



Cars and People of the BC Interior Region - Porsche Club of America



Fall 2025 - Hibernation or Not

Photo credit Oceans Desire

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Chris had a blast with the Motor Werke team on a spirited drive to Area 27 a few years ago, enjoying the twisty, scenic roads of the Okanagan Valley. His GT3 was outfitted with a Numeric short shifter, Öhlins Road & Track dampers, GT3 Cup toe links, an RSS harness bar, Schroth harnesses, and GT2 carbon sport bucket seats. Owning and driving this car was a true privilege. It has since been replaced by a vintage, air-cooled relative from the same distinguished lineage.

Photo Courtesy of Chris Germana, MW Owner & Principle Partner

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CONTINENTAL

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PRESIDENT'S MESSAGE

By Matt Stogryn - President - Porsche Club of America, British Columbia Interior Region

As you read this, there is maybe 30 days left in the Porsche driving season for many of us. Looking back at the BCIR year I think that it has been tremendously successful. The enthusiasm and participation from all of you has been nothing short of amazing. Our Cars & Coffee events have drawn great numbers of Porsches to the new venues. Single-day drives and wine tours have all sold out, which tells me that we need more of these in 2026 so I will be looking for volunteers to lead these events. Anyone can do it trust me.

Looking ahead to 2026, we are already planning a Signature event in conjunction with the Canada West Region "Zone 6 Escape 2026". This will be held at the Penticton Lakeside Resort September 10th through the 13th with 4 nights and 3 days of twisty road driving, a Shades of Stuttgart, eating fine food, meeting new "Porsche People" and an occasional glass of something. We have secured a block of 90 rooms and are working on an itinerary which we expect to have this out for registration in late November to all of the PCA Zone 6 regions.

If you have ideas for future driving events, please don't hesitate to email me - president@bci.pca.org. We will map out our 2026 events calendar in mid November.

While we all enjoy driving our Porsches, the saying "It's not just about the cars—it's about the people" has never felt truer.

See you on the road,

Cheers

Matt Stogryn

BCIR President

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IN THIS ISSUE

We would like to thank Crystal Archambault once again for her contribution to the Spring Edition Newsletter as our cover contributor. She has now finished her piece. From playful beginnings shown in our Spring magazine to a finished canvas, Crystal Archambault brought Thijs's dream car to life in vibrant purples and light. Blending sleek precision with her signature expressive style, the painting captures both movement and joy. For more inspiration or see any other of Crystal's pieces please visit her Facebook profile or website at www.crystalarchambault.com. Stay tuned for another inspired piece in the future!

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EDITOR'S NOTE

By Jerry Raduy - Editor - Porsche Club of America, British Columbia Interior Region

Autumn Edition 2025

HIBERNATION OR NOT

Driving around this summer, and attending all the remarkable events, overnight to Nakusp, joining the Weissach Team for a ride out from Chilliwack to Area 27 and tracking my Porsche. More great wine drives, coffee & cars and ice cream tours to another track day with my brother from Vancouver Island joining me with the August Motors crew for another session at Area 27. With each drive I learn more about my car but more importantly the relationships that are forged with each other. The incredible backgrounds of people, to hearing stories about people and their careers and the milestone of finally buying their first sports car or Porsche. The sense of community driven through the passion of Porsches has taken me a back. I will miss the summer and the drives but more importantly the crew to hang with not only on the drives but also outside of the drives. Will miss a dear friend that I met last summer that we got to know each others families outside the club and whom my wife was connected to via work many years ago. He had a strong commitment to the brand with recent purchases. I'm sure the remainder of his family will keep his legacy of Porsches and motors cycles well into the future.



This autumn edition is about "Hibernation or not". We usually travel in the autumn, so my ride will be hibernating, but I will be keeping out a keen eye for those that don't, and maybe catch a ride with someone in a vehicle this winter. Looking forward to hearing about car projects and upgrades as you toll in your garages for the next newsletter.

Catch you in next edition.

