

Pace Setter OCTOBER 2012

The 13th Annual Huber's Winery Drive

When: Saturday October 20th
Meet: DQ Hurstbourne Pwky next to Bachman VW
Time: Departing 10:45am, sharp.

This is our yearly drive to Huber's Winery where we will meet up with CIR (Indy PCA Region), SIR and Bluegrass Regions. We'll again try to have four Porsche Club Regions meeting in the same place at the same time. We usually have over 100 Porsches on the lawn of Huber's. We plan on being there around 12:30pm. You're on your own time returning because some like to stay and others just go for the drive. It is also Huber's Pumpkin Fest, so there is something for everyone. We'll be taking the same roads that we did last year which are some of Southern Indiana's most scenic roads. This will be a fun ride and event so put it on your calendar and plan to attend.!

Any questions email Steve McCombs at shmc930@hotmail.com

Porsches to The Louisville Concours

When: Sunday October 7th
Time: 9 am (We go in at 10, event opens @ noon)
Meet: Papa John Stadium parking lot right next to the stadium.
We'll drive in as a group.

This year the Louisville Concours is having Porsche Racing as one of the main Marques. The Kentucky Region PCA will be purchasing 100 tickets and offering them to our membership **at no charge**, limited two per member. This is truly a first come basis. We will be given a prominent place in the infield of Church Downs. Our goal will be to arrange our cars from the oldest to the newest with the year posted on the windshield of each car and we'll park them in the event assigned area. Everyone's help is needed to make this happen. So come early, don't be late. There is limited access to and from the infield so plan according. You can bring in food and drink. If we go over the 100 tickets more can be purchased by members at \$10 each by Saturday the 6th. After the deadline, you can purchase at the gate for full price. **RSVP your ticket request by email only!!!** We'll need your name, Porsche type, and year.

Email Steve McCombs at shmc930@hotmail.com

KY PCA Website

www.kypca.org

Forums & E-Mail List

Stay informed and participate! Join the KYPCA forums & mailing list and be notified of upcoming events, club news, and membership information.

Remember, it's your participation as a member that makes the club successful.

Please visit the below website and sign-up today!

<http://forums.kypca.org/>

Current Forums List:

- **Let's Go Driving**
- **Want To Sell**
- **Want To Buy**
- **Recycler**
- **Tech Talk**
- **Make It Shine**
- **Track & DE**
- **Autocross**
- **Club News**
- **Off Topic**
- **Member Rides (upload your photos)**

www.kypca.org/news

(club activities, meetings, or general announcements from KY Region PCA, the latest issue of the Pacesetter (our monthly newsletter), announcements of new models, racing news)

www.kypca.org/information

(club specific documents, upcoming club events, frequently asked questions, mailing list sign-up, Web Links)

www.kypca.org/media

(photos and videos from club events (member submitted or just something we think is really cool and Porsche related))

Having trouble viewing the kypca.org website? Do you have a suggestion on how we can improve it? Please send any feedback you might have to feedback@kypca.org.

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2012 KY Region PCA Calendar

www.kypca.org

Current Events!!	JANUARY	FEBRUARY	MARCH
<p>*****</p> <p style="text-align: center;">NEW LOCATION AGAIN!!</p> <p>*****</p> <p>October 8, 2012 Membership Mtg. Bluegrass Motorsports Time: 7:00 PM Contact: Steve McCombs (see page 23)</p> <p>October 13, 2012 Breakfast Social Frisch's Poplar Level Road Time: 9:00 AM- ??? (see page 12)</p> <p>NOTES: Contact Information can be obtained in the news- letter on Page 6.</p> <p>All events are subject to change due to weather and availability.</p>	APRIL	MAY	JUNE
	JULY	AUGUST	SEPTEMBER
	OCTOBER	NOVEMBER	DECEMBER
	<p>7th-Louisville Concours (see page 1)</p> <p>8th-Membership Mtg.</p> <p>13th-Breakfast Social</p> <p>13th-Cars n Coffee (see page 12)</p> <p>20th-Drive to Huber's Winery (see page 1)</p>	<p>12th-Membership Mtg.</p> <p>17th-Breakfast Social</p>	<p>10th-Membership Mtg.</p> <p>15th-Breakfast Social</p>

Russ Hurst here...

