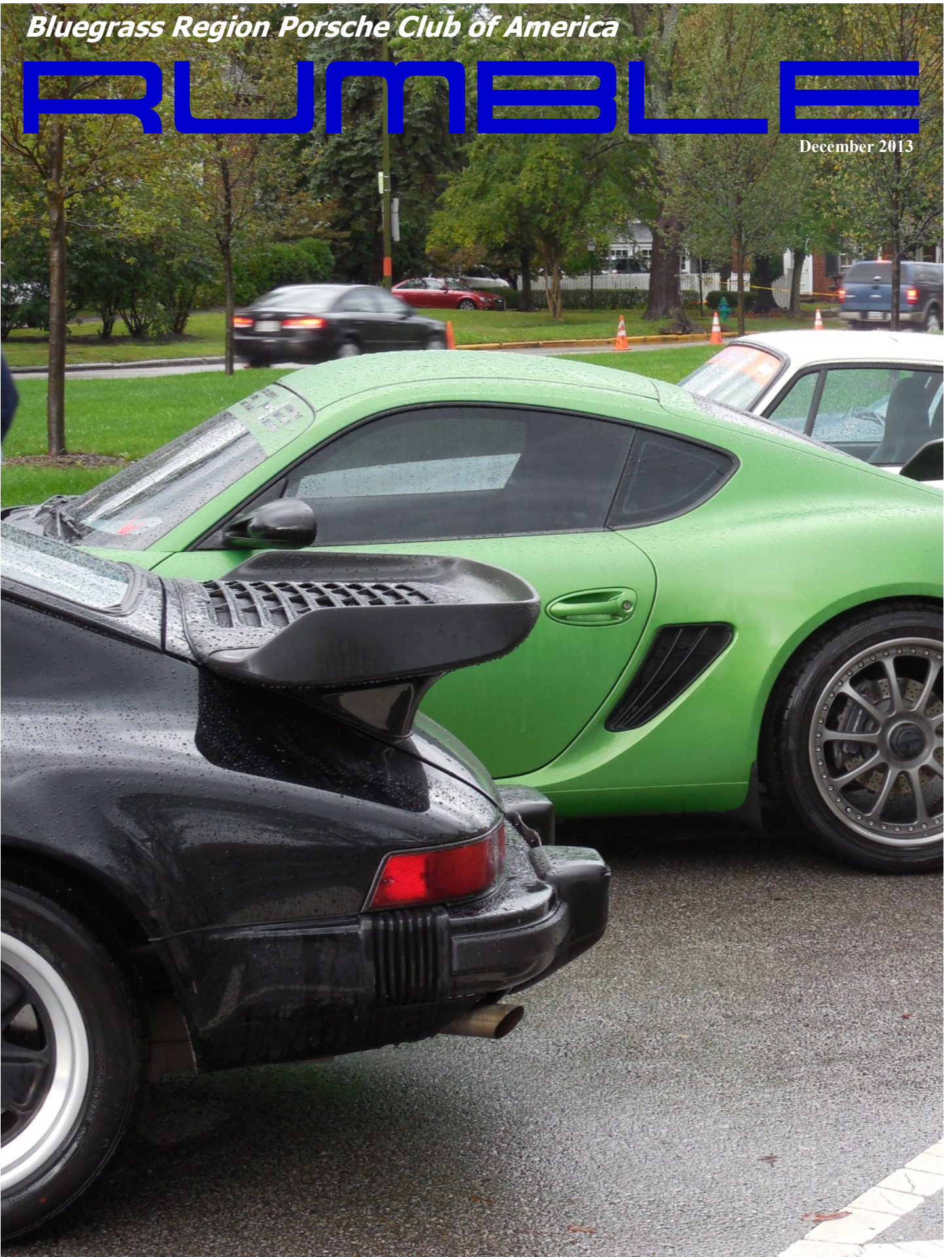


Bluegrass Region Porsche Club of America

RUMBLE

December 2013





RUMBLE

December 2013 Vol. 11 No. 12

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On the cover: Rallye Porsche Mariemont