Jerry

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PORSCHE PARADE AT AREA 27

By Karina Biajioni - Treasurer - Porsche Club of America, British Columbia Interior Region

Thank you to one of our main sponsors, August Luxury Motors ,for inviting BCIR members as part of their Porsche only track day August 10th. We were able to park in the pit area and watch various beautiful Porsches lapped the track. When they took their lunch break, we all got into our own Porsches and made our way onto the track where we lined up in three rows in the start grid, just like a race start. Once pictures were taken we did a parade lap three abreast around the short track . Then, for the second lap, we drove single file so that we could experience driving the track. It was not racing speed, but it was fun to go through the corners individually to pick your line, find the Apex and get some speed on the straight.

After lunch, I noticed that they had an Autocross track in the parking lot. Having tried it before I went down and asked if I could participate and they said absolutely! I took my 718 Boxster GTS 4.0 through the course. It was really interesting because the last time I took a vehicle through Autocross it was my 911 C4 S. There is a vast difference between how the two cars handle and I must say, I prefer my boxster. With its mid engine, it just felt so much more planted in the tight corners. I only did two laps, but I improved my time each run and I know if I would've stayed longer I might have improved a bit more!

It is a great experience to be able to attend at the track, be part of the pits and take a short drive without having to commit to actually racing. It gives you a taste and maybe next time you will sign up for the actual track day. I have done a track day with August Luxury Motors and determined that I prefer the road for spirited driving. Lots of people love the track and it can become a serious habit. Thanks again to August Luxury Motors and hopefully we can do this again next year.



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SHADES OF STUTT GART

By Matt Stogryn - President - Porsche Club of America, British Columbia Interior Region

Shades of Stuttgart 2025 Shines at the District Wine Village

The BC Interior Region once again delivered a spectacular success with its 3rd annual Shades of Stuttgart event, hosted this year at the stunning District Wine Village in Oliver. Under perfect Okanagan sunshine, members, enthusiasts, and the local community came together to celebrate their shared passion for Porsche.

More than 110 Porsches from five PCA Regions participated, ranging from classic air-cooled icons to the newest 911 Hybrid. The inner and outer rings of the Village were filled with these remarkable machines, creating a breathtaking showcase. Attendees admired Porsche's evolution of design and engineering across the decades, while owners proudly shared the personal stories behind their cars. The picturesque venue, framed by vineyards and mountains, provided an ideal backdrop for photography, conversation, and connection.

Throughout the day, guests explored the Village's boutique wineries, breweries, and eateries. Many enjoyed tastings paired with strolls among the cars, blending fine wine, food, and Porsche culture into a seamless experience. A highlight of the event was the Show & Shine, where spectators cast their votes for their three favorite entries, adding an interactive element that engaged both participants and visitors.

Beyond the gleaming paintwork and warm camaraderie, Shades of Stuttgart showcased BCIR's deep commitment to the community. The event raised an impressive \$1,150 in cash and collected 725 lbs of food for the Oliver Food Bank—making it the Food Bank's largest single contributing event. This achievement highlighted that Porsche passion in the BC Interior is about more than just cars: it's about giving back and making a meaningful impact.

The day concluded with smiles all around, as participants departed with lasting memories and eager anticipation for next year's Shades of Stuttgart.





WINTER STORAGE DONE RIGHT

By Oskar Ciejek - Dealer Liason - Porsche Club of America, British Columbia Interior Region

For many Porsche owners, the arrival of winter presents a big decision - should you store your car until spring or continue to enjoy it year-round? Whether you choose to tuck your Porsche away or drive it through the cold months, proper preparation will protect your investment and ensure it's ready to perform when the season changes.

Storing Your Porsche for Winter

If you've decided to store your Porsche during winter, taking the correct steps will keep it in pristine condition and avoid unnecessary wear.

1. Wash and Detail Thoroughly

Start with a meticulous wash and detail. Road grime, brake dust, and contaminants can damage paint and wheels if left over several months. Apply a quality Ceramic Spray Wax or Ceramic Coating a more permanent option to seal the Exterior Surfaces, and don't forget to clean and condition leather and interior surfaces. Insert Drying Sheets for preventing Mice and Rodents entering vehicle.

2. Fluids and Fuel

Fill the fuel tank to prevent condensation and add a fuel stabilizer. This helps maintain fuel quality and avoids varnish build-up in the system. An oil change before storage is wise, as used oil can contain contaminants that may harm internal components.

