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Greetings to fellow Porsche enthusiasts!! I am so glad that the weather worked out in early December so we could have our Holiday Party!! I hope everyone had a good time with lots of good food and track map cake. It was so fun to see people from the geographic fringes of our region in attendance.

First of all, a big thank you is in order for John Brandt. He led the club as President for 3 fun-filled years, and he wants to continue the work he started on developing more co-sponsored Driving Events with other regions. This approach to sharing the track will also share the financial risk. Reducing financial risk is going to be a planning theme for all of our track events this year to improve the Club’s balance sheet. Thank you, John, for a great 3 years and your ongoing efforts!!

January is a great time to look forward in the new year and to think about which activities can be added to make the new year memorable. Well, your local PCA region has many ideas to meet that objective! Watch the DOS calendar and open the e-mail blasts that will have up-to-the-minute details of impending events. The best way to enhance your club experience is to volunteer to help plan or produce an event. It is also the best way to meet other like-minded Porsche people.

Two big club events are in need of a co-chair for 2014. Club Race, where MOR is the host at the Mid-Ohio track for a national racing event, is a huge effort. Dave Hayden has been doing the heavy lifting for the past 2 seasons in addition to coordinating the DE at Putnam. In order to avoid burn out, Dave has requested a co-chair to assist him with the Club Race this summer. The other big region event is Porsches to Ohio. Ron Thomas has carried the torch for 4 years, including the big move to Granville two years ago. This casual and wonderful event was our primary source of funding for our charitable donations for 2013. Ron has requested for some help with the production of the event for this summer.

Please consider volunteering for these or other club events. I have helped out at both of these events in the past and had a blast being part of them. It is so fun for me to be part of something that combines working with and getting to know other members.

Another way to hang out with other members is to participate in a car show. One of the big ones in our region is the Arthritis Foundation Show, and it attracts cars from all over the Midwest. Long-time member and former MOR President Andy Trux has been an integral part of the planning and implementation of that show for over 40 years. He would love to see many of our member Porsches displayed among the other fabulous cars on the July 10-12 weekend this summer. Check out www.arthritisaustoshow.com for all the details.

We’ve chosen a new venue for the monthly board meetings for 2014!! The Worthington Inn will be a wonderful new meeting site. The meeting day will also change to the second Monday of the month. The best part will be new dinner options to choose from!!! I encourage all members to attend to observe and contribute to the internal working parts of the club.

I look forward to meeting and working with club members at our many and varied events this year!!

Betsy
# The Board

## Elected Officers

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Address 1</th>
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<th>City, State Zip</th>
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## Standing Committees

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<tr>
<th>Committee</th>
<th>Chairperson 1</th>
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<tr>
<td>Newsletter Editor *</td>
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## Appointed Chairpersons

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<tr>
<th>Role</th>
<th>Name</th>
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<th>Address 2</th>
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* Indicates voting positions

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As some of you may know, I experienced a rather frightening time in December. My daughter went into labor 5 1/2 weeks early, and as a result I have been unable to get to the newsletter completed in a timely fashion. I am happy to report that both she and my grandson are now home, and doing remarkably well! I want to thank the board and members for the well wishes and patience during this trying time.

We have some great events planned for the upcoming year, starting with the Pistol Packing Event at Blackwing on January 25th! Also, there will be a new member winter socializer in February. Please continue watching updates to the calendar on the web page, facebook page and notices via email (I will be working on the events calendar this month, so please continue sending all information to me via email).

See you at event soon!

Virginia

P.S. Thank you, Maury! Love my 1968 Soft Window Targa!!!
The Apex

It was chilly and a little windy as I stood next to a beautiful grey 2013 Carrera C4S in the paddock of the Putnam Park Road Course with my helmet in my hand. But the sun was peeking through the clouds and the rain had stopped. This was a good sign. I was talking to the 911’s owner, a really nice gent from the Lexington, Kentucky area. He was a “car guy” and had owned a number of nice sports cars, but this was his first Porsche. He had wanted one for a long time and eventually reached a station in life where he could afford a new one. I think he chose well. His PDK-equipped 4S as delivered from the factory had all of the bells and whistles. It was a fine example of Porsche’s commitment to form and function. This was also his first time on the track – any track - and I had the great pleasure of serving as his instructor for the afternoon. Understandably, he was a little nervous about putting the car that he had just committed a sizeable sum of cash for on a racetrack. “Relax” I said. “This car already knows what to do. You two will be best friends by the end of the day.”

He had missed the all-important Instructor ride-along earlier that morning but had arrived in time for the lunch hour parade laps. This was a great time to get him familiar with the track layout at a slow speed. When he offered me the keys I initially hesitated - until that little voice in my head yelled “Dude, are you kidding me!?” So I grabbed the keys and said, “Let’s roll!” We spent the next 15 minutes lapping the course with me explaining where to brake, turn-in and set-up for each turn. This was my first experience in a car equipped with PDK on the track. Even though the speeds were relatively slow, I started to enjoy letting the car pick the gear and thought, “Hey, I could get used to this.” Then that little voice in my head piped in again “Dude, are you kidding me!?” Seriously though, that PDK is sweet. It ALWAYS knows the right gear to be in.