I recently traveled to Dubai, UAE and snapped this picture (09/09/12) of the Porsche dealership in Dubai. The interesting gold structure to the right is an entrance to the metro train station.

Also, attached is a photo taken (09/01/12) in Camps Bay Beach (Cape Town, Africa) of a "right handed" Boxster S! They drive on the "wrong" side over there!

Just for fun I also attached a photo of the Burj Khalifa in Dubai (tallest building in the world, 828 meters (2,717 feet) tall with 160 floors)!

My fiancé (Ann Lang – also a member) and I were the ones traveling.





To all of our Kentucky Porsche Friends,

Hello! My name is Dennis Okin and I am the DE Chair for Ohio Valley Region (OVR) for our upcoming event at Mid-Ohio scheduled for October 12th thru October 14th. Friday October 12th is a lapping day for more advanced drivers without instructors. Saturday and Sunday is a traditional DE with instructors.

After running / instructing with your region at Putnam this summer I realized that both regions share a lot of similarities (safe fun events, with a great group of talented people). Frankly many of your members have run with us in the past and I think they would confirm that our region runs a great program. If you have never been to Mid-Ohio it truly is one of the premier tracks in the US. It is a wonderful road course, with numerous elevation changes and challenging turns. The track is 2.4 miles long with 14 turns. Here is a link for a lap around the track:

<http://www.midohio.com/About-Us/A-Lap-Around-The-Mid-Ohio-Track?flvpath=1078>

For those who have never been to Mid-Ohio, we will be holding a track walk Saturday afternoon led by our numerous talented instructors such as icons Jerry Wolf and Jim Briggs. These gentlemen and our other instructors will help you learn the nuances of this wonderful track. The Ohio Valley Region always hosts a free pizza party Friday night complete with beer, wine, soft drinks, water, dessert and this year all registered entrants will receive a beautiful full zippered sweatshirt (hopefully not needed for our event). This Friday night party is held at our headquarter hotel Quality Inn and Suites in Bellville Ohio, less than 1 hour north of Columbus!!!! We have negotiated a rate of \$79 per night at both the Quality Inn and the Comfort Inn right across the street. Just be sure to mention the OVR event to garner that rate for the weekend.

October is a great time for a DE. The weather is perfect and everyone always has a great time. Our region uses Club Registration for all entries. If you have never used it before it is pretty simple. If you have ANY questions do not hesitate to contact me at 513-300-5076 (cell) or dennisokin@fuse.net. We look forward to seeing you at Mid-Ohio..... I guarantee you will have a blast !!!!!

PACESETTER ADVERTISING RATES

Classified Ads for 'The Mart' are published at no cost to PCA members for 3 months and at nominal cost to non-members. Send copy for ads to the PaceSetter Editor.

Commercial Rates: 1/4 Page \$130, 1/2 Page \$250, Full Page \$500, per year. Quarterly terms are available but require advance payment.

Business card ads are accepted from Kentucky Region members only at \$65 per year. Mail your card and a check made payable to Kentucky Region PCA, to the PaceSetter Editor.

Worried about IMS failure?



We have the **IMS Guardian** DIY Kit in stock, ready to ship. The only engine pre-failure warning system on the market for M96/M97 Porsche engines

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Porsche recommends **Mobil 1**



PORSCHE

Fall Fast-ival DE

By Richard Collins, Bowling Green

As everyone has indicated, the DE was a great event once again. We had some familiar cars and several new ones including another SLC (Superlight Race Car), an SLS (Benz V12 Gullwing), some 427 Cobra's, ZO6 Vettes, a Lotus, and many, many Porsches of various vintage and speeds. The event was sold out as usual. Photomotion was there taking shots of everyone on the track. I have included one of my favorites with me (yellow headlight on white Porsche) coming out of turn 10 being chased by 2 cars which I waived past when I got off the corner.

Bluegrass Motorsports in Louisville sponsors the event while KYPCA's Jeremy Miller, Dan "the safety man" Stewart, Chuck Hicks, Richard Darnell and many others run this absolutely first class event. The weather and conditions were perfect.