3. Battery Maintenance

Either disconnect the battery or, ideally, use a battery maintainer/tender designed for Porsche models. This keeps the charge steady without risk of overcharging.

4. Tires and Suspension

Inflate tires to a higher pressure. For extended storage, some owners use tire cradles to prevent flat spots or even Styrofoam. Engaging the handbrake is not recommended for long periods— leave the car in gear or use wheel chocks.

5. Indoor Car Cover

This part is optional. OEM Porsche Covers are great. Other ones can scratch the paint especially if the vehicle has any dust. If storing indoors, invest in a soft, breathable Porsche-approved car cover. Avoid plastic or non-breathable materials that can trap moisture. A proper indoor cover keeps dust off and protects paint without scratching.



Driving Your Porsche in Winter

For enthusiasts who prefer to keep their Porsche on the road, a few preparations will make winter driving safe and enjoyable.

1. Switch to Winter Tires

Performance summer tires harden in cold temperatures, dramatically reducing grip. A set of high- quality winter tires, properly sized for your model, is essential for traction and safety.

2. Protect the Paint and Undercarriage

Winter roads mean salt, slush, and sand. Applying a durable Ceramic Coating or even better Paint Protection Film (PPF) helps shield against damage from debris. Full Vehicle Paint Protection Film is recommended when using your vehicle in the Okanagan. An exterior detail is recommended at least every 7-14 days to keep the contaminants and other debris and sand from heavy build-up. Rinsing undercarriage is advised after driving down sandy roads.

3. Check Fluids

Ensure you're using Porsche-approved coolant and winter-rated washer fluid that won't freeze in low temperatures. Brake fluid should be fresh, as moisture in the system can reduce performance in cold conditions.

4. Keep Essentials Handy

If you plan to use your Porsche daily, carry a small winter kit: gloves, scraper, tire inflator, and a compact emergency pack. Performance cars don't like surprises, and neither do their drivers.

5. Mind Driving Conditions

Even with winter tires, remember that your Porsche is a high-performance machine designed for precision handling. Accelerate, brake, and steer smoothly, respecting the road conditions. With care, winter driving can be just as rewarding as summer just a different kind of thrill.

6. Spring-Time Detail Tip

Have the vehicle cleaned. A decontamination wash: Wash, clay and deep cleaning would be recommended to remove the contamination that accumulates over winter. Cleaning the paint, engine compartment, wheels and wheel wells, undercarriage, door sills and jams, interior stains and sand/salt build-up and inspect for stone-chips and wear and tear that could be addressed is best for preserving and reconditioning your Porsche in the spring.

So, whether you choose to store your Porsche or keep it on the road, winter doesn't have to be a season of worry. Proper preparation ensures your car stays safe, clean, and ready to deliver the experience only a Porsche can. Think of storage as preservation and winter driving as performance adapted to the season, you'll be rewarded either way. And if you'd like expert guidance tailored to your specific Porsche, don't hesitate to reach out to Oskar Ciejek and the team at Gold Coast Automotive in Kelowna.



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ARRANGING A PCA DRIVING TOUR

By Barrie Stevens - Tour Co-Chair - Porsche Club of America, British Columbia Interior

Ever wondered what's involved in arranging one of our BCIR driving tours? It starts with an idea from anyone! Anyone can be an Event Organizer (EO) and there is plenty of help available.

Here's a quick rundown of what happens after we come up with an idea and choose a date for the event. By way of an overview, whoever is arranging the tour will plan the route, typically using Google maps to establish the start, driving route, stops along the way and end location. Where possible we look for Porsche friendly roads which might be quiet, scenic and have a few twists and turns to (safely) spice up the drive. Longer drives require a rest stop after 45 minutes of driving so we avoid drivers (and passengers) getting tired. A good time to stretch the legs, grab a drink or snack as well as giving an opportunity for folks to catch up if road conditions separate the group and reconfirm the route. We like to set a reasonable limit for cars around 15 as it can be a real challenge keeping the group together, especially in the more populated town areas where intersections can split the group up. A larger tour group would split into 2 groups, with separate lead and sweep drivers.