Now that he had a look at the track at parade-lap speed, I decided to take him out in my racecar for a few laps. If you have never been a passenger in a track-prepared car on a racetrack, it can be a life-changing experience. It is unlike anything you will ever experience on the street short of being chased by the cops. You quickly go into sensory overload and fully expect to spin off the track at every turn. Things are happening very fast. But after a couple laps, your brain begins to catch-up, you loosen the death grip you have on the roll bar and eventually stop saying “holy crap, we’re gonna die!” to yourself. You also realize that the voice in your helmet is the Instructor sitting next you calmly describing the nuances of the proper “line” around the track - like he’s a Hollywood tour guide on a Sunday drive. “We’re now approaching Turn 7, or Turn 6 as it is sometimes called. You want to start braking hard around the 500 foot mark then look for your turn-in point that will give you a nice late apex. This turn has a lot of positive camber which allows you to blaa, blaa, blaa.” After the initial ride, one of two things usually happens. Either the passenger has just had the best thrill ride of their life and they can’t wait to get back on the track in their own car, or they yell “can we please go back to the garage now?!?” after two laps - then get in their car go home and hug their kids - just happy to be alive. Either way, they will never look at sports car racing the same again.

My student was of the former variety. After a couple laps, he was really digging it. I even got a Whoo! Whoo! at one point. After a couple laps, a white 911 appeared in my mirrors. He was really cooking, so I gave him the point-by. After he passed me, my student asked what his license plate said. “Mr Guts” I replied. To which my passenger said, “I can see why!” as the 911 roared off into the distance. For a moment, I thought about giving chase, then thought better of it. That would probably end badly.

A short time later it was my turn to ride in the right seat. My student was a little timid behind the wheel at first, but what he lacked in driving skill he more than made up for in enthusiasm. Within a couple laps, the worry he had about damaging his expensive new Porsche went straight out the window. He wanted to go FAST! Fortunately, what I said earlier about the car knowing its way around the track was spot-on. Even with most of the electronic nannies turned off, the Porsche never lost its composure – despite how badly my ham-fisted friend pushed the limits of physics. Occasionally we would get the odd wiggle – the car’s way of telling Mario Junior to back it down, Cowboy. “Let’s just try to be smooth” was the phrase of the day. Then a wonderful thing happened. The smoother the driver became at the controls, the better the car responded. The transition was actually a cool thing to see and experience. By the end of the last session of the day, he was holding his own on the track. He was well on his way from being just a mild-mannered commuter to Trackmeister Superhero. Well, not quite, but he thought so.

And that is what our Driver Education program is all about – it all seems like a lot of fun and games, but at the end of the day this Porsche owner knew a little more about himself and a lot more about the car he was driving. This makes him a better – and safer driver.

I’ll see you at the track!

Chip
Winter Storage Tips For Your Porsche
MORPCA Technical Chair
Jeff Brubaker

Location - choose a dry location, consider placing plastic sheeting or a tarp under the car to isolate any moisture from below.

Clean & Wax - a thorough cleaning inside and out will help to preserve the finish, never cover a dirty car. Also make sure it is completely dry before covering.

Fuel - fill the tank and add a stabilizer. Use a stabilizer compatible with ethanol fuels. A full tank will help prevent condensation from forming inside. Run the vehicle enough so that the stabilizer gets through to the entire fuel system.

Oil - change the oil to reduce the contaminants present inside the engine and oil system, and to be ready for spring start up.

Fluids - check or top off Coolant and other fluids. It would be ideal to bleed or flush the brake fluid also to reduce the moisture content and help prevent corrosion in the hydraulic system.

Brakes - to reduce the strain on the system and potential of sticking, do not store the vehicle with the parking brake engaged.

Tires - fill tires to the maximum inflation as shown on the sidewall to help reduce flat spots. Parking on carpet squares may also help. Storing on jack stands is also recommended if practical in your situation.

Moisture - place desiccant packs, or baking soda packages in the interior and trunk.

Battery - maintain the charge by using a Battery Maintainer or Float Charger designed for automatic storage. Do not use a conventional charger. In older cars (pre-computer) disconnect the battery negative cable.

Pests - keep them out of the car by covering openings such as intake and tail pipes with plastic or tin foil firmly taped in place. Place mothballs around the outside of the car. Alternatively steel wool can be placed in the tailpipe.

Starting - do not start the engine unless you can get it up to full operating temperature and then run it for an additional 10 to 15 minutes. Otherwise you will not burn off the water vapors that occur at cold start up, and the moisture will remain in the engine.