I had my GoPro camera on the roll bar of my car during the 20-25 minute sessions. Except for the first session when the camera got some wide angle shots of my roof in the car, three other sessions were well recorded for posterity. Interestingly none showed me passing anyone but maybe they were edited out, by magic... :-)

The next PCA event there is set for June next year. If you have never tried to drive at speed under well controlled conditions, this is well worth the time.

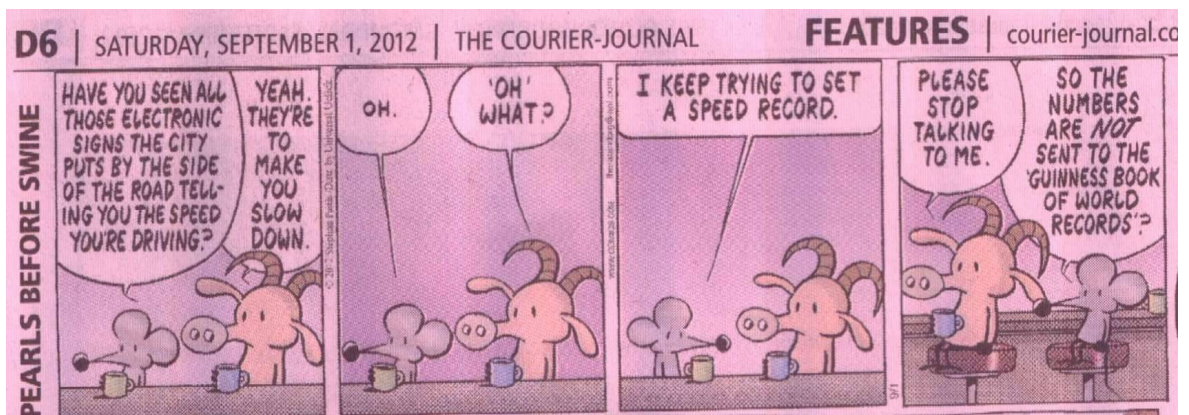
Richard Collins
Bowling Green
1975 Carrera (IROC Clone)



427 Cobra in my group.



That's me!

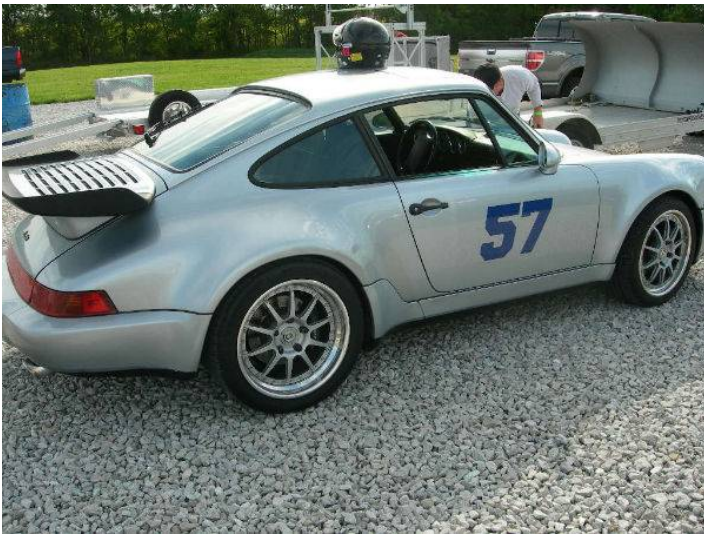




Cayman Interseries lost steering wheel at turn 9.



An ex-fighter pilot owns this 930.



Fire spitting 2001 965 Turbo



Griff headed to staging area.



His and hers track cars



Hot Honda S2000



Kevin Shuler and the Men of Steel



Mazda with Vette engine was quick.



Older Porsches keep on trackin'.



Quick supercharged Lotus



Roc Linkov Z06 Vette



RVC IROC and Griff's Carrera



SLC hit the wall exiting pit on first lap ending his day.



SLC ran well all day with Chevy power.



SLS Benz sounded like older Vette.



Supercharged 930 or Carrera with "Purple Haze" plate.