Once the route, date, start time, meeting location are decided the event is published on the BCIR members website where the sign-up page offers the opportunity to view and register for the drive.

The drive itself has a drive leader (EO) who knows the route well, but we generally try to always drive the route before the day of the actual tour to look for diversions or road conditions or maintenance activities that would not be known from Google maps. We also assign a 'sweep' driver who also knows the route and stays at the back of the group just in case anyone has a problem and needs assistance. The lead and sweep drivers are in phone contact with each other.

The drive tour priority is always safety first and every tour follows the Porsche Club of America (PCA) requirements, ensuring that we follow pre-drive insurance requirements, pre-drive briefing, waiver signing, post event form and observer report. These are all required forms to be completed by BCIR and submitted before and after the drive tour.

On the day of the tour and when all registered drivers arrive at the pre-arranged meeting point the EO ensures that all the present registered drivers sign the PCA drive tour waiver form (very important). The drive leader then runs through the route and plan for the day as well as important safety reminders such as maintaining speed limits and all road traffic regulations. A Porsche rule is that no car overtakes another car unless a car has stopped at the side of the road or waves them past. The drive is a tour and not a race!

Here is a little more detail on the PCA forms we use:

PCA Waiver

This is mandatory and requires that all tour attendees sign.

Event Insurance Enrollment

This is mandatory and is normally submitted to the PCA on-line by the lead driver a few days before the drive tour. The PCA then provide a signed insurance document which includes the description of the tour, the date, start/end locations and the expected number of cars and participants. The lead driver has this PCA insurance with them at the driver's briefing.

Post Event Report

Includes many of the details included in the Insurance form such as the start/end of the tour location, number of participants, cars and any incidents which have resulted in an accident or injury.

Observers Report

Includes a rating of the overall safety and organization of the event and any other general comments on the drive including any incidents or deviations from plan that may have occurred.

So, as you can see, our drive tours don't just 'happen', and we take a lot of care in planning to make sure we all have a safe and enjoyable experience and follow PCA requirements. Drives can be simple and quickly organized or longer and more involved. We always love members to help with drive ideas and organization. The club leadership are always there to help.

We really hope you have enjoyed the drive tours we have done in 2025 and if anyone has ideas for tours in 2026, please let us know and we will do our best to help (see the chart below). They can be half day, full day, or overnight tours. So long as we are driving our cars and enjoying the company, we're a fun group!

Moving Car Event Organization			Assistance from (if needed)		
Activity	Guiding Document Available	Event Organizer (EO)	Safety Chair	Tour Support	Club President/VP
In advance (ideally 1+ weeks before to ensure PCA insurance is secured)					
Tour/Moving car event idea		EO			
Review with the BCIR leadership if needed		EO	Yes	Yes	Yes
Set a date for the event/tour		EO	Yes	Yes	Yes
Make plans for the visit/lunch		EO	Yes	Yes	Yes
Plan the route (& stops) 45 min max drive time		EO	Yes	Yes	Yes
Post the event on the BCIR website in advance		EO	Webmaster		
Request the PCA Tour Insurance from the PCA	Yes	EO	Yes	Yes	Yes
Day of the event (meeting point before the drive starts)					
Complete the Drivers Briefing	Yes	EO	Yes (If attending)	Yes (If attending)	
PCA waiver signing (very important)	Yes	EO	Yes (If attending)	Yes (If attending)	
Agree who will be the lead/sweep drivers	Yes	EO	Yes (If attending)	Yes (If attending)	
Agree who will be the drive event observer	Yes	EO	Yes (If attending)	Yes (If attending)	
Post Event					
Submit the PCA Post Event Report	Yes	EO			
Submit the PCA Observer report (must be a different person than the EO)	Yes	Attendee	Yes (If attending)	Yes (If attending)	
Photos on the BCIR Facebook page		EO			

Gear up for winter.

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MW Parts Director & Partner Tim Tishenko's 2015 Cayenne, built for adventure.

Not driving your Porsche this winter?
Ask about steps to get it winterized.

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*Cannot be combined with any other offers. See store for details.

PORSCHE CORNER

Ted Howe - Porsche Club of America, British Columbia Interior Region

What was the first vehicle you ever bought and why?