Insurance - some carriers allow reduced coverage during storage, check with yours to see if that is an option. Make sure you don’t forget to add it back in the spring.
Greetings PCA Zone 4 Members,

Happy New Year! My name is Michael Soriano, and I am excited and proud to be your new Zone Rep. For several years members of the Executive Committee have been asking me to take on a national position. However, I chose to remain in my position as Region President to successfully complete many of the innovations and projects, which we had implemented in order to continue the growth and progress being made in my region. After the Presidents’ Meeting in March 2013, Ron Carr approached me asking me to consider running for the position of Zone Rep., and after careful consideration, I did. I’d like to thank Ron and Constance for all of their years of service to PCA and for their valuable assistance to me. I would also like to thank all of the Region Presidents that nominated and endorsed my candidacy, and to the Executive Committee for their tremendous display of support.

As Zone Rep, I have already had numerous communications with Manny Alban and Vu Nguyen, and even more with Ron. I’ve written and submitted my first newsletter article, began planning and organizing the Presidents’ Meeting, arranged an all-day meeting with Ron, began working on the zone’s visit to the North American International Auto Show, started setting up and arranging my travel plans for the year, reviewed many of the upcoming events throughout the zone, and participated in my first Zone Rep conference call ~ and it’s only been 3 days.

All of your region officers and chairpersons are hard at work scheduling an abundance of activities. I look forward to having the opportunity of meeting each and every one of you at these upcoming events. Be sure to check your local region’s website and newsletter for the latest details on the many events close to you that are being planned. Also, consider attending other regions’ events, such as:

- The **Rally Sport Region** will gather on the first Tuesday of January (7th) at Karl’s Cabin in Plymouth, MI, *just for fun* (no meeting involved this month)!!
- The **Western Michigan Region** will host its **January Dinner Drive** on January 15th to Leo’s Seafood Restaurant, Grand Rapids, MI. Contact host Sarah Lewis for details at sarah.lewis@grandxray.com or call at (616)-459-0145.
- Zone 4 gathering at the **North American International Auto Show**, Cobo Hall, Detroit, MI on Saturday, January 18, 2014. Special presentation for **PCA members** of the new Macan at the Porsche Display from 7 to 9 AM, before the show opens to the public. Registration details are included in the December E-Blast to Zone 4 members, and on the Zone 4 website. Registration is through MotorsportsReg.com.
- The **Northern Ohio Region** is hosting a **Tech Session** on January 18th at Swift Filters, Inc. in Oakwood Village, OH - the subject will be “**High Performance Filtration**”. RSVP to Brad Kennett at bKENNETT@PENSKEAUTOMOTIVE.COM by January 15th.
- Join the **Ohio Valley Region** on February 1, 2014 for their **Annual Chili Party** at Porsche of Kings Auto Mall in Cincinnati, OH. Registration details can be found in the region newsletter or on the OVR website at http://OVRPCA.ORG.
- The **PCA National Winter Board Meeting** will be held on Saturday, February 14-16, 2014 in San Diego, CA. Location and details are on the PCA Website. All PCA members are welcomed to attend this semiannual business meeting.
- **The 59th Annual Porsche Parade** will be held in **Monterrey, CA** on June 14-21, 2014. Put this event on your calendar and plan to attend, volunteer to help out and have fun with PCA members from across the US and Canada. It will be a great time for all. Registration will open in mid-March, 2014.
Get to know
A Porschephile “Star” &
Their (un)Reasonably
Priced Car

Chip Henderson

What type of Porsche(s) do you park in your garage / driveway?

1986 944T
(Race Prepared #34 “Buckeye” car)
2007 Carrera C4S
2008 Cayenne GTS

When did you join the club and what was your first club event?

Back in 1995, I heard that I could get a discount on parts at the dealership if I joined the PCA. And, they had this thing called an autocross where I could “race” my car against other Porsches – sign me up!

What was your first Porsche and what could be your next Porsche?

First – 1986 944 (Zermatt)
Next – 930 (going old school)

Best – 1993 Porsche 911 C2. I really miss that car.
What is your favorite car movie, car song, racing series, and other car related thing.
Car Movie - Talladega Nights – The Ballad of Ricky Bobby (Shake and Bake!)
Car Song - Flirting with Disaster (Molly Hatchet)
Racing Series - PCA Club Racing!

Other car related thing – wrenching in my Man Cave (aka garage) with my son.

What club activates do you take part in?
All of them

What was the best car event you have been to and one you still want to go to?
Best - Every year on the Saturday evening of the PCA Club Race weekend at Road America, the organizers allow the racers to take a police-escorted lap (in our race cars) around the old Formula One course on the outskirts of Elkhart Lake. We finish-up by parking around the town center next to the world famous Siebkins Bar for a great evening of fine food and drink. It doesn’t get much cooler than that. (Although, driving a couple hot laps around the Nurbergring in a rental Mercedes was a close second).

To Do – Daytona Club Race

What would you like the club to be known for?
Giving the members the best Porsche experiences we can while giving something back to the community.

What other interests do you have outside of MORPCA?
Enjoying time with my wife, my two kids, and my two stupid dogs.

