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President
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248•797•2439

e-mail: johnkeilly@live.com



Vice President
Howard Gilson

248•549•4016

e-mail: hgilson@gilsonmotorsports.com



P4 Managing Editor
Michael Cohen

248•227•8604

e-mail: fastkarz2@aol.com



Concours Chairman
Fred Young

586•566•3193

e-mail: frederickyoun@knpanel.com



Goodie Store Chair
Patti Door

248•661•4362

e-mail: pdoor@sbcglobal.net



**Chief Instructor/
Club Race Chair**
Marc Molzon

248•623•0581

e-mail: mextremem@hotmail.com



**Charity Chairman/
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Gretus Hoogestraat

248•670•1761

e-mail: gretus@nine11.de



**Secretary and
Membership Chairman**
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810•225•6126

e-mail: taylordunham@sbcglobal.net



Insurance Chair
Greg Gallagher

313•300•4191

e-mail: gjgallagher@comcast.net

Other Officers



Treasurer
Leo Wanstreet

H: 248•887•8628
W: 248•473•9238

e-mail: lwanstreet@sonitrolmichigan.com



National Liaison
Dennis Denyer

248•391•3268

e-mail: ddenyer@gmains.com



Webmaster
Erik Ohrnberger

248•515•4306

e-mail: eohrnberger@gmail.com



DE Co-Chair
Steve Carbary

248•242•6437

e-mail: s2carbary@comcast.net



DE Co-Chair
Garen Nicoghossian

248•224•9599

e-mail: garen@att.net



Zone 4 Representative
Michael Soriano

e-mail: msoriano.zonerep@gmail.com

Board members are elected by the membership.

They may also hold other offices in the club.

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Managing Editor: Michael Cohen
Associate Editor:
Technical Editor: Chris Braden
Submission Deadline: 10th of the month
Address: Michael Cohen, Editor
25545 Hereford Drive • Royal Oak, MI 48067
Phone 248-227-8604 • E-mail fastkarz2@aol.com
*For membership information, application or change of address, contact:
Lanita Dunham, 12277 Jacoby, Milford, MI 48380 Home: 810-225-6126*

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ON THE COVER: A close up of the 918 engine, engine cover and exhausts. Photo by Michael Cohen

Editorially Speaking



BY MICHAEL COHEN

Well, here we go again. As I write this, the snow is mostly gone, but the pot holes are growing bigger by the day. Hopefully by the time you read this, the incremental funds approved by Governor Snyder will expedite road repair so we all don’t blow the tires and bend the rims on our cool rides.

We are about to embark on the 2014 car enthusiast season in full force. Get ready for some big time local auto events starting with the Belle Isle Grand Prix May 30-June 1, featuring the new Porsche 911 GT3 RSR in the Saturday Tudor United Sports Car race. Following this, the next two events are car shows – Eyes on Design on Father’s Day, June 15 at the Edsel and Eleanor Ford House in Grosse Pointe and the Concours d’Elegance of America at St. Johns on July 27. On Friday July 25, preceediing the Concours, is a new event, Autobahn Night, where various German car clubs including SEMPCA will be invited to display our cars. The RM Auction will be held on Saturday, July 26. Finally, on Saturday, August 16, plan on attending the Woodward Dream Cruise, America’s largest rolling car show with 40,000 cars expected.

Overlaying these great events is our very active SEMPCA schedule. As detailed in this issue, April 5 brings our multi regional Swap Meet to Suburban Porsche in Farmington Hills followed by a fascinating tour of the original Model T assembly plant on Piquette Avenue in Detroit scheduled for Saturday April 12.

In May, we have three different types of programs, with something which should appeal to everyone. The month starts on May 8 with our first DE of the season,the annual beginner’s day at Waterford Hills. Two days later is the ever popular Devil’s In The Details detailing program at Munk’s Motors in Waterford. The last event for May is the Street Survival School which teaches students their car’s handling limits and how to deal with accident avoidance. This is a very important program offered to teenagers. Please encourage any young drivers that you know, to attend.

June has two Waterford Hills Raceway events, starting with Family Day at the Races on June 8. Bring the family, watch great racing at Waterford and let the youngsters get close to the race cars on display. The following Thursday SEMPCA hosts the second DE of the season. Finally, the annual Porsche Parade is scheduled for June 15-21 in beautiful Monterey, CA

There are numerous other great events planned for the remainder of the year. Take a look at the calendar on page 4. We hope to

see you at these events. Don’t forget to sign up early and consider using Club Registration.

There are several fascinating stories in this issue that you should check out. Tom Fielitz sorts out the new rules and classifications for the Tudor United race series, a combination of the previous Rolex Grand Am series and ALMS. In part II of My Porsche Story, Erik Ohrenberger fills us in on the continuing progress of his 944 race car. We also have an advertiser’s profile about SellYourSportsCar. Net, a consignment car brokerage operated by SEMPCA members Matt Fenster and Michael Cohen. Dave Miller recaps the March 1 Lingenfelter Collection tour, including many pictures. This venue is a must see for all car enthusiasts; it is one of the great car collections in the U.S. Finally, take note of the editorial on page 35 by Dick Badler (a PCA member but not SEM) for a unique prospective about future automobiles.