Turbo S in my group



Very fast 427 Cobra



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Cars n Coffee

By Steven Rountree

Cars n Coffee is always held on the **second Saturday from 9-11AM**, but now in the parking lot of **Captain's Quarters** on River Road in Prospect. It has been mentioned that breakfast may be available. Everything else is the same...this casual meeting involves anyone interested in all types of cars. It's a free event, however it is a benefit for Dystonia, so please make a donation and/or buy some coffee/breakfast to support the cause. It is weather-pending, but only depending on what conditions you're willing to bring out your Porsche. Just show-up whenever you can. Who knows, maybe some of us will go for a drive afterwards?

Steven Rountree 502-386-3001

Saturday Morning Breakfast Social

The breakfast club continues to be a good thing despite the "day off early hour". Most of the turnout is made up of members with older Porsches. 356's, 911's, 912's, 914's & 944's grace the parking lot with a Boxster or a Cayman in the mix to look after the older rides. The owners are really hands-on people with their cars. The conversations over coffee are always geared to what they have done themselves to keep these senior Porsches in first class condition. No dealership repairs for this bunch! The Saturday breakfast participants really are the "Patrons Of Older Porsches".

The menu at Frisch's is extensive, the breakfast bar is wonderful and the coffee is just right. The early time allows everyone time to make it to Cars n Coffee in the East End without rushing. This is a fun bunch of members, come join us. We would enjoy seeing all of you there.

No reservations required, just show up.

Contact Edgar Smiley at 502.939.3595 (cell) or deKYblugras@aol.com

Central Indiana PCA
Calendar
www.cirpca.org

CKR Solo Schedule

Central KY Region SCCA
Schedule is at: www.ckrscca.org

Fall DE Photos by Holly Miller



Cars arriving at Cambria Suites on Friday evening.



Lining-up under the hotel canopy.



A racing decal on one of the cars.



BlueGrass takes over the Cambria Suites Hotel.



Beautiful Cars, Beautiful Hotel



BlueGrass Motorsport at Cambria Suites, Indy



Putnam Park Road Course Entrance



A very cool view of the track as you enter the park.



A view of the track control building from the backside of the track.



The Martini Porsche returns to the pit area.



Two cars making their way out to the track.



More cars headed out to the track.



A car returning to the 'pit.'



Speeding By . . .



The BlueGrass set-up at the track.



The garages in the pit area.



A wide view of the pit area.



Cars lined up and waiting their turn on the track.



A grey cabrio waiting to enter the track.



Pit Area



A storage building on the grounds with a rendering of the track layout.



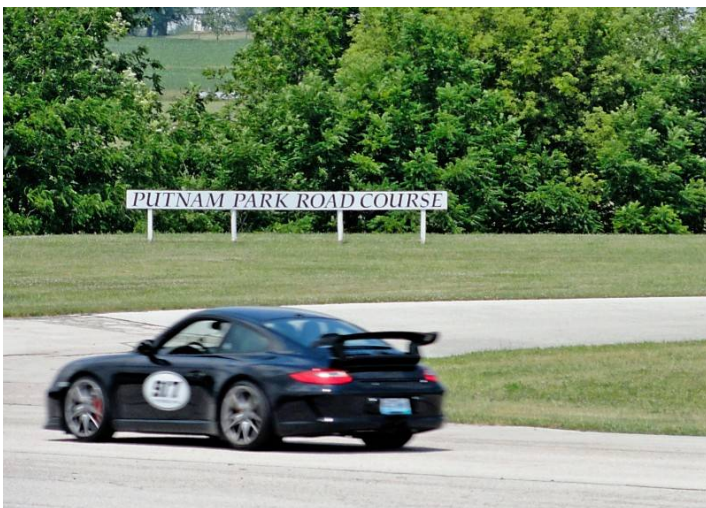
The view from the pedestrian walkway.



The safety crew



Entering the track for a 'parade' run.



Speeding by the Track sign.



Another great weekend of driving!

THE MART

The Mart Rules

The Mart Ads are free to all PCA members. **It will appear for TWO issues and can be relisted by contacting the newsletter editor.**
All ads must be car related.

To place an advertisement in "The Mart" contact the PaceSetter editor.

Cars for Sale

2001 Porsche Twin Turbo; 81,XXX miles; new clutch, Michelin Pilot Sports; Evoms 750 kit; never been on track; have all records; excellent condition; \$39,500. Contact David Sarten 270-748-5098 or disarten@ken-tennwireless.com



PCA Anniversaries!!