Lightning McQueen round:
• Pronounce Porsche :  ❏ "Porsh", ❏ "Porsha", ❏ "Porch", ❏ "VeeDub", or ❏ ✗ “Racecar”
• Prefer your Top:  ❏ Hard, ❏ Targa, ❏ Convertible, or ❏ Supported by a roll cage
• Prefer your Go:  ❏ RWD, ❏ FWD, ❏ AWD, ❏ 4WD
• Prefer your Control:  ❏ 3 pedals, ❏ 2 pedals & paddles, ❏ 2 pedals, or ❏ *1 pedal (brakes just slow you down)
• Prefer your Cooling:  ❏ Air (oil) or ❏ Water
• Prefer your Engine:  ❏ Front, ❏ Middle, ❏ Rear, or ❏ Big and/or boosted
• Prefer your Gears:  ❏ Four, ❏ Five, ❏ Six, or ❏ more
• Prefer your Fuel Door:  ❏ LF, ❏ RF, ❏ LR, ❏ RR, ❏ Hood, or ❏ Rear Plate - ❏ Any as long as it doesn’t have an electrical outlet.
• Prefer your Beverage:  ❏ Can, ❏ Bottle, ❏ Cup, ❏ Stein, ❏ Cold, and ❏ Wet
• Prefer your Steak:  ❏ Rare, ❏ M Rare, ❏ Med, ❏ M Well, ❏ Well, or ❏ None (Vegan)

18 ounces of NY Strip fresh off the grill lightly seared on each side covered with sautéed mushrooms along with steaming new potatoes coated in (real) butter and a big hearty cab from the foothills of the Andes - all brought to me on a giant platter by a scantily-clad buxom maiden.
Members present: Ginny Barry, Kevin Hennessy, Mike Stoner, Gerhard Hillmann, Ron Thomas, Virginia Huffman, Peggy Heiser, Joel Roberts, Mike Bucccione, Dave Hayden, Chip Henderson, John Brandt, Betsy MacDonell, Karen England, Brian Peterson, Eric Carne, and Bill Eitel. John started the meeting at 6:28pm with the news that several thank you letters were received from the 2012 Charity donation recipients. The Voice Corp people were thrilled to get a picture taken with the big check that showed our donation of 1K. The Harambe School and the Heizerling Foundation also sent letters of thanks. The minutes from the October meeting were approved. The membership numbers remain about the same with a gain of 6 and a loss of 2 members.

Kevin presented the Treasurer's report next. The deposits will be due for Putnam and Mid-Ohio soon and the profit from 2013 Putnam will have to be split with CIR. The next big expense will be the holiday party which has been priced to break even. There will be about 10K in the checking account at the start of next year so we need to approach our sponsors to see if they will contribute to our activities. So far Kevin has not touched the money market account for operations of the club to date. He characterized the club as "solvent" and notes that there will not be any money for charity donations in 2014 from the general club funds.

Chip launched into a lively discussion about the 2014 track dates at Mid-Ohio. Frank and Chip had several meetings and phone calls with PCA and Mid-Ohio and arrived at the following dates for MOR. There will be a DE on April 27-29 and Club Race will be September 12-14. The September date will fall two weeks after Road America and that looks good for now. The Mid-Ohio track schedules the big events first and the car clubs get the months surrounding June, July and August. Chip would like to partner up with other regions for the April DE so to split the risk and reward. John would like to see an event at Nelson's Ledges again. A date for Putnam will have to be assigned too. A track committee meeting will be held in the next week to discuss the details of these events. Dave reports that the damage assessment from Putnam has been passed on to the driver. Kevin reported that the damage assessment from Mid-Ohio has been covered by those drivers too. Dave stressed that the 2014 track dates need to be publicized as soon as possible. After 4 years of running the Putnam DE, Dave will retire and says the 2014 Club Race will be his last as Chairman. Thank you Dave for all of your time and talents!! Chip acknowledged that the Autocross program needs to be rejuvenated with some new people and energy. Eric volunteered to find out what the other car clubs (Mercedes, BMW) autocross situation is in Columbus. The Drive and Dine is another area that needs to be reenergized. Butch Olds led the last drive and had a small but dedicated group of participants.

The topic of car shows was discussed next. Joel Roberts questioned why the club was only going to do 2 show events. He wondered why the Arthritis Foundation Car Show was not included for 2014. Several people explained that the timing of the show is close to the Porsches to Ohio event that is currently the MOR biggest fundraiser. All big car events require money and volunteers and the club decided to concentrate on events where the club is in control of the event. The club does not have money to underwrite participation at the show as has been done in the past. All Porsche owners are welcome to attend the event so the Arthritis Foundation Show will be listed on the MOR calendar (web too) and if a supporter wants to submit an article for DOS, it will be published if space allows. Ron announced that Porsches to Ohio will be held the last Saturday of July which is the 26th. He plans to announce the date on the P2O website and will post pictures from 2013. He has already received several inquiries about the date for 2014.