As a teenager in the 1980s, I adorned my bedroom walls with car posters. If price were no object, the car of choice was a Lambo or Ferrari but in the realm of "one day I might own this car" it was the Porsche 944. However, mid-engine cars always had a certain appeal, and with two friends owning Fiat X1/9s, I was determined to buy a mid-engine sports car, so my first car was a red 1985 Toyota MR-2. It was a 5-speed and I loved it!

But of course, with marriage and kids, 2-seats simply had to give way to more practical vehicles, so I had to endure more than two decades of 4-door automatic family cars. That all changed in September 2017, when I found my 2006 Porsche Boxster S. I had been searching online for months. I wanted a car with very low kms, accident-free, and in perfect condition. Jet Black or Guards Red were my preferences for colour, and I did not want to settle for anything other than a naturally aspirated, 6 cylinder, 6-Speed Manual. Needless to say, I wasn't looking for a new 718, as it was out of my price range and didn't check all the boxes. Also, I wanted to avoid a car that was too old, so the 987.1 model was that perfect sweet spot for me and my budget.

When I found a 2006 Boxster S with less than 20,000 Km in Jet Black, I was thrilled! This car had been garaged, used sparingly, and babied by the first and only owner, a retired RCMP officer living in Brentwood Bay. He invited me to come take it out for a test drive and after sending me more photos and records, I decided this was exactly what I wanted to do. So, in mid-September, 2017 my son and I flew from Kamloops to Victoria and drove back to Kamloops the next day with my pride and joy! But as this was late September, I had just a few weeks before I had to garage the car for the winter. So, it wasn't until the following year that I had the chance to take the car on any road trips. In the four years I have owned this amazing car, I have averaged about 5-6,000 km/year and nearly doubled the mileage. I keep it garaged each winter and only drive it for pleasure. With the top down on a sunny Kamloops day, driving to Sun Peaks on a weekend getaway, the car is the perfect choice. We can even squeeze our suitcases and a cooler... now if only there was a way to fit two beach chairs rather than only one in the frunk!

Is your Spouse/Partner or Children allowed to drive your ride and if so how often?

I am the only driver of my Porsche. None of my family members know how to drive a standard and I don't want them learning how to use a clutch on my baby!

Why did you buy a Porsche?

The 2006 Boxster S with a manual transmission is the perfect car for me. It is nice to be able to use all 6 gears... and that sound of the engine with the top down on a sunny day... well, when you know, you know!





1st Grand Prize: A stunning 2026 Porsche 911 GTS + \$35,000 cash
2nd Grand Prize: A sleek 2026 Porsche 911 Carrera + \$35,000 cash

Fall 2025 Member-Only Raffle Now Open!

The wait is over! The Porsche Club of America is thrilled to kick off the Fall 2025 Member-Only Raffle, your exclusive shot at driving home a brand-new Porsche and pocketing a massive cash prize. The raffle is open and runs until December 12, 2025.

Don't wait. Every ticket you purchase boosts your chances of claiming one of these dream prizes. Log in and click the link above to enter and secure your chance at winning a piece of Porsche perfection. Drive. Dream. Win. Good luck, members!

More information: pca.org/news/fall-2025-raffle



PORSCHE CLUB OF AMERICA

BORE SCORING

By Glenn Barron - Porsche Club of America, Sea to Sky Region

Porsche models built between 1997 and 2008 with the M96/97 engines are often discussed in the context of the dreaded cylinder bore scoring issue. As these vehicles transition into the "classic" category and accumulate higher mileage, bore scoring has become a significant concern for current and prospective owners. In this article, I will summarize the root causes of bore scoring, what has been learned about its occurrence in these engines, and potential measures to mitigate or slow its progression.

What Is Bore Scoring?

Bore scoring refers to deep scratches or abrasions in the cylinder walls that can affect various engine types and manufacturers, not just Porsche. It can result from numerous causes, including but not limited to:

- Incorrect engine oil selection.
- Low engine oil level or pressure.
- Engine overrevs.
- Faulty fuel injectors.
- Overheating.
- Vacuum leaks.
- Ingesting external contaminants.
- Deferred maintenance.