It’s gonna be a great year. Gentlemen, start your engines and avoid the pot holes!

2014 SEM/PCA CALENDAR

APRIL

- 2 Board Meeting
- 5 Swap Meet Porsche of Farmington Hills
- 12 Tour of Ford Model T Piquette Ave. Plant

MAY

- 7 Board Meeting
- 8 DE Waterford Hills
- 10 Devil’s in the Details-Munks
- 17 Street Survival School
- 18 Spring Tour
- 30-6/1 Belle Isle Grand Prix*

JUNE

- 4 Board Meeting
- 8 Waterford Hills Family Day
- 8 Garden Party
- 12 DE Waterford Hills
- 15 Eyes on Design*

JULY

- 9 Board Meeting
- TBD Progressive Dinner
- 25 Autobahn Car Show at St. Johns*
- 27 Concours d’Elegance of America - St Johns*

AUGUST

- 2 DE (Saturday)
- 6 Board Meeting
- 16 Woodward Dream Cruise*
- 17 Picnic/Concours
- 23 BBQ and Tour

SEPTEMBER

- 3 Board Meeting
- 6 Ladies Drive
- 14 Drive Your Porsche Day

OCTOBER

- 1 Board Meeting
- 12 Motor City Auto Spa
- 19 Fall Color Tour

NOVEMBER

- 5 Board Meeting / 2015 Planning Meeting
- TBD Membership Dinner

DECEMBER

- 3 Board Meeting
- 6 Holiday Party

**Not an SEM/PCA sponsored event*

BOARD MEETINGS

Board meetings are typically held on the first Wednesday of the month at various locations; when the Board meets at a Porsche dealership, the meeting is moved to Thursday for that month, to coincide with the dealership’s hours.

The April Board meeting will be held on Wednesday, April 2 at Gilson Motorsports

WE NEED YOU

The P4 currently has two positions available:

Associate Editor
Advertising Manager

If you think that you may have an interest and would like to learn more about these positions, please contact:

Michael Cohen, Managing Editor
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RECAP

A Visit to the Lingenfelter Collection

STORY BY **DAVE MILLER**

PHOTOS BY:



Jo Brighton's Special Athlete Program's Kevin Conaway presents charity award to Ken Lingenfelter. Flanking Kevin is President John Keilly, Gretus Hoogstraat and Victoria Wade.

For those of you who missed our private tour of The Lingenfelter Collection, regret not. There will be other events. They may not be private (smaller gathering such as ours), but you can get in later this spring of summer. Ken and Kristen Lingenfelter have allowed the Collection to become a fund raiser for great causes (typically local), and it is working very well.

Our heartfelt appreciation goes out to them for opening the doors and staffing the facility with people who could answer questions.

Our newest board member, Gretus Hoogstraat, and his wife Victoria both worked diligently to greet and collect donations at the door for our SEMPCA selected charity, Jo Brighton Special Athletes program, a chapter of the Special Olympics of Michigan. Gretus also did a wonderful job of filming the event (you can go to the Lingenfelter Foundation Facebook page and click on it, or through our web site).

We had over 200 members and their friends visit the Lingenfelter collection Saturday am, March 1. With a facility that spans three connected warehouses and over 150 automobiles, there was

plenty of room. Ken started the Enzo (which is a sound you will not hear very often) as well as the 67 Retro Corvette. Both were symphonies to the ears.

Each time you visit this this collection, you will notice the collection evolving. There are the mainstays in the Exotic world (959, Enzo, F40, 288 GTO, Veyron, Reventon, LaFerrari on its way), and then those that complete the mix in the front room. The center room is Corvette and Firebird centric. Special versions as they are found or created are added. And the back room is Muscle cars and related. As more unique examples are found or ones that complete the series are located, they are added. So you are sure to see many different examples when you visit. And many are very unique.

We want to thank Ken and Kristen for their generosity in inviting us to visit the collection, and the warm reception we had. If you missed the opportunity, watch the calendar of events at www.lingenfeltercollection.com. Ken mentioned that there is typically a spring open house the end of April. Likewise, starting May 3rd, Ken and Kristen will have a weekly Cars and Coffee at 96 Beck Road in Wixom. A new place to cruise on Saturday am.

(continued on page 18)

THE PLACE FOR PORSCHE & PARTS

SEM/PCA members may advertise Porsche vehicles, or related parts or services—either “For Sale” or “Wanted”—for three months at no cost.