John presented the Charity Report which was the money was distributed, pictures were taken and thank you letters have been received. Virginia announced that the November DOS is on the web and is in color!! She clarified some of the dates for the MOR calendar. The big club events, Club Race and P2O, will be heavily promoted. Kevin has been working on getting the number of paper issues out to those that truly need them. Many of the new members that are gifted a membership do not renew on their own. So he has crafted a welcome letter to all new members that introduces the club and that they will receive an electronic copy of DOS. Instead of automatically getting a paper copy of DOS with their membership, which is getting very expensive, these new members will have to notify Virginia if they want a paper copy. John asked if the club could print out another membership roster. Kevin describes that a membership roster like the last one required a lot of work (thanks Bill Slone) and the data has to be reformatted to be presented in booklet form. John volunteered to help with the effort and Brian said he would help with the cover art.

Karen wanted some clarification about which advertisers get paper ad space or web ad space. That issue has to be worked out before the next billing wave. She notes that all of the current advertisers want a color advertisement. She also thinks that if we listed the ad costs as monthly but bill annually the companies will respond better. John added that the National PCA Treasurer has a snazzy letter that can be customized to attract new advertisers. John hopes we can get more non car advertisers in DOS in the future.

Gerhard presented the first quarter of activities for 2014. The first Trickle Charge event was held on Saturday, November 16th at Aase Sales aka the Museum. Next will be the Holiday Party and Annual Meeting on Saturday, December 7th at the Golf Depot Clubhouse in Gahanna. In January, another Trickle Charge event and a pistol packing event are planned. February will be the New Member Socializer. March will be the Tom Stein Memorial Beer Tasting event. April will have a Drive and Hike event and the first Third Thursday event.

Brian has the website up and humming. He is working on getting ads in the margins and welcomes all photo submittals!! Karen asked if the ads on the web could have hot links to the company website. Then we would have data that can track views.

Kevin volunteered to host the next Board Meeting at his house and make it into an early holiday gathering. Betsy announced that the 2014 Board meetings will be held at the Worthington Inn. After collecting availability dates from all of the board members, the new date will be the second Monday of each month. She plans to send out a reminder for everyone in January.

Round Table Discussion

- John thanked Ginny for continuing to be the interface with the membership data from PCA.
- Kevin reminded everyone to vote, either electronically or by paper ballot. He plans to send out a participation survey to all members to see what members are interested in.
- Joel thanked everyone for explaining the car show logic for 2014.

The meeting adjourned at 8:42pm. The next meeting will be at Kevin and Patrice Hennessy's house on Monday, December 1st. The 2014 Board Meetings will be held on the second Monday of each month starting at 6:30pm and the first site will be the Worthington Inn. All members are encouraged to attend.
Are you looking for something unique for that special someone?

Christopher Hayden has started a new series inspired by the iconography of Porsche; the first piece is that of the forever classic 356 Speedster. These 18 x 24 in (45.7 x 61 cm), high quality silkscreen prints are produced using single-color silkscreen with metallic silver ink on 246 lb. acrylic paper. Each print was hand-screened by the artist and signed and numbered in silver paint pen. The image to the left has been enhanced, as the original works are in reflective metallic silver paint. Christopher is offering this beautiful silk screened print to PCA members for only $250 and he will generously split that with our Mid-Ohio region. Framing options are available for an additional charge.

If you are interested in purchasing this one-of-a-kind print, you can do so by credit card or check. For credit card purchases, please visit the artist’s store on his website to securely pay at artofhayden.com and follow the directions. To pay by check or cashiers check; make the check payable to Christopher Hayden, and mail to David Hayden, 7392 Preston Road, Newark, OH 43055. Allow approximately four weeks for delivery. For assistance or inquiries please contact David Hayden at davidehayden@windstream.net or 740-973-0538.
MORPCA Business Operations Overview

Kevin Hennessy – Treasurer

With over 900 members in the MORPCA region (the Club), the business operations of the Club are not generally seen by a large percentage of the membership, unless they have been actively involved in running events or attending Board Meetings. Thus the Board would like to share with the membership at large, some of the business operations that drive the business of MORPCA.

In the eyes of Uncle Sam, MORPCA (like many social clubs) is seen as a 501(c)(4) organization. 501(c)(4) organizations have membership limited to a defined region with activities devoted exclusively to charitable, educational, or recreational purposes.

Beyond IRS rules, MORPCA’s operations are also guided by means of Club by-laws, in line with national PCA guidelines. These by-laws can be found on the Club’s web site. All positions of the Club are staffed with unpaid volunteers giving of their time (in many cases significant personal time) in support of Club activities. MORPCA has no paid employees and board members receive no compensation.

Operating funds for the Club come from event fees, sponsorship, and a portion of the dues paid by members to PCA. Last year MORPCA received just under $9,000 in dues transferred from PCA to the region. The 2012 transfer being roughly 37% of MOR membership's dues paid to PCA in 2012. That same 2012 transfer made up only 5% of MORPCA's total revenue in 2012. MORPCA has no separate dues revenue.