Improper maintenance or harsh driving cycles can induce bore scoring, and these issues are typically not considered manufacturing defects.

Owning a Premium Vehicle: A Word on Maintenance

Premium-brand automobiles, like Porsches, demand a higher standard of care than brands such as Toyota or Honda. Many buyers who purchase a used vehicle in the premium category at or near the bottom of its depreciation curve are unprepared for the servicing costs required. For example, a vehicle that originally sold for over \$100,000 but is now valued at \$25,000 still requires maintenance proportional to its original cost. This disconnect often leads to deferred maintenance or cost-cutting with significant consequences for the vehicle's longevity and performance.

Bore Scoring in the M96/97 Engines: What We Know

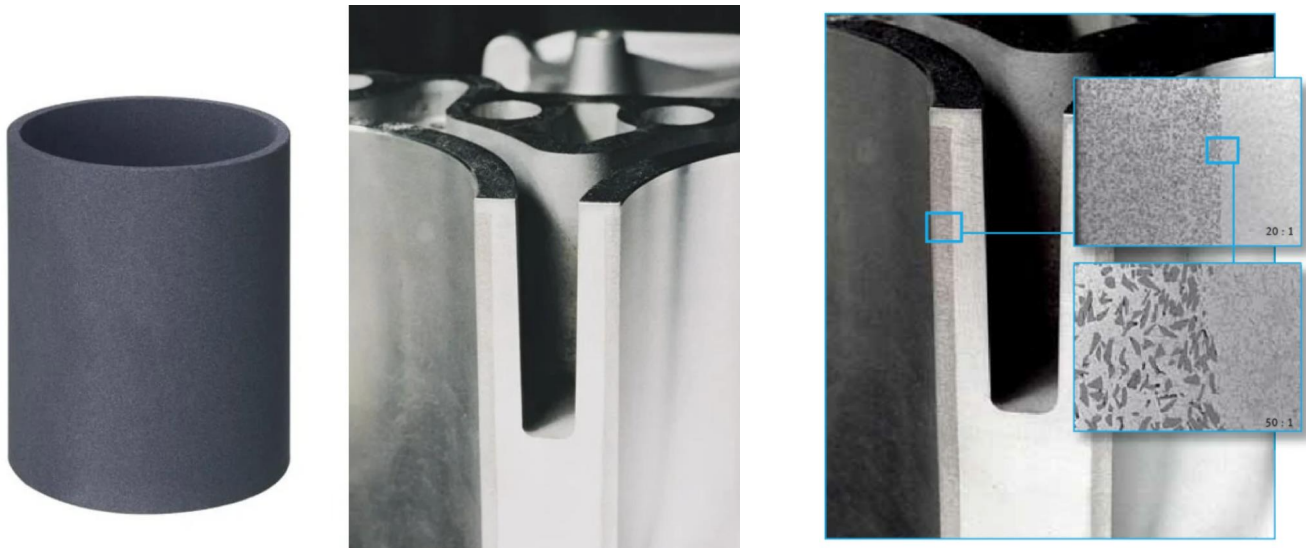
While bore scoring can occur in any engine, recent research—particularly from Hartech in the UK—has shed light on why it is more prevalent in Porsche's M96/97 engines. Understanding this requires diving into the materials and methods Porsche employed during the engine's design and manufacturing phases.

Aluminum blocks manufactured by Porsche prior to the M96/97 design consisted of Alusil technology. Alusil is a hypereutectic aluminum-silicon alloy containing approximately 78% aluminum and 17% silicon. Alusil is commonly used to make linerless aluminum alloy engine blocks. There is no coating applied to the cylinder bore and blocks are not honed conventionally. During the manufacturing process, a chemical or mechanical process is used to remove aluminum from the surface of the cylinder bore, exposing a very hard silicon precipitate. These exposed silicon particles, which under a microscope look like small islands, allow for oil to collect in the area surrounding them, thus forming the required tribofilm that supports piston and ring travel.

Pistons used in an Alusil engine block typically have an iron-clad plating or similar coating on the piston skirts to prevent scoring of the aluminum pistons when run against the aluminum/silicon cylinder bore. The downside to Alusil is the high cost of machining

surfaces after the casting process due to the hardened silicon particles being dispersed evenly throughout the casting. To address this, Porsche incorporated a technology called Lokasil when designing the M96/97 engines.