Welcome New Members!!

August 2012

1971 Neel, Donald R. & Faye W.
1994 Hora, John R. & Christie
1999 Rawlins, John C. Jr. & Sandra D.
2003 Mathis, Mark & Debi
2004 Parkins, Fritz & Carolyn
2009 Brooks, Jeff H. & Julie
2009 Van Zant, Gary & Ida Schaefer
2010 Doukas, David John & Jeanne M.
2011 Crowley, Patrick J.
2011 Cudnik, Greg A. & Tracy Smith-Cudnik
2011 Fugate, James D. & Derek Fugate
2011 Gill, Jeffrey T.
2011 Koenigsmark, Joseph J.

August 2012

Doolin, Steve & Bernadette, La Grange, KY
1995 993 Red

Farrell, Stan, New Albany, IN
2006 911 C4S Silver

Klein, Robert M., Louisville, KY
2013 Boxster Red

Miller, Michael E., Evansville, IN
2011 911 TURBO S Black
Transfer from: Bluegrass (BGS)

Robbins, Kris A., Louisville, KY
2011 911 Turbo Gray

Stolowich, Rosemary E. & Neal, Louisville, KY
2004 911 Silver

PEDROSGARAGE

Kaboom!

Published in the May 2011 issue of “**Die Porsche Kasette**”

Kaboom! Catastrophic Engine Failures by Pedro P. Bonilla (GCR PCA)

If you go online and check the different Porsche Forums (including mine, PedrosBoard.com) you'd think that these failures are a dime-a-dozen.

The truth is that a very small percentage of engines fail, but when someone has an engine failure the first place they go is on the Internet and post about their “self-destructing” engine.

You usually don't read about someone who drove to work and back safely and his engine didn't blow up that day!

So, should you worry about it?

I say no. Enjoy your car. Very few have catastrophic failures.

Having said that, let me try to quickly and simply explain what these potential failures are:

The one most people worry about is the Intermediate Shaft Bearing failure. Even though it's referred to as the Intermediate Shaft (IMS) failure, what fails is the bearing at one end, not the Intermediate Shaft itself. All of the modern water-cooled Porsche engines up to 2008 have a shaft that runs the length of the underside of the engine block. This shaft is chain-driven from the crankshaft and in turn drives the double camshafts on each bank of cylinders. At one end of the IMS is a sprocket which spins on a bearing. The sprocket is held in place by a small stud that can break, causing the bearing to fail. The bearing can also show excessive wear because Porsche used sealed bearings which are lubricated “for life”.



These bearings eventually, with many miles and many, many heat cycles, can tend to dry up the "lifetime" grease. And because they are sealed and cannot self lubricate with oil, they can start to wear excessively . Eventually, if not attended to, the wear will allow the end of the IMS to move a bit which can alter the engine's timing and catastrophic engine failure can happen.

If the engine goes, there is generally so much internal damage that it has to be replaced with either a new or a used engine (\$8,000 - \$18,000).

Is there a remedy?

Yes, there are several.

The easiest one is to replace the bearing before damage occurs.

This can be done in one of two ways:

1-Removing the engine from the car, dismantling it and opening the two engine block halves and replacing the bearing with either an OEM bearing or with an aftermarket one.

2-Replacing the bearing without engine removal with a popular aftermarket retrofit which uses a stronger, non-sealed bearing. This requires the use of a proprietary special tool for removal of the OEM and installation of the new retrofit.

Both of these solutions are costly, much more so for the first one, so my recommendation is that when you need your clutch replaced this is the time to do the IMS retrofit since the transmission, clutch and flywheel have to be removed anyway. The IMS bearing sits behind the flywheel.

Some people have been able to catch the problem before complete engine failure occurs. Some have been lucky when replacing their clutch and catching it just in time while others were able to observe a foul-smelling oil leak that led them to replace the IMS bearing before engine failure happened.

Which cars are prone to this failure?

All of the M96/M97 Porsche engines have the IMS and thus are prone to have the bearing fail. These engines can be found in 1996-2008 Boxsters, 1999-2008 Carreras, and 2006-2008 Caymans. Turbos and GT3s have a different engine architecture and don't suffer this malady.