A fundamental activity of the Club is communication to the membership. For PCA that is done primarily via Panorama each month, e-mail blasts, e-brake updates, and web site content at PCA. For the regions, there is a similar approach. In MORPCA communication is done via our Die Offene Strasse (DOS) newsletter, email announcements, MORPCA and P2O® web sites, and thru social media.

As with most forms of communication there is a cost to get the word out. For DOS, the traditional primary method for MORPCA communication, the cost last year for printing and postal mailing averaged just under $1,850 a month, or just over $22,000 for the year. Even with applying 100% of members dues and paid ads to offset DOS cost, the local Club still subsidized DOS last year with a little over $7,500. In addition to DOS costs, the Club also has to cover the costs of web hosting (MORPCA and P2O®), online registration (DE, CR, P2O® and Social), email hosting, and domain fees. Most of these additional communication costs (beyond DOS) are seen as costs associated with specific events that MORPCA puts on and are assigned to the P&L statements of those events. But as can be seen in the numbers, 100% of membership dues is used solely to send out newsletters each month to the membership, and even then DOS needs to be subsidized by revenue from other MORPCA events at which fees are collected.

If membership dues alone are not generating net cash flow for the Club and in its entirety dues only covers a percentage of DOS publication costs, how are the remaining Club activities paid for and where does Club revenue come from? It comes from Autocross, Driver's Education, Club Race, P2O®, and direct sponsorship. Those fee based events and the volunteers that work those events, enable the majority of the other activities the Club puts on. Those fees also fund the Club’s sizable charitable giving each year. Thus everything the Club does, is either subsidized by that event income (even if nominal fees are charged to the members in attendance, like social and holiday party), supported thru direct sponsorship, or is done at no cost to the Club. MORPCA has been able to subsidize more events of late, largely due to the sponsorship that it has received from our two local dealers, Byers Porsche and MAG and the success of those events attracting paying attendees.

Thus MORPCA does not run on PCA dues alone, in fact dues alone do not even cover the costs of communication. The Club depends on revenue generating events supported by volunteers and the generous sponsorship of our local Porsche dealers.

So the next time you are attending an event take a moment out from the fun and share with the volunteers your appreciation of their time and energy in supporting the event through their efforts. Additionally, as you frequent our local Porsche dealers, Byers and MAG let them know you are a PCA member and you appreciate their sponsorship support of your club. And the same goes for our DOS advertisers, who through their advertising support help the Club get the word out via DOS and electronic communications.

If you would like to learn more and or get more involved in your Club and its business operations, feel free to attend a board meeting or approach a board member or chairperson and let them know of your interest in getting more involved in MORPCA. It is not just about the cars, it’s about the people.
2014 Driver Education Event

THE 2014 DRIVING SEASON HAS OFFICIALLY BEGUN!

There’s still a nip in the air and the pavement is cold, but we’re warming ourselves up by dreaming of the track in spring! Nothing beats reuniting with old friends and making new ones in the paddock as the spring sun shines. So please join us for a 3-DAY EVENT at THE MID-OHIO SPORTS CAR COURSE on April 25, 26, and 27th.

To shake the brake dust off your wheels, we’re starting off with a FRIDAY LAPPING DAY followed with an SATURDAY-SUNDAY INSTRUCTED DRIVER’S EDUCATION (DE) open to ALL experience levels.

FRIDAY LAPPING DAY: is open to Solo Intermediate Students, Advanced Students, and Instructors. There is simply no other way to get this kind of track time for the money! It’s the best deal out there... don’t miss out. We expect the Lapping Day to sell out so sign up now. Friday Lapping will offer Expanded Passing (pass with a point anywhere on the track including in the turns). Therefore, previous experience with this protocol is preferred. For most, this will mean you’ve run in the Instructor or Advanced (A) Group or other event with this type of passing. Those who are experienced in the Intermediate (B) Group and who are capable of solo driving in an expanded passing environment are also eligible. If you have any questions, don’t hesitate to contact the registrar for clarification.

SATURDAY-SUNDAY INSTRUCTED DRIVER’S EDUCATION (DE): is for all experience levels including first-time drivers. Whether this will be your first time on track or your 100th time, we’ve got something for you... including innovative instruction programs, post-session-download driver meetings, and a special course on the “rain line” if we have any wet pavement (don’t count on that... we’re planning on sunny weather!)

This is DE for all run groups, beginner to advanced. We are committed to advancing our already advanced drivers as well as providing a lot of solo time for those who are ready.

FIRST TIME DRIVERS: You are strongly encouraged to register for this event. MORPCA is known for being a well organized and friendly group... if you’re new to high-performance driving, or if you’re new to PCA events in general, we will be very happy to walk you through the process.

All makes of cars participate in our events, driving a Porsche in the event is not required. It just needs to be a roadworthy, well maintained, in good condition coupe or sedan that can pass tech inspection.