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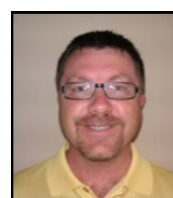
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**The Bluegrass Region
PCA Board of Directors
meets on the first
Monday of each month
Dinner and business
at 5:30 p.m.
Members are welcome.
See calendar for details.**

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PORSCHE

RUMBLE

President's Message

By Ed Stevenson



The holiday season is among us, I hope everyone enjoyed a relaxing Thanksgiving with their families. As I write this I reflect on the past year and the Bluegrass Region.

2013 was an outstanding year for our club!

I would like to mention a few highlights of 2013:

At the annual Porsche Parade, our newsletter won second place in the newsletter competition.

We have brought back the Track Chair with Brant Nystrom contributing an informative Track Time article monthly for those members with a track interest.

Winner of Car Club Paddock Challenge at the Keeneland Concours by collecting \$3012 for the Children's Hospital at the University of Kentucky.

Fall Charity Drive raising \$1550 for Macular Degeneration Research.

Record attendance for any event in club's history at 10th Anniversary Celebration with an attendance of seventy-two.

Record attendance for any tech session at the IMS bearing Tech Session at Foreign Affairs with Brian Wooldridge and Jim Brandon hosting with 31 in attendance.

Since 2013 is our club's 10th anniversary, I would also like recap the past ten years.

Awards from PCA National

Three National Newsletter awards

Public Service Award

Website Award

Local accomplishments:

Established an annual Fall Charity Drive and have raised over \$6000 for charities

that are nominated and voted on by club members.

Established the initial contact with Keeneland to get the Keeneland Concours started prior to handing it off to club members Tom and Connie Jones. We all know what a great event that has turned out to be!

Opened up our monthly Cars & Coffee to all makes and models. This has in turn created a great rapport for our club among other central Kentucky car enthusiasts.

Contributed over \$27,000 to Keeneland Concours through the Car Club Paddock Challenge.

With these results we catch attention at the national level. I have had several emails and personal conversations with national officials about the success of our region. They are impressed and you should be too!

We have a great bunch of people that share the same passion. I appreciate everyone that has helped us along the way. We have had a fast, fun, first ten years! I'm looking forward to the next ten. So, check out our event calendar and come on out and have some fun.

Upcoming events:

December Cars & Coffee- December 7th we will move the monthly Cars & Coffee inside.

Bluegrass members Tom and Connie Jones have graciously invited us to their Toy Box. It is located at 980 Contract Street, Suite 130 in Lexington (in the industrial park off New Circle, behind Greene's Toyota Dealership). 9am-11am

Holiday Party- January 18th 2014 at Cherry Blossom Golf Club in Georgetown. Social hour 5:30- 6:30 with food being served at 6:30. The Clubhouse is located at 50 Clubhouse Dr, Georgetown, KY 40324. Dinner will be \$25 per person this year and I need RSVP's by January 7th. I will also send out a request for RSVP via the national emailer. You can RSVP at any time

to me at ed@abracadabragraphics.us or 502.320.2655. We will announce the new board and as always will have many door prizes.

January Cars & Coffee- January 4th we have been invited to view Mike Scanlon's car collection located in downtown Lexington (near Short Street and Midland Ave) 9am-11am

February Cars & Coffee- February 1st, we will be back at Tom and Connie Jones Toy Box located at 980 Contract Street, Suite 130 in Lexington (in the industrial park off New Circle, behind Greene's Toyota Dealership). 9am-11am

Election 2014:

You will receive a ballot in the mail in the second week of December.