We have also seen that tiptronic-fitted cars and cars that are driven hard, such as those that are tracked on a regular basis, are much less prone to the IMS bearing failure.

We have seen garage-queen cars that failed at 25,000 miles and tracked cars (mine) which were still running strong at 200,000+ miles.

Most of the catastrophic IMS failures come from 1999 - 2000 Carreras and 1997 - 2004 Boxsters but there have been a few from 997s and 987s as well.

Porsche has never admitted to having a problem with the IMS bearing on the M96/M97 engines. Nevertheless, they changed the design of the IMS no less than 4 times during the production life of the 996 and 986, they also reinforced the bearings on the IMS and evened out the stress on the shaft by redesigning the cam chains and sprockets in later model years, especially when the M97 engine was introduced (on the 997s and 987s). Curiously, the latest engines (A19) on 2009 and newer cars were completely redesigned to not have an intermediate shaft.

We have also seen the "D-chunk" failure where the cylinder liner (generally in the center cylinder – No. 2 or No. 5) develops parallel cracks and eventually the bottom edge of the cracked cylinder releases a chunk in the form of a "D". When these cracks develop, just as with the porous block engines, some coolant may mysteriously "disappear".



Another one is the bottom-end failure due to oil starvation (on the track with sticky tires – because of the elevated G-forces that force the oil away from the pump's intakes – this also happened to my '98, but now with 203,000+ miles on the engine). What generally goes in these failures are the crankshaft bearings that overheat and break up due to lack of lubrication when the oil pump goes dry on the high lateral-force turns every lap.

One catastrophic engine failure that can be avoided easily by observation is the hydraulic-lock failure caused by a failed oil breather system also known as the Air / Oil separator (AOS).

This system is designed to distill oil from the crankcase vent and return the liquid oil back into the engine. When it fails, liquid oil can be drawn into the inlet system causing a hydraulic-locked engine and catastrophic failure. If your car starts smoking heavily on startups on a regular basis it's generally a tell-tale sign of a bad AOS. A big cloud of smoke once in a blue moon is normal, but not constantly.

There had been a few other engine failures which are rarely seen anymore.

On the late model 1997 to early 1999 Boxsters there were the porous engine blocks.

Because the Boxster was such an unexpected sales success, Porsche had to quickly ramp up production and a few hundred porous blocks delivered to the assembly line from their contractor went undetected by their quality control procedures.

Cars with porous engines started filtering coolant into the oil through microscopic pores in the cylinders.

The engines that failed this way were generally replaced by Porsche at little to no cost to the owner (even when these cars were out of warranty – this happened to my '98 at 27,000 miles when the warranty at the time only covered through 24,000 miles or 2 years).

Porsche was able to recall most of the porous blocks, but because of the production boom they tried to salvage the situation by boring the cylinders and pressing in a special sleeve into the cylinder thereby sealing the pores. The fix worked, but some of these engines had a slipped sleeve which required Porsche to also replace those engines as well.

Porsche has never disclosed the failure rates in the M96/M97 engines.

Some Internet figures have these failure rates as high as 20-25% of all engines, but from what I've seen in my own experience and also in discussions with many other independent Porsche techs who specialize in engine rebuilds, I'm a firm believer that the catastrophic engine failure rate in the aforementioned engines is only 1 - 2%.

That means that 98 -99% of the engines will lead long and healthy lives!

I think I'll just go for a drive now.



technolab

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OCTOBER MEMBERSHIP MEETING

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***FREE Pizza
& Drinks!!!***

Monday
Oct. 8th
7:00 PM

President's Report

Steve McCombs—KY Region President

Fall is upon us and elections are next month. It is very important to choose the right person for the President's position, since he/she is the one that drives the beat of the club. If you are that person,

let us know. November's meeting is the election decision night. I usually reframe from making any political statements, but I'm speaking up. It's time for a huge change. We need to vote EVERYONE OUT. New and fresh thoughts and ideas are what we need to bring us out of this hole.

Don't forget about the October 20th Huber's Drive. This will be my last year to lead this event....

Thanks and see you at the October meeting.

Steve McCombs