Sign up now!

We’re offering a $50 discount to students if you sign up for all 3 days, and $25 for instructors for all 3 days.

For the 3-Day April DE at Mid Ohio, fees are as follows:

**STUDENTS:**
- Friday Lapping Day (Student) $175
- Sat-Sun DE only (Student) $350
- Fri-Sat-Sun (Student) $475

**INSTRUCTORS:**
- Friday Lapping Day (Instructor, not instructing for DE) $175
- Sat-Sun DE only (Instructor) $75
- Fri-Sat-Sun (Instructor) $225

Please don’t hesitate to contact the registrar with any questions you may have.

See you on track!

MORPCA CALENDAR
IMS PORSCHE SETTLEMENT UPDATE AND FAQ
MORPCA Technical Chairperson - Jeffrey Brubaker

As an update to our previous article, a settlement in the class action suit concerning Porsche IMS bearing engine failures has been reached. More information on the settlement is available online at the following locations:

www.IMSporschesettlement.com

In order to help with the many questions our members have, here is a brief summary of common concerns:

What years or Porsche models are effected?

Any 911 Carrera or Boxster from 1997 through 2008 is effected at varying levels. Model years 1997-1999 used a dual row IMS bearing. Model years 2000 and 2001 are cross-over years where a dual row or single row IMS bearing could have been used. A visual inspection is needed to identify which you have. Model year 2000 through most of the early production 2005 models will use a single row IMS bearing. However, some 2005 model year vehicles (late production) will have the larger, non-serviceable bearing as found in the 2006 through 2008 model years. Additionally, if the engine is not original to the car, for example a car that might have a replacement engine, it will have whatever type bearing was currently in production for the model year in which the engine was built. Starting in 2009 Porsche changed the engine design and eliminated the IMS shaft and bearing all together.

What is the problem exactly?

The M96 engine design incorporates a hollow shaft (IMS Shaft) that runs parallel to the crank shaft and has gears on either end to transfer the motion from the crank out to the cam shafts in the heads. One end of the shaft has an oil fed plain bearing, and the other end has a sealed ball bearing which was filled with grease when manufactured. Based on cost or design choices, they used a ball bearing on one end because there was not a pressurized oil feed source nearby in the case (which would be necessary for a plain bearing).

There are a number of failure modes, but the most common issue is a failure of the ball bearing or the internal bearing support. Over time the seals on the ball bearing begin to leak and motor oil becomes trapped inside the bearing and in the hollow tube it is mounted inside. This trapped oil dilutes the original grease, overheats and becomes acidic, leading to bearing wear etc. An analogy I often share uses your car’s front wheel bearings as a comparison. They are designed to function in a clean grease environment. Let’s dump some dirty motor oil in the wheel bearings on one side of the car, drive it for a while and then check the bearings. Chances are that the side with the dirty oil trapped inside will wear faster.

By now, essentially all effected cars are experiencing leaking seals due to age, wear, and heat. As stated by the PCA National Tech Chairman in a recent issue of Panorama, “it is not a question of if they will fail, it is a matter of when.”

Other issues include preload on the shaft and slippage of the cam gears, but those are not as common.

What are the signs of the problem?

The first stage of failure is oil leaking into the bearing and shaft. This could only be observed by disassembly and inspection; however, as stated nearly all cars are at this point by now.

When the bearing starts to fail metallic debris will begin to contaminate the engine, resulting in collateral damage and wear to the remainder of the engine. If wear continues and the bearing wobbles additional damage will become severe as timing may jump, the internal support may break, or debris will clog oil passages.

Can it be monitored?

Frequent oil changes (5,000 miles or less) with premium oil, along with the use of a magnetic drain plug can be an effective monitoring solution. Check the drain plug for debris as well as running a magnet through the folds of the oil filter. For those wanting to monitor in between oil changes, a device called The IMS Guardian is available through LN Engineering. This provides a sensor in the engine that will illuminate a warning light on the dash if metallic debris is detected in the engine.

What can be done to prevent it?

The best prevention is preventive maintenance. Take the opportunity to replace the bearing proactively, and eliminate the possibility of debris contamination, or failure. Consider it a maintenance item, and treat it like a timing belt or some other wear item that has an expected life span shorter than the engine.

There are several products available to service the IMS bearing available from LN Engineering LLC as well as a do-it-yourself kit from Pelican Parts, among others. “Preferred Installers” can be found listed on the LN Engineering web site. www.lnengineering.com

IMS Solution has also developed an oil fed plain bearing product similar in functionality to the intermediate shaft bearing used in the past air cooled engines and most recently in the GT2, GT3, and Turbo models based on the GT1 aka Metzler engine. This is a permanent solution that eliminates the moving parts and ball-bearing design completely. Certified installers for the IMS Solution can be found on the web site. www.theimssolution.com

First and foremost, owners should continue to drive and enjoy their cars and not let fear dictate their actions or inactions. Being informed and aware is the first step to happy Porsche ownership.
KRAFTWERKS

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**MOR MARKETPLACE:** Ads are free to members and will be printed until cancelled or for three consecutive months – whichever occurs first. Dates in brackets [ ] indicate 1st, 2nd, or 3rd printing of ad.

Non-members [$] may run ads for a fee of $5 per month, prepaid by check payable to MORPCA.

*Note: 1 picture of your item is welcome, but they must be sent as attached files. Do not inbed them in your email, as they cannot be used.*

Send checks to: Kevin Hennessy, 716 Curve Rd., Delaware, OH 43015
Email ads to: Virginia Huffman huffmanva@yahoo.com

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**Parts:**

Factory Turbo Tail for SC/ Carrera with deck lid. Factory Rubber is very nice. Black paint and fiberglass is track car quality

$600

**Wanted:**

1, 7x16 and 1, 8x16 fuchs in “track condition”
trade for above whale tail?

John Brandt
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**Wanted:**

Winter tires and rims for 2013 Cayenne. Please contact John at JALDEN@ALDENLAW.NET or call 614 264 0995

**Wanted:**

Clean, original 930 Coupe from the American market. I would prefer an 86-89, but will consider earlier models. A local car would be great, but if you have a friend somewhere else who has one, I will travel for the right, reasonably-priced original car. Maury Walsh, 17-year MORPCA member.
maurywalsh@gmail.com or (614) 325-9743.

---

**For Sale:**

1977 911S coupe, silver-metallic, full leather interior with plush carpeting. Sun-roof. Very clean. Second owner since 1987. Engine has 31,000 miles on complete rebuild. Engine build sheet available as well as all records since new. SSI exhaust manifolds and turbo tie-rod ends. Operating after-market AC. Asking $21,000. Dick Snyder, dicksnyder@roadrunner.com or 740-775-3477.

---

For Sale:

1984 944 Ruby Red with Tan Int. 85,500mi. Car had a repaint, new tires and wheels, brakes, tune up at a Cleveland dealership in 1999. It has been driven 5000mi. since. Glass was pulled and new door rubber and seals all around were installed. Car is show worthy and runs as good as it looks. Asking $8995 or best offer. A six album collection of “Porsche” and “Excellence” magazines as well as six service manuals and approx. 20 hardbound Porsche books go with the car. Call Mark at Work-614-466-8936 CP-614-588-9718 or reply to mhanum69@gmail.com

Porsche Memorabilia for Christmas gifts, souvenirs, collecting, gifting, commemoratives, etc. Mostly new, some used articles, such as: Porsche wine glasses, wallet, umbrella, coins, hat, patches, etc.

See items listed on Columbus Craigslist.com Look under: For Sale, Collectibles, search for Porsche Memorabilia
Contact Steve through Craigslist response or at zacsad@yahoo.com
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40
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27
Paul B. Moore & Alexandra D. Moore

26
Scott F. Sturges & Robert Sturges

25
John L. Turner Jr & Michael B. Turner

22
Jack Dingle & Sue Dingle
Guy C. Philips & Linda Philips

21
Kevin F. Hennessy & Patrice K. Hennessy
William A. Metais & Phillip R. Metais

20
Joe H. Nogosek & Randi G. Nogosek

19
Scott L. Shafer & Natalie Shafer

17
Maury J. Walsh & John Sidorenko

14
Tom Rathburn

12
Jeff Werner & Patty Werner

10
Robert E. Bear & Tom Bear
Robert D. Mauch & Marialice Mauch

7
Mathew Allison & Kathy Allison
Nigel Simpson & Elva Simpson

6
Phillip D. Leffel & Elizabeth C. Leffel
Don Mantz & Brandy Mantz
Stephen L. Sharp & Denise M. Sharp

5
Rebecca M. Houston & Dan Zoretic
Bill H. Slone & Kathy Slone

4
Ed Petry & Martha Petry

3
Joe L. Brindisi & Mala Brindisi
Paul W. Johnson
Brenda Mollohan
Jim L. Pierson
Joel Roscoe & Cate Roscoe

2
Cherie M. Hardgrove & Daniel Hardgrove
Vince G. Manzi & Charlene Manzi
Tim L. Matyac
Scott J. McKim & Angel McKim
Mike W. Ryan

1
Philip Albanese & Alice Diane Albanese
Brent Bishop
Karen R. England
Chris R. Paiz & Kelsey Low
Welcome New Members To Our Region:

Michael & Tina Delligati  
8134 Obannon Rd.  
Nashport, Ohio 43830  
1987 944

Lee Hirschhorn  
147 E. Torrence  
Columbus, Ohio 43214  
2000 Boxster Green

David and Lori Marlin  
5600 Kizer Lane  
Springfield, Ohio 45502  
1982 911 White

William Sheley  
10280 Mackenzie Way  
Dublin, Ohio 43017  
1989 911 Red
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Event limited to the first 42 shooters
To Register for event contact:
Gerhard Hillmann
MORPCAsocial@yahoo.com