Club Directory:

Please look closely at your ballot not only as you choose your board but with this ballot we will be announcing the creation of a club directory and will allow you to choose how much information you would like to be included. Simply check a couple of boxes and mail back. The directory has often been a subject at meetings and we are now gonna make this happen. By default we will only list name, car model(s), and email address. This will be beneficial when seeking information among the club about particular models on a personal basis. You can also list other Porsches you own or have knowledge about.

2013 has been a great year for the Bluegrass Region and I thank you for allowing me to serve as your President.

I look forward to seeing what 2014 will bring our great club.

Hope to see you at an event soon.

Drive it,
Ed

BOARD MINUTES

NOVEMBER 4TH 2013
MARIKKA'S – LEXINGTON
KENTUCKY



Ken Hold
*Charter
Secretary*

Board Members Present:

Ed Steverson, Neil Fisher, Bob Lovejoy, Mark Doerr, and Jamie Donaldson

Members Present:

Patrick Meyer and Ken Hold

Meeting convened by President Ed Steverson at 5:38 pm

Approval of October meeting minutes:

Motion by Ed and second by Mark

Secretary Report:

David Hafley unable to attend meeting. Ken is taking November Meeting Minutes.

Treasurer Report:

Bob Lovejoy presented a BGS 2013 checking accounting. Donation check for Foundation For Fighting Blindness (#273 for \$1,000.00) and Check for Member Cups/Mugs (#274 for \$1,550.25) deducted from checking. Current balance after deductions is \$2,063.02

Activity Report:

David Patrick unable to attend meeting. Ed presented update. October started out with the 5th/6th being a very busy weekend: Cars & Coffee on the 5th was held at our normal location, the Clarion Hotel. This was where we also started our Fall Charity Drive. Nine vehicles participated in the first day of the Fall Drive. Steve Womack chaired the drive which ended at his home in Grayson for dinner. Ed spent the night at Steve's home. On Sunday Ed and Steve, accompanied by Steve's wife, Ann drove to Mariemont, OH to meet with the BGS members who drove from Georgetown. A donation in the amount of \$1,535.00 was made to the Foundation For Fighting Blindness as result of member and BGS contributions.

On Sunday the 6th, Ken Hold chaired the BGS drive from Georgetown, KY to the Mariemont Rallye in Mariemont, OH. This event is the annual signature event for the PCA Ohio Valley Region. Three BGS cars participated in this drive. In

addition to the BGS members who drove from Grayson, there were four others (2 cars) that drove separately from the Lexington area.

On Sunday the 20th, the BGS held its 10 Year Anniversary Celebration. Ed chaired the event which started with a drive from the Clarion Hotel in Lexington to the Buffalo Trace Distillery in Frankfort, KY. Nineteen cars participated in the drive. At the distillery, we attended a tour and tasting followed by dinner. There were 72 attendees at the dinner.

Newsletter Report:

Neil will have the Rumble published by the end of the week. It will be a large one.

Membership Report:

Tim McNeely unable to attend. Ed presented the update. Two new members bring active membership to 115 and family/affiliates to 80 for a total of 195 members.

Old Business:

Mugs/Cups: Thanks to Bob for working the mugs/cups purchase. The purchase was for 150 mugs and 150 cups. Each member attendee at 10 year celebration is eligible for a mug or cup. As items were not available for members at the celebration, Ed will coordinate distribution. Members attending the 2014 Holiday Party will also receive a mug or cup at the party. Twenty-five mugs/cups will be held to present to the next 25 new club members. The remaining mugs/cups will be given out to each club member attending future events until all are gone. None will be sold.

Holiday Party: Ed is relooking at the party venue. Our choice area at the Clarion will cost \$1,000.00. Ed is rechecking the proposed cost. If this is the actual cost, Ed will consider other areas at the Clarion and reevaluate location. Jamie will also check to possibility of moving the venue to the Cherry Blossom Golf Course. Jamie suggested we use name stickers at the party to make it easier for new members and infrequent attendees

to identify the other members. The board agreed with the use of name stickers

Nominations: Mason Wilson, David Patrick, and Ed are the Nominating Committee. Two BOD positions will be rotating off. Please direct any interested candidates to the committee.