Advertising will be accepted from non-members at the Editor's discretion, space permitting, at the rate of \$5.00 per issue for three lines, payable in advance to SEM/PCA, C/O P4. Please see page 4 for the address

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In 2014 Southeast Michigan Region Porsche Club will introduce on-line registration through **www.clubregistration.net** to make it more convenient for you to sign up for events. Clubregistration.net has been the official registration site for Porsche Club Racing for several years and we have used it for the Roar On The Shore Club Race as well as Driver Education events.

The advantages to this new procedure include:

- Credit Card Payment when events have an associated fee
- Quick and easy registration 24 hours a day
- Confirmation of your registration
- Roster of attendees on the site
- You can still do it the old method if you want to

In order to use the registration site, members must first set up an account. If you do not already have one, setting up an account is easy and takes three minutes. Go to www.clubregistration.net and select “Create Account”, Select a user name and password, enter your first and last name and then click on “Create”. Complete the balance of the form with any additional required information.

When you want to view events or register for an event, go to www.clubregistration.net and log in to your account. Select “By Category” under Search Options. Select “Club” and scroll down to “Southeast Michigan Region PCA”. Click on “Search” and that will produce a listing of SEM events. If you have problems you can contact any board member for assistance.

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BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

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WHEN: Sunday May 18 – first car out at 2:30 pm

WHERE: To be announced shortly
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May issue of the P4

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Register by May12 on Clubregistration.net
or by contacting Greg Gallagher at 313-300-4191
or email gjgallagher@comcast.net

Greetings PCA Zone 4 Members,

I am pleased to be able to share some very exciting news with you. The Porsche Club of America has seen tremendous growth recently, and as a result, has had a very successful and profitable year. One of the topics during our Zone Rep meetings over the past few months has been what to do with this surplus of funds; if it is to be refunded, and if so, how much. And, it is my pleasure to inform you that in an unprecedented move, PCA will be refunding a total of \$500,000 back to the regions. The payout for this total will be distributed as follows; each region will receive a one-time rebate subsidy of \$7.50 per primary member, and regions can utilize these funds in any way they see fit.

This is perfect timing as most of the regions within our zone are preparing for the upcoming driving season. I am certain this new influx of unexpected funds will be a welcome addition to each of your regions, and will be used to improve a wide variety of activities throughout the year. 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:

- **Ohio Valley Region** will hold the first DE of the Season at Mid Ohio Sports Car Course April 4-6
- **Central Indiana Region's** Spring Color Auto Tour Weekend to Cincinnati is April 5-6
- Saturday, April 5, **Allegheny Region** is holding an All Member Dinner to welcome their New Members.
- The **Michiana Region's** Membership Meeting is on Wednesday, April 9, 2014, at 6:30 p.m. at Columbo's Restaurant in Elkhart, IN
- **Maumee Valley Region's** 4th Annual Curling Event is Thursday, April 10 at the BGSU Ice Arena.
- Join **Southeast Michigan Region** on Saturday, April 12, for their Model "T" Plant Tour
- "Time with Tim" **Rally Sport Region's** monthly tech session will take place on Saturday, April 19 from 10 a.m. to 2 p.m.
- April 25-27, **Mid-Ohio Region** will hold their first DE at the Mid-Ohio Sports Car Course

- The **Northern Ohio Region** Car Control Clinic will be held at Lakeland Community College in Kirtland, OH. Check their website for more details.
- **Western Michigan Region's** Spring Brunch is on Sunday, April 27 at Cygnus 27 in Grand Rapids, MI
- **Registration** opens Tuesday, April 1 for **The 59th Annual Porsche Parade** which will be held in **Monterey, 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.

I look forward to having the opportunity of meeting each and every one of you at these upcoming events. If you have any questions or comments please feel free to contact me at MSoriano.ZoneRep@gmail.com

Thanks,
Michael

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ADVERTISER PROFILE

SellYourSportsCar.net

STORY BY **MICHAEL COHEN**

SellYourSportsCar.Net is a Troy, MI based automobile consignment service that specializes in brokerage of highline, classic and exotic cars; primarily Porsches. The business was started three years ago by Matt Fenster, an active member of SEM/PCA. Having sold a few cars for friends and family; Matt realized that there were many owners of Porsches who wanted to sell their cars, but didn't have the time or knowledge to do so as well as not wanting to field the phone calls or show their car to strangers at their home or work place. As a result, he realized that he could provide a service for those people and have fun at the same time; making extra money while playing with cool cars. Shortly after, Matt realized that he did not have the time needed to allot to the new business as well as his primary occupation in commercial real estate and took on a partner, Michael Cohen, also an active SEM/PCA member. Together, they have grown the business and have had great fun and success.

