "Ideal" for their class. The Concours event is the closest effort to describe automobile perfection. The Marque vehicle for this Concours is our favorite, Porsche. Numerous exhibitions showing the finest of the Marque will be on display.

A second display of spectacular cars will be in the numerous Car Club Paddocks. These paddocks exhibit the automotive obsessions of local owners who are dedicated to their marque of interest. The cars will be proudly displayed by owners who will describe the fine features of each auto. There are currently 13 clubs that have expressed interest in having a paddock. BGR PCA will have the largest paddock and is expected to field the finest cars. Cars can be included in the Porsche paddock by contacting Brian Kiser at bek1973@yahoo.com.

In addition to the Car Club Paddocks, there will be an area designated for Cars of Interest. This area will contain some of the most exotic, rare and unique cars in the Midwest. Several one-of-a-kind autos are being shown for the first time in many years. It is an opportunity for the public to view these amazing automobiles up close and in real life. Cars will fill this area by two means. Reserved spaces can be requested ahead of time by contacting Jim Levenson at ripasp@insightbb.com. If you know of anyone who has what they believe is a special car, have them contact Jim. The second means of being included in the COI area is simply by driving your special car to the event. Noticeable cars will be directed to the COI area for preferred general parking until the area is filled. All of the parking in COI is at no charge.

With only 70 days till the concours, we are having lots of activities going on. Last Saturday we had our first judges training for 31 prospective judges. The sample car was Tom Jones' 1973 Maserati Ghibli, which on Sunday was a class winner at the Ault Park Concours d'elegance. We are lining up our vendor artists and food services. Eagle 1 has become our main sponsor.

Our biggest challenge is still getting world-class concours cars. If you know of possible candidates contact the website at [www.lexingtonconcours.com](http://www.lexingtonconcours.com). Also notice on the website there is a tab for Concours Flyer. This is an information flyer that can be used to advertise the concours at local businesses and events. You can use this digital version to send for publicity purposes. If you would like a hard copy, contact Ken Hold, Becke Cleaver, or Brian Kiser. Let's get ready for the show!!!

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### Editors Column, Ed Steverson

July marks my second issue while taking on the editor's role. Being a graphic designer and my love for Porsche cars make this an enjoyable experience. I would like to ask for some assistance from you, tell me what you want in OUR Rumble. What type of tech articles would you like to read? Are there other models that you would like to read more about? You are always welcome to submit articles. So if you have a good porsche story, please send it and all correspondence to [rumble@abracadabra-graphics.com](mailto:rumble@abracadabra-graphics.com) or call me at 502.320.2655.

Drive it,  
Ed

## 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](mailto: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](mailto: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](mailto: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](mailto:brian.young@verizon.com)

**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](mailto:bek1973@yahoo.com).

## 2004 Bluegrass Region Activities Calendar

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# July

**July 3 & 4 , 2004:** 944 Fest, Lebanon Ohio;  
more information found at [www.944fest.com](http://www.944fest.com).

**July 4-10, 2004** Porsche Parade in Fort Worth,  
Texas.

**July 12, 2004:** Monthly meeting; 7-9 Sawyers.

**July 25, 2004:** Tech Session: "Detailing Your Porsche": Details to follow.

# August

**August 9, 2004:** Monthly meeting;  
TBA.

**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 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*

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TO:

Address Correction Requested

Join us for  
**Detailing your Porsche Tech Session**  
At Becke Cleaver's Farm in Winchester  
July 25, 2004  
Details and directions to Becke's located in  
upcoming events