Lokasil blocks use a cylinder sleeve pre-form which is inserted into the casting mold. This pre-form contains silicon particles suspended in a resin binder. During the casting process, the molten aluminum is injected into the mold and burns off the resin, leaving an area of localized hypereutectic aluminum only in the area of the cylinder bore. The silicon particles are then mechanically exposed in a similar process to an Alusil block resulting in a cylinder block that functions in the same way as one cast out of Alusil, but at a much lower cost.



Lokasil pre-formed silicon sleeve on left. Finished product cross-section view in the middle. Microscopic view of silicon particle dispersion in Lokasil casting on the right.

Why did I include this level of technical detail in the discussion? Firstly, to dispel the myth that Porsche used inferior coatings on the cylinder walls when in fact there were no cylinder wall coatings ever used. Secondly, it proves that Porsche was able to successfully engineer a new type of engine casting with the same durability as Alusil at a lower cost. Thirdly, and most importantly, it is critical to understand that both Alusil & Lokasil engine blocks required specially-coated pistons to prevent scoring.

The first M96 engines were equipped with a piston coating called Ferrostan which consisted of an iron coating topped with a tin plating layer. German environmental regulations changed in 2000, and Ferrostan was no longer allowed to be used in manufacturing processes. At the time, Porsche still needed a piston coating compatible with Lokasil and turned to a product called Ferroprint which was an environmentally friendly alternative consisting of a stainless-steel particle reinforced synthetic resin coating. Through hundreds of hours of research, we now know it was this coating that began the bore scoring story we know today.

When cylinder walls consisting of hypereutectic aluminum wear, microscopic particles of hardened silicon can release and float between the piston and wall. Resin coatings like Ferroprint affords the required friction boundary between the piston and liner, but can also absorb these tiny particles in the resin. Pistons coated with Ferrostan do not have the ability to absorb these tiny particles so they are eventually washed away in the oil film.



Examples of Ferroprint coating failures: early stages (left) & catastrophic (right)



Engines built between 1997 – 2000 do not experience bore scoring related to the use of Ferrostan coatings. These early engines can experience bore scoring related to a myriad of other root causes as discussed above, but nowhere near the level of bore scoring seen post 2000.

It should be noted that there are thousands of 2000+ model year engines still in use today with minimal or no bore scoring present. This leads owners to drum up speculation around what catalysts trigger bore scoring. Numerous theories abound including operating in cold climates, poor fuel injector atomization, piston wrist pin offsets, localized overheating, and oil drain back issues. While these theories can hold some merit on their own, the root cause is hardened wear particles embedding in the Ferroprint resin creating abrasion, deterioration, and eventually galling between the piston and cylinder wall.

Signs of Bore Scoring

Bore scoring on Ferroprint equipped engines will normally begin on cylinders 4-5-6 resulting in increased oil consumption and soot build-up on the exhaust tips. Left unchecked, it will eventually show up on cylinders 1-2-3. As bore scoring increases, the piston can eventually tilt in the damaged bore creating contact with the cylinder head, which results in a light tapping noise. Once at this stage, there are no options available other than engine rebuild or replacement.



Example of Soot Build-Up on Tailpipes

Monitoring & Mitigating

If you are a current owner or are considering a model in this range, there are multiple things you can do to check/monitor for bore scoring and help mitigate it.

1. Bore scope inspection is a worthwhile investment to assess cylinder wall condition. There is some debate around how best to scope the cylinders, so work with a qualified mechanic to determine the best approach for your car.
2. In my previous article regarding IMSB failures, I suggested regular oil analysis as a good practice to monitor engine health and it applies here equally.
3. Quality/premium engine oil as well as strict drain intervals are important. Some owners and vendors recommend using a molybdenum additive and/or a ceramic additive to your engine oil as added protection.

4. Minimize engine idle time and allow the engine to warm up properly by keeping RPM's under 4K until temp gauge has stabilized.
5. Avoid overrevs and abusive operating behaviors.