SellYourSportsCar.Net (SYSC) takes vehicles on consignment; markets them and finds buyers; with the objective of procuring the fair market value for the seller. Matt and Michael meet with the prospective seller, explain the process, obtain as much information as is available on the car, take high quality digital photos and merchandize the car via the internet, as well as other forms of advertising and word of mouth. The sellers are continually informed of the status of their car and all offers are presented to them. Once a deal is agreed on, SYSC handles all aspects of the transaction including paperwork, handling of funds through an escrow company when required and arranging for transportation if necessary. It is a clean, easy process for both the seller and the buyer.

The company was originally named SellYourPorsche.Com; however two issues caused a name change. As business expanded sellers of other marquees such as Ferrari Rolls Royce, Jaguar,



Jackie Stewart signing books for Matt Fenster and Michael Cohen

BMW, Mercedes and the like requested to consign their cars to the company. Additionally, Porsche Cars North America took a dim view of a non-Porsche authorized dealer using the Porsche name and asked Matt and Michael to change it. For those reasons, the name was changed to SellYourSportsCar.Net last year.

The business has grown significantly. Sales increased from 2012 to 2013 by 138%. Much of the growth has come from repeat and referral business. One client has sold six cars through SYSC. Others have sold or bought multiple cars from the company. Buyers and sellers have also referred friends and relatives who have subsequently done business with SYSC. Matt and Michael feel that the "word of mouth" is one of the most gratifying aspects of the business and it is a clear indication of customer satisfaction.

The business model is working so well that the partners are planning to expand the company to different geographic areas and market niches. In place now is a branch in Ann Arbor and one in Seattle. Also being developed is a classic car consignment venue in the Detroit area. If these go well, undoubtedly more expansion will follow.

The company's web site is www.SellYourSportsCar.Net. Take a look.

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New Porsches at a New Rolex 24 Race

STORY & PHOTOS BY TOM FIELTIZ

The Rolex 24 at Daytona is always well anticipated since it kicks off the sports car racing season in the US in late January. The 52nd running promised even more excitement because it would be the first race since the Grand American series and American LeMans series merged into the Tudor United Sports Car Championship. The two race series had different specifications for their classes of cars. The combined series would have a top tier prototype class, a spec prototype class and two grand touring or GT classes. The spec prototype or Prototype Challenge class is all ORECA built chassis powered by Chevrolet 6.2 crate motors putting out 430 horsepower. The rules makers had quite a job on their hands to write new specifications for the combined classes of cars. The specifications try to balance the speed potential of cars that have different engine sizes and car weights. They had lots of team owners to please and to try to retain in the new championship.

The Grand Touring or GT classes would also see class rules changes to allow LeMans specification or GTLM class with more modified chassis and engine rules to be separate from the closer to production spec Daytona class or GTD. This allowed the big manufacturers to each showcase a pair of cars that could race both here and in Europe. The Porsche 911 RSR competes in this GTLM class against Viper, Corvette, BMW and Aston Martin. If you want to enter your own RSR be prepared to step up to the counter with a cool \$1,099,052. The Viper GT3 R can be bought for \$459,000. The BMW Z4 GT3 will can be purchased \$431,133. The ultra cool Aston Martin Vantage V8 GT3 sells for an equally cool \$482,995. But the Corvette C7R is unobtainable at any price.

The less expensive GTD class contained 28 entries of private teams using cars based on production car chassis. The racing 911 GT America sells for an almost reasonable \$279,000 with a 4 liter motor producing 470 horsepower, the same horsepower produced by the street GT3 with its 3.8 motor. If you want to race the Audi R8 LMS with its 560 horsepower 5.2 liter V10 motor it will set you back \$445,253. The Ferrari Italia 458 GT3 with its 562 horsepower 4.5 liter V8 lists for \$365,000.

The GTD class contained five Audi R8 LMS Cup cars, nine Ferrari 458 Italia and twelve teams fielding the new Porsche 911 GT America plus two Aston Martin Vantage V12s. It was fascinating to walk through the garage area and listen to the German and Italian being spoken by all of the factory mechanics and engineers sent to support not just the GTLM cars but also the GTD entries. Racing in this series is truly for the well funded teams.

With the typical sand bagging of racers in test sessions no one knew until race qualification laps what the true speeds would be. The pole winning speed for the Prototype class was 129 mph with the Gainsco Corvette topping the charts. The Prototype Challenge class was only slightly slower at 125 mph average. The GTLM class was next fastest at 120 mph for the big V10 motor Viper SRT team. Close behind was the GTD class Audi R8 at 118 mph.

This spread in average speed would seem to make for some distinctive racing within class. The actual effect was that all four classes could achieve nearly identical top speeds depending on traffic and drafting. This created very close racing throughout the entire field of 64 cars on this tight 3.56 mile track. Drivers complained that there was not a clear performance advantage between classes and the numerous collisions that occurred as cars entered corners seemed to confirm that. Some drivers stated

that passing only occurred with the cooperation of the driver in the lead car, even between the prototype and GT classes. Watching the in car video of the GTLM class Porsche 911 RSR it was clear that the RSR did all of its passing under hard braking. Pointing out the dangers of close racing, the pole winning Gainsco Cor-

(continued on page 30)



8th place GTD class Porsche 911 GT America driven by Keen, van Gisberger, Lewis



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vette prototype was taken out in the early hours of the race when it crashed at over 100 mph directly into the back of a coasting broken Ferrari on the infield. Both drivers survived but the race was stopped for over an hour of clean up.