New Business:

Name Badges: There was a discussion about creating Name Badges for members. The proposal was that name badges be created and made available for member purchase. Ed presented a motion and Mark seconded. Ed will pursue options for the badges and present at the next board meeting.

Internal Membership Directory: The board is exploring the value of having a membership directory available for our region. Ed suggested the membership be polled by including a question area on the ballot that is sent to all members for officer election. Ed will check with the entire board by the end of the week regarding his suggested approach. Ed motioned that we continue to explore the possibility of a directory. Jamie seconded the motion.

Cars & Coffee: Our BGS member Tom Jones will be hosting the December C & C indoors at his "Toy Box" located at 980 Contract, Suite 130, Lexington, KY 40505. We are looking at doing the January and February C & C's indoor also. More information on these to come from Ed.

Note that Neil has a new email: nrfisher@outlook.com

Adjourn:

Motion by Ed and seconded by Jamie at 6:58 pm.

Submitted by Ken Hold, Charter Secretary

Paul's Foreign Auto would like to announce the addition of Shawn Leonard to our staff. Shawn is widely recognized as one of the premier Porsche techs in the area and we would like to invite you to come by, check out our shop, and get to know us. Personal service and customer satisfaction are among the main criteria that we have focused on for the last 22 years and we have the latest in computer diagnostic capability.



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Porsche identity



TRACK TIME

BY BRANT D. NYSTROM

This is it. All around the racing world, series are drawing to an end. Drivers take a couple weeks to unwind and reflect on their performance; teams develop plans for a hopeful new year; and amateur track drivers mourn the break, appreciate the financial relief, and plan for the coming season. I am fortunate to have so many friends that enjoy the sport that I find to be more and more a personal obsession. We all talk racing, watch racing, and have track cars. As a certified Porsche instructor, I have had the pleasure of introducing many drivers to this sport, and I have many racing mentors that I can turn to for honest advice. That, ADVICE, is what this month's edition is all about.

I get asked an exorbitant number of questions about car set-up, upgrades, performance, etc. By the way, I also ask an endless number of questions. I do tons of research regarding parts and part providers, vehicles and upgrades, driving and teaching techniques. I watch a lot of racing and different racing series, and have long talks with my closest track buddies where we pose endless questions like: "if you had exactly \$100,000 for a racing only vehicle, what would you buy?" Questions, research, and experience help anyone to gain insight on a topic, but honestly I learn the most instructing others and answering their questions, and preparing articles like these. A close friend and mentor of mine once said, "don't trust anyone in racing". In many ways, I understand his point of view, but I've also found

the critical few individuals whose opinions carry great weight with me, and that generally provide advice that accelerates my own understanding.

Below are a few common questions I receive and reflect upon, and my best answers. I promise to always share my honest opinion on any topic, but like all of us, I grow and gain perspective. My answers may change through time as I learn more about this sport, and as others enlighten me to new ways of thinking.

Question 1:

What is the best track car?

Answer 1:

This is a really difficult question to answer, but it comes up all the time. Porsches, BMWs, Corvettes, and even Miatas are all great track cars. The right answer really depends on your needs, experience level, application, and budget. However, as a Porsche club publication, I can say this: I truly believe that the Boxster, Cayman, and 911 are great cars to learn high-performance track driving in. These cars are well balanced, fast, fun-to-drive, and built to a level that allows anyone from a beginner through an instructor to push hard and get good results. You won't learn bad habits in these cars, or become a single-faceted driver. In stock trim they perform as well as any other stock vehicle at any price point, and there are many quality aftermarket parts for those who

want to upgrade.

Question 2:

What performance upgrades would you suggest adding to my car?