Keeping up with recommended routine maintenance can have a profound effect on the life of these engines. Even engines showing minor or slight bore scoring can continue to be used for many thousands of miles with good maintenance practices.

Potential Repair Solutions

If you are at the stage where heavy bore scoring has affected your engines performance and reliability, your options range from sourcing a known good used engine for installation, having your engine repaired with a remanufactured short block or long block, or commissioning a full rebuild of your existing engine utilizing different cylinder bore technology (Nikasil). Rebuild options range from staying with your current displacement size to oversizing your engine for more horsepower and torque. Many owners who opt for the rebuild route choose to oversize based on modest additional costs involved.

Final Thoughts

While bore scoring in M96/97 engines is a real concern, understanding its causes and taking proactive steps can help mitigate risks and extend the life. Whether maintaining your current Porsche or shopping for one, understanding and investing in proper care can help ensure years of enjoyment behind the wheel.



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ZONE 6 UPDATE

John P. Sommerwerck - Porsche Club of America, Zone 6 Representative

Nancy & my September was relatively quiet. We only had one regional visit, but it was a great one. We visited with the newest Zone 6 Region – Greater Columbia and celebrated PCA's 70th anniversary in style enjoying German food and beer.



My term as Zone 6 Rep is nearing its end. Zone rep terms are for two years and can be renewed once. So, we are now trying to figure what comes next for us. It is also that time of the year when PCA regions seek volunteers to staff the key positions. PCA as the saying goes: Is fueled by Volunteers. Will you be a volunteer?

Fall is a special time of the year. The last of the Zone 6 signature events take place. Oktoberfest, 101 Loop Tour, Tech Ed with Alwin Springer to name a few. I will be making two of these three great events. Unfortunately, two of these events overlap. How about you? Or will you be attending Treffen Jackson Hole. Then I will be thinking about getting my cars ready for winter, storing my Spyder. Putting snow tires on the Macan.

For those long-range planners in the audience, I would note; Porsche Parade 2026 will be held in Lake Placid, NY starting June 14th, 2026. Spring 2026 Treffen will be held at the Montage Palmetto Bluff (Bluffton, SC) March 29th to April 2nd. 2026 Treffen at Sea Pacific Wine Country cruise will depart from Vancouver, BC on September 19th, 2026. Parade 2027 will be held in Boise, ID, starting July 11th.

Nancy and my Zone 6 region visit plans are complete. We have visited six regions so far and have plans to visit the remaining five. Zone 6 signature region events can be found PCA Zone 6 - The Pacific NW Regions. Zone 6 abounds in great roads to drive and great automotive venues.



Stay healthy and we will see you in the Zone!

John

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MEMBERSHIP

Welcome to the Porsche Club of America - British Columbia Interior Region. We are so happy you chose to join our group of likeminded enthusiasts. We're looking forward to having you attend our events and lending your help with some of our outings. Please feel free to introduce yourself to any of our Directors at our events. We'd also love for you to consider contributing an article to a future issue of The Left Key. We're always on the lookout for compelling stories—whether it's what drew you to the Porsche brand or any other topic you think would resonate with our readers. Reach out to our Editor, Jerry - newslettereditor@bci.pca.org

<u>Name</u>	<u>Vehicle</u>	<u>Co-Member</u>
Jordan Reimer	White 2019 911 Carrera 4S	
Rod Bower	Silver 2022 911 Targa 4 GTS	
Scott Teale	Black 1976 911S Targa	
Michael Motora	Grey 2024 911 GT3 Touring	Sebastian Motora
William Pao	Yellow 2021 718 Cayman GTS 4.0	
Barbara Pye	2025 Macan	Graham Pye
Douglas Fergusson	Brown 2010 911 Carrera Cabriolet	
Myles Taylor	Blue 2023 Macan T	Kathleen Pettapiece
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Tim and Rhea taking the dogs on another weekend adventure, exploring the great outdoors we're lucky to call our backyard. Tim's 2015 Diesel Cayenne, outfitted with oversized tires, a lift, and off-road accessories, has been meticulously maintained and upgraded—ready for thousands of kilometers of adventures to come.

Photo Courtesy Tim Tishenko, MW Parts Director & Partner

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