The close race finishes did prove the performance equalizing class rules kept any specific car from dominating its class. The Prototype class was swept by four Corvette Daytona prototype cars with the very experienced Action Express team finishing first and third. There were 52 lead changes and the winning Action Express car led 18 times with a winning margin of victory over the Team Velocity Corvette of only 3.56 seconds after racing a total of 695 laps or 2,474 miles. The best Prototype from the LeMans entries was the Nissan powered ORECA chassis in 5th place. The best Prototype Challenge cars finished 9th and 10th overall. But

the top two GTLM class cars finished ahead of them in 7th and 8th with Porsche barely winning over BMW. For the first time in Daytona history one team, CORE Motorsport fielded both the class winning Porsche RSR and Prototype Challenge ORECA. Another hard fought class was GTD with Ferrari taking the win over Audi but with heavy contact between them on the last lap. Initially the Ferrari was penalized for avoidable contact but hours after the race the decision was reversed. The best GTD class 911 GT America was in third place for the Snow Racing team with young Madison Snow whose story was recently chronicled in Pano.

All of these close finishes would indicate that this will be a memorable season for sports car racing. The Rolex 24 has set the stage and now all of the players know what they are up against for their class competition in the championship.



Winning LMGT Porsche drivers, Patrick Pilet (FR), Nick Tandy (GB), Richard Leitz (AU) receiving their Rolex watches



9th place GTD class Porsche 911 GT America driven by Cisneros, Nielson, Thim



LMGT class winning Porsche 911 RSR driven by Pilet, Tandy, Leitz

Shark Bites, But You Can Bite Back

STORY & PHOTOS BY ANDREW OLSON

Have you ever wondered why 928s are so plentiful and relatively cheap? My 1991 GT stickered for about \$90,000 back in 1991, but I bought it 6 years ago for just \$12,000. Adjusted for inflation, the original price was \$150,000 in today's dollars. So while you can pick up a 928 on the cheap, the parts still reflect a purchase price above \$100,000.

My first clue to this was when I had my clutch replaced on my first 928, a Chiffon White 1982. I believe the bill came in around \$3,000! Much of it was labor. I now know that there were ways I could have saved myself several dollars not only through doing the labor myself, but also by using some non-Porsche parts that are just as good, if not better, than the original equipment.

For many, the mere thought of using non-Porsche parts is heresy. But none of my cars are show cars. My goal is about preserving the driving experience and my bank balance.

One of the areas that many 928 owners get bitten is when it comes time for a timing belt job. The 928 has the distinction of having one of the longest timing belts in automotive history- something like 6 feet. Coupled with this system is a Rube Goldberg-esq tensioning system that is supposed to compensate for expansion of the block. When it's working properly, there no drama. When the tensioning system is not, it can lead to premature wear of the gears that drive the cams and the oil pump.

Eventually things wear out, and every 928 owner will go through a timing belt job. Most think that it will cost about \$2,000—mostly in labor. So they give the nod to the shop, and a day or two later they get a call with the bad news. It goes something like this:

"We got the front end of your 928 apart. Both cam gears and the oil pump gear need to be replaced. Parts will run \$1,300 plus an additional 3 hours in labor."

Now that \$2,000 job has just about doubled! Talk about getting bit! You just lost a leg!

Why does this happen? The gears are made from an extremely light magnesium alloy and anodized. The problem is that the hard anodizing wears off from the belt after about 90,000 miles. Once this wear off, they go quickly. The wear can lead to poor performance and premature belt wear and failure. Add in a tensioner that is not properly working and things can go from bad to worse very quickly.



A 928 can be cheap to get into...

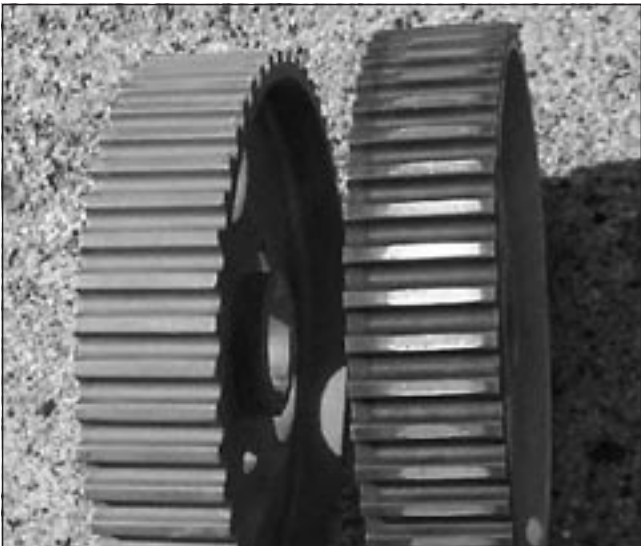
The solution has been to swallow the hard pill and pay the extra \$2,000 or do the minimum and sell the car ASAP with "Recent timing belt job!" in the description.