Answer 2:

First and foremost, assuming you have a suitable vehicle (like a 2006 Boxster S – great track car) my advice is this: Work on the driver!!! A fast experienced driver will outrun any beginner in any vehicle, and that's fact. So, the best approach is to learn to drive and work on driving skill. As a learning driver, vehicle upgrades should be limited to reliability-oriented parts (oil pan spacers if warranted, oil / power steering coolers). Once the driver advances to the intermediate level he should consider the option of racing seats and harnesses (safety should come first), and this may be the point to consider higher performance track tires. Good tire upgrades include the Nitto NT01 and Toyo Proxes R888, or you could progress to a more pure track tire like a Hoosier R6 or Hankook Ventus Z214. Another good investment at this point would be a track oriented alignment and the associated suspension upgrades (racing control arms and maybe even coil-overs). From this point, upgrades are limitless.

My strong advice – avoid driving too powerful of a vehicle too soon. Drivers that begin in very high horsepower cars (>450 hp) can fall into the trap of drag-racing for fast lap times without ever learning the



TRACK TIME

BY BRANT D. NYSTROM

fine art of mastering turns. In the long run, this will be very detrimental to your development and will cause frustration, as your buddies will eventually overtake you in lower power cars.

Question 3:

Am I ready for a more competitive level of competition racing?

Answer 3:

If you feel completely at ease in your current level and feel unchallenged by it, and if you are considered a safe and fast driver, you

may be ready to step up a level. If so, I suggest looking at the lap times the next level of competition runs. If you are able to run times at the average rate of the next level, you are ready to give it a shot. If you are contemplating competition, remember this is a big step. You will not be given a lot of leeway, and you will experience a nervousness similar to the first time you ever drove on track (remember that). When you start competing, concentrate on the traffic around you and being a safe and predictable driver. As your comfort level increases then you can go for the win.

As you can see, even simple questions take a long time to answer. I am always available for Q&A, and enjoy helping others work through their track-related issues. If you have interest in joining us at any upcoming event, or would like more information on PCA DE events and what is required to join-in, please feel free to contact me:

brantdnystrom@gmail.com

Brant



MEMBERSHIP NEWS



**Tim
McNeely**
*Membership
Chair*

187 members!

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

Samuel Kraus

of Lexington

2014 Cayman

Our membership is at 111 Regular Members and 76 Family & Affiliate Members, making our total membership 187. Catch a sunny day and take your P-car out to stretch its legs. Put our Holiday Party on your calendar!!!

Also, please recognize the following Member Anniversary dates:

Ed Erway	2000
Ed Steverson	2002
Gary Hackney	2003
Robert McClelland	2005
Paul Elwyn	2007
Chuck Armitage	2009
David Haase	2010
Jim Lavelle	2010

RUMBLE

Editor's Note

It has been a great year for our club! We celebrated our 10th anniversary as a club and we have grown our Cars & Coffee event into a multi Marque event attracting more cars than ever before. We also took home another paddock trophy at the Keeneland Concours this year. Quite a year!

I would like to take this opportunity to thank you, our club members, for allowing me to be your newsletter editor. I have had a great time working on this publication each month. I only hope you have enjoyed viewing it as much as I have enjoyed putting it together.

Please continue to send me things you would like to see included in the newsletter. It doesn't matter if it is photos or

a story. I am looking forward to another exciting year of events for our club.

I would also like to take time during this holiday season to give thanks for my health, my wonderful wife and two step sons. There are many people who are not nearly as fortunate as I am or as many of us are in the Bluegrass Region PCA. I encourage everyone to do something nice for someone you don't know during this holiday season.

I hope everyone had a happy Thanksgiving and I wish everyone a Merry Christmas and Happy Holidays!

I'll see you at our Holiday Party in January!



Neil Fisher
Newsletter Editor

CALENDAR OF EVENTS



David Patrick
*Activities
Chair*

Contact David with
Porsche-related event
news: ptrck-
dvd@yahoo.com

Dec 7th Cars & Coffee, 9 - 11 am,
Tom Jones's Toy Box, 980 Con-
tract Street Suite 130 Lexington

Jan 4th Cars & Coffee, 9 - 11 am,
Mike Scanlon's Car Collection
Downtown Lexington near Short St

and Midland Ave
More details to come

Jan 6th Board Meeting at Marik-
ka's, 5:30 - 7:30 pm

Jan 18th Holiday Party, 5:30 -
8:00 pm, Cherry Blossom Golf
Club, Club House

Feb 1st Cars & Coffee, 9 - 11 am,
Tom Jones's Toy Box, 980 Con-
tract Street suite 130 Lexington

Feb 3rd Board Meeting at Marik-
ka's, 5:30-7:30 pm

Feb 16th Membership Social,

5:30-7:30 pm, place TBD

Mar 1st Cars & Coffee, 9-11 am,
Clarion Hotel, Newtown Pike

Mar 3rd Board Meeting at Marik-
ka's, 5:30-7:30 pm

Mar 16th Membership Social,
5:30-&:30 pm, place TBD

Apr 5th Cars & Coffee, 9-11 am,
Clarion Hotel, Newtown Pike

Apr 7th Board Meeting at Marik-
ka's, 5:30-7:30 pm



**Ed Steverson prepares to attack a pineapple something or
other at the November Social at Mi Mexico! Go Ed!**

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Cars & Coffee

November 2nd, Clarion Hotel,
Newtown Pike, 9 - 11 am
Join us, 1st Sat of each month



Cars & Coffee November 2nd



Cars & Coffee November 2nd



Cars & Coffee November 2nd



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TECHNICAL

Exploring The IMS Bearing Issue

Foreign Affairs Autowerks



We had a fantastic tech session this month at Foreign Affairs Autowerks. Led by Jim Brandon and hosted by Brian and Scott. The topic of discussion was the well-known and sometimes misunderstood intermediate shaft bearing failure of the 1997 – 2008 Porsche 911, Boxster and Cayman models. This tech session was the largest attended session we have had to date.

The purpose of the intermediate shaft is to drive the camshafts indirectly off the crankshaft. When the M96 engine was developed, for cost savings, one cylinder head casting was made. For interchangeability the camshafts could no longer be driven off one end of the intermediate shaft. This required that the chains be driven off opposite ends of the intermediate shaft.



On the rearmost side of the intermediate shaft (closest to the flywheel), you

have the main sprocket that drives the intermediate shaft off the crank as well as a smaller sprocket and chain that goes to one of the cylinders heads to drive the cams. On the opposite end of the intermediate shaft there is another sprocket to drive the cams for the op-



posite cylinder head. This end of the intermediate shaft has a plain bearing surface integrated into the front oil pump console that is pressure fed oil for lubrication directly from the oil pump. As a result, this end of the intermediate shaft always performs flawlessly and never shows wear.

Unfortunately, due to how the crankcase was designed, there are no oil passages from which pressurized engine oil can be used to lubricate a plain bearing on the side closest to the flywheel. The intermediate shaft in the M96 (and subsequent M97) engine is located directly beneath the crankshaft carrier and is connected to the crank-

shaft by means of a chain. The intermediate shaft has a sealed ball bearing on one end (closest to the flywheel) and a plain bearing on the other end, which resides in the oil pump/coolant console. Additionally, it is this ball-bearing that handles the majority of the load on the intermediate shaft.

From 1997 to 1999, Porsche used a dual row intermediate shaft bearing which has proven to be as robust as the larger single row used from 2006 through 2008 model years. Starting in 2000, Porsche began phasing out the dual row bearing and went to a smaller single row, with significantly less load capacity. From 2002 through 2005, all engines used this smaller intermediate shaft bearing until they went to the larger, third revision for the 2006 model year, which increased the load capacity back to what the original dual row bearing could support. The larger model year 2006 and later bearing also increased the diameter, which increased the bearing and ball speed, further improving the bearing. However, this change has not been enough to resolve the intermediate shaft failure issues.