About five years ago a local 928 owner and I decided to try and salvage the gears by getting them recoated. We tried re-anodizing the cam gears, but the magnesium didn't react well to some degreaser. They basically melted, so we tried something different. We had them coated in a dry film lubricant (DFL). On first inspection they looked great, but would the hold up?

Until about 3 months ago and 30,000 miles later, these re-coated cam gears had been on my supercharged GT with over 500 horsepower. They held up great. They only cost about \$25 each (x3) to be recoated. Current costs have gone up to about \$35 each, but for roughly \$100 you can get "renewed" cam gears and save yourself a significant sum, and you can bite back that shark that bit you.

If you want more information on getting your cam gears re-coated or any other 928-related questions, stop by one of our 928 beer nights (other makes and models are always welcome too!). We generally hold them on the second Wednesday of each month. You can call (734-837-7908) or email (andrewmolson@yahoo.com) me for details. Happy motoring.

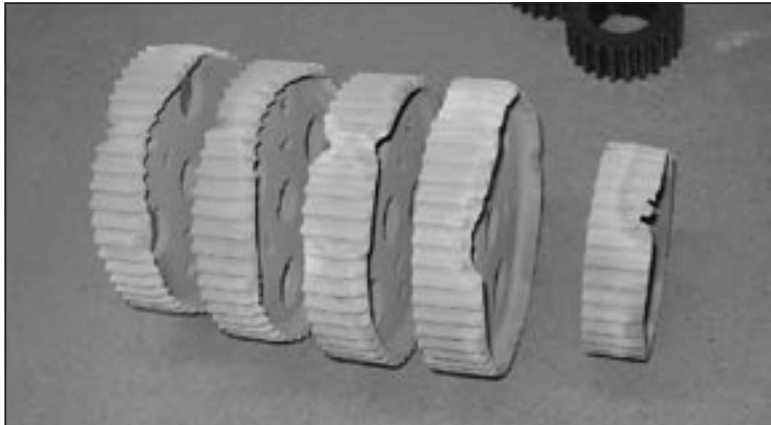
MORE PHOTOS NEXT PAGE



Here is one of the recoated cam gears



Here you can see a worn cam gear



Melted cam gears...ouch!



The 928 timing belts

My Porsche Story

PART TWO

STORY & PHOTOS BY WEBMASTER **ERIK OHNRBERGER**

In part II, Erik rebuilds the engine, further upgrades the suspension, changes seats and replaces tires.

Suspension upgrade #2

Having come this far, and developing driver skills, it was a toss up as to what maintenance items and upgrades needed to be performed next. Inspection revealed that the ball joints were worn out and loose. So I got the RennBay track rated ball joint kit to repair that.

Vaughan mentioned that the rear end bushings were probably due for replacement, and would improve the feel of the car. So we tackled replacing the spring plate bushings with poly-graphite; the trailing arm and the banana arm bushings with Delrin. The OEM spring plate bushing is a large rubber bushing that isolates the torsion bar from the rear suspension blade onto which the rear trailing arm is bolted. It's the place where the ride height is adjusted. Knowing that harder bushings cause odd suspension noises, popping, groaning, grinding, I figured that it would be better to be able to get some grease in there, but how? It's buried way in there as it's the heart of the rear suspen

On the inside of the bushing on a machinist's lathe at Chris Braden's machine shop, we cut a helical kerf on the inside diameter of the spring plate bushing. Then we cut a circular kerf on the outside diameter of the bushing. We connected the two kerfs with a through hole, and on the mounting arm opposite of the through hole we drilled another hole into which we screwed a zerk fitting.

Here's the idea: Squirt some grease through the zerk fitting into the through hole drilled into the bushing. As the torsion bar twists during normal driving, the helical kerf on the inside diameter distributes the grease across the entire face of the bushing. If the bushing's through hole wanders away from the zerk fitting, the grease can travel around the circular kerf until it finds the bushing through hole, and again the helical kerf will distribute the grease across the entire face of the bushing. Neat idea, eh?

So with all the tightening up of the suspension, it was time to corner balance the car. Vaughan and I spent a weekend in his garage, drinking beer and fiddling with suspension adjustments until we hit 52% front and 48% rear weight distribution with excellent cross weights. I'm sure glad that he had a set of scales specifically made for the task.

Within two turns on my way home, it was like "Holy Cow!" "What a difference!". It felt so planted, so even, so confidence building. Amazing! And as you'd expect, Porsche designed the ability for this adjustment right into the suspension from the get go. Yup. So that's why you buy a Porsche. For these little, but oh so important, race bred features and abilities.

Period correct Porsche sports seats, now in black

As driving skill increases, speed improves, and along with that, cornering forces are greater. With the stock seats, with the smaller, nearly nonexistent seat and back bolsters, it was a continuous fight to keep my butt in the seat. The car was always threatening to throw me out of the seat in corners, and the only choice was to keep that left foot firmly planted on the dead pedal, and nearly locking my knee, bracing myself into the seat, all the while driving the car. That's very tiring. I needed to do something to reduce the workload on the driver (me), as a tired or overstressed driver never performs at his best.

I managed to find a pair of period correct Porsche sport seats that came out of a tan, tracked 944. The previous owner decided to go for after-market full street / track seats I could have made that choice as well, but I wanted to maintain a less audacious look for the car.

The Porsche sport seats have tall bolsters which keep my butt and back in the seat, and thereby lower the driver workload. The added bonus is that they are very comfortable for long distance driving as well. Perfect dual use seats.



Erik's newly constructed trailer



...with the tires strapped down

(continued on page 34)

Full Crew Chief now for Chris & #55 DSR Gen 1 Stohr

By about this same time, I was the ‘Crew Chief in Training’ for Vaughan’s wife Merritt, as she tackled her first few years on the track in her 924. Vaughan was the race engineer, and it was here that I learned the majority of my race craft. Again, this is something that I have to continue to thank him for. I had progressed nicely from newbie to experienced hand, to get about as far as I could get without bumping the current crew chief off his spot.

As it turned out,about that time, a racer by the name of Chris Marsh had upgraded from a caged 924 to a D-Sport Racer and needed a crew chief, as his existing 924 crew chief was bowing out. Now this car is a very different beast. A Japanese 1 liter, 4 cylinder 16 valve engine that revs all the way up to 12,000 or 13,000 RPM before redline. It’s still got the bike 6 speed wet clutch transmission, and it’s built around a tube chassis that could almost be an open wheeler, but with carbon fiber and fiber glass body work which provides the down force. Yup, this was quite a different beast.

While crewing for Chris, we’ve raced numerous times at Waterford Hills, and a few times at the Mid-Ohio race track. After seeing Mid-Ohio I knew that I wanted to do DE’s at other tracks besides Waterford, our home track.

AC & cruise control fixed for summer (distance driving is now enjoyable)

If you are going to participate in DE’s at distant tracks during the racing season, which is summer, you are going to want 3 things on your car:

- Air conditioning
- Cruise control
- A good stereo with a wide selection of music

I repaired or upgraded these items in the Porsche, so I would have a comfortable, relaxing car to drive to those far away DE’s.

Data Logger & Video

Part of my skill improvement program is to be able to set a baseline, and see where I excel, and where I fall short and then work on the areas where I need improvement. Therefore, I purchased a video camera which permitted me to visually see how I did on the track and a data logger to measure how I did on track . Between the two, I have a nearly perfect record of what and how I did, and, can compare laps and lap times, sectors and sector times, and make notes on what I need to do next time to improve.

Now track rubber! DOT-Rs for grip

With greater driving skills comes the will and desire to go faster yet. The weakest link the system from track to car are the tires. Additional grip from the tires directly translates into a larger performance envelope that the car can deliver in both braking and cornering. With my new DOT-R tires,the data logger measured braking at 1G as well as 1g lateral cornering, although not both at the same time. Talk about exceeding your friction circle! Now the challenge for me is to consistently hit those marks. Yeah, it ends up being a lot like golf, just a lot more exciting.

2013 - Tire trailer - Off to the DEs! (distance tracks)

With the hatchback design of the 944, there is significant cargo

space when the back seats are folded down,. Well, significant in comparison the to rest of the car. It’s a pretty small car. I figured out exactly what I needed to load where and in which order to get everything I needed to the track, including 4 wheels. The bad part is that there is really no room for anything more, and once at the track there’s nothing to store these items in, so it’s laying all over the ground. If I do overnight trips to far away tracks, well, then, I’ll need camping gear, food, soft drinks, beer, and a cooler. There is just no way to pack all that into the back of the hatchback. No room.

Others that I’ve seen at the race tracks have solved this problem with a small tire trailer, just large enough to carry 4 tires strapped flat down on the tire bed. I stepped this up one level by constructing a tire rack out of two pieces of plate aluminum bolted to the trailer rails, with a crossbar running though the center holes of the wheels. This uses half of the trailer’s bed space, and this allowed me to strap down a large, waterproof tool box on the back half of the trailer’s bed.

The Porsche manual for the 944 said that it has a cargo weight capacity of 1,000 lbs, and a tongue weight of 100 lbs. Although I’ve never weighed the trailer, I can easily lift the tongue, so it must be less than 100 lbs, and adding up all trailer cargo, I know I’m well below 1000 lbs, so all is well.

The car pulls the trailer almost like it’s not there. The trailer tracks straight and true, and on the expressway, the cruise control holds speed with the trailer hooked up, so everything works well. Best of all, I can get up in the morning, hook the trailer to the car, and be off to the track for a DE within 10 minutes. Also very cool, it only takes about 15 minutes to load up the trailer, so lots of time is being saved, and a lot of convenience is gained.

The future

So what does the future hold? Well, immediately, I need to take care of a few things that have cropped up during this past track season

- Rebuild the steering rack
- Fix or bypass the air bag module
- Adjust the front sway bar bushings which are a bit soft

In the coming years

- The transmission will need to be rebuilt, including fixing the rattling lag shaft in the transmission.

There is a nasty low speed, rattle coming from the transmission. I’ve been told by Rennlisters that it is the 5th gear lag shaft, and I’ve been reassured by friends who know these cars exceedingly well that it’s normal and not something to be concerned about, but I just can’t stand that rattle while I’m putting along through the neighborhood. I want to cure it and make the transmission nice and quiet again.

Paint and interior work are also down the road

Improving my skills and keeping my car race ready is a continual process. Neither is ever fully complete and both aspects are great fun and very rewarding. It is a continual learning process and that’s the joy of it. I am anxiously awaiting the start of the 2014 DE season, so I can test my skills as well as the improvements made in the car.

Let’s Hear it for Self-Drive Cars

STORY BY DICK BADLER

Oh yes, they’re coming. As surely as you know to not engage the parking brake when you come off the track. As surely as you know your summer performance tires at the rear will last 13,000 miles, and no more, if you’re lucky.

Self-drive cars are circling, and they’ll enter your garage in a matter of...what? Probably fewer years than you might think.

Although there do seem to be a few small issues. An op-ed piece ran in the Wall Street Journal a short while ago. It carried the headline “Punch the Accelerator on Self-Driving Cars” and added a subhead that read “The technology exists to save millions of lives. So why are regulators hitting the brakes?”

Reading on, one finds out that the National Highway Traffic and Safety Administration (NHTSA,) the Department of Transportation’s regulatory arm, calls it “a scary concept for the public.”

The piece generated a slew of letters. One said “If self-driving cars can provide all the advantages claimed as being unique to public transit, wouldn’t that pose a threat to the progressives’ vision of a car-free future?”

According to the author, it seems the Administration prefers walking, bicycles, streetcars and light rail.

Then there’s that ugly liability issue. If something goes wrong, or an accident happens, who does one sue? The user? The manufacturer?

The op/ed authors are crusaders. They excoriate NHTSA with bulleted arguments like “Millions of lives saved” and “Enriched lives for the disabled and the elderly” and “Less wasted time” and “Revitalized cities.”

Great stuff. A lot of love, peace and happiness here. But they’re missing the point. Our point.

You see, we too have a point. A big one, which is not to be taken lightly. We should also weigh in on this urgent public debate. Express our opinion. Join the ranks and say, hell yes, bring ’em on.

Why? Heres’ why...

— Less crowding! Think about it. Visualize every car tootling along in lockstep. Front to back, front to back. Motoring effortlessly and efficiently. It’s a beautiful thing to behold.

Especially so because you’ll still have your Porsche! What

are they going to do, confiscate your you-drive vehicle? It’ll never happen.

And that means you’ll have room to move! Space on the highway. No left-lane bandits. No cell-phone-induced lane meanderings. No texting-induced coma when the light turns green. Just nice, predictable forward progress...that you’ll be able to maneuver through to your heart’s content.

— Less crowding! Here’s a tip to file away. When the self-drive time comes, be sure to take the alternate way. All the way. All the time.

Think about it; the computer will compute the shortest way to your destination, the most direct and the most fuel-efficient.

Fine! Let it! Because you can go the back way! Go the long way! Go the wrong way! Hooray! Because you’ll have the road to yourself!

— Less crowding! Because these robo-vehicles will probably drop off their passengers and purr on to some storage barn somewhere, to be fueled or charged or pressurized or whatever their propulsion systems will require...and then wait patiently for you to summon them for use...and you’ll have curbside parking all to yourself.

Such a deal!

Of course, the day will come when you’ll have to give in and get one of these self-drive conveyances. If only because there will come a time when you won’t be able to buy anything else. What to do?

— Youtube! Think in-car videos on your tablet. Pick the car. Pick the track. Pick the year. And, yes, pick the Porsche.

— Youtube! Just crank it up. Add one of those Jambox bluetooth speakers and let fly. Nobody’s going to knock on your door and say, honey, please turn it down. Because, to the outside world, you’ll look like everyone else, placidly motoring along in your own hermetically sealed cocoon.

— Youtube! And when you get bored with racing videos, you can watch racing videos with a storyline, like