Once you have experienced an intermediate shaft bearing failure, a complete engine disassembly is required to replace the intermediate shaft and in most cases, complete rebuild or engine replacement is your only option.

TECHNICAL

Exploring The IMS Bearing Issue

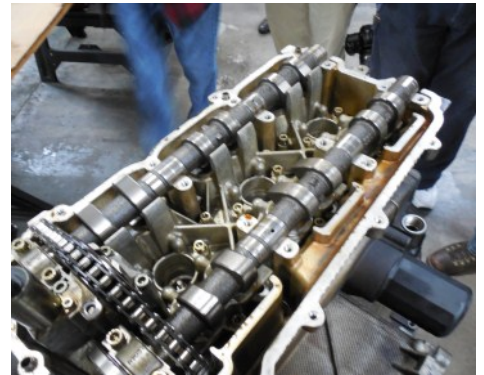
Foreign Affairs Autowerks

Aside from the pro-active approach of replacing the intermediate shaft bearing prior to such a failure, prevention and early detection are some of the steps that can be taken to try to reduce the risk of a costly engine failure.

With model year 1997 through 2005 the bearing is accessible. Any intermediate shaft bearing replacement is intended to be installed as a pro-active

step to take to improve the life of the ball-bearing in the intermediate shaft. Although there is limited data, the general trend is that lower mileage vehicles with infrequent oil changes or driven light-footed (as in run at low speed/engine rpms) are most likely to suffer a failure rather than those cars that are driven hard and well-maintained.

So in closing, not driving your car or not driving it like Porsche intended can make the problem worse. For some, choosing to roll the dice and hope they do not experience a failure is the right thing to do. Odds are in your favor that you'll never experience a failure. Others choose to have some sort of preventative or proactive maintenance done to protect their investment. First and foremost you should drive your Porsche. If you are concerned about what to do then I would suggest speaking to Brian at Foreign Affairs and discuss your options in doing a bearing upgrade or other preventative measures.



measure in preventative and regular maintenance. Once an engine has suffered a failure, replacement of the intermediate shaft bearing is no longer an option. Installing a replacement intermediate shaft bearing in an engine that has already suffered a failure will result in a subsequent failure due to collateral damage, including but not limited to debris contaminating the new bearing.

So what can be done to minimize the likelihood of a failure? Although a much debated subject, most experts agree that more frequent oil changes every 6 months or 5,000 miles is a good first step. Secondly, actually driving your Porsche more often and avoiding higher gears to keep the revs above 2500-3000 rpm is another good



Membership Social

Mi Mexico November 17th

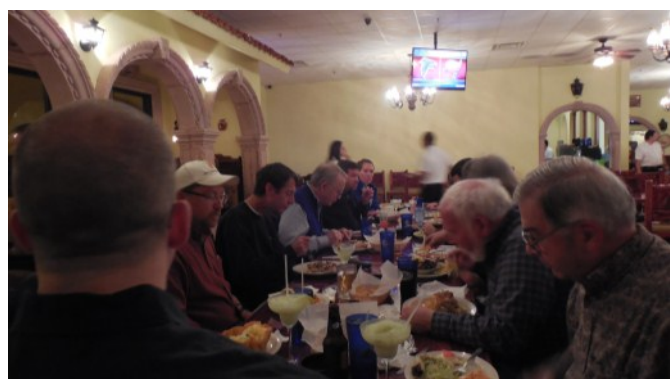


Everyone seemed to have a great time at the November Social at Mi Mexico! Even though there were Tornado warnings in the area that night all was calm during our dinner. And we did have a few folks drive their Porsches during the inclement weather.



Membership Social

Mi Mexico November 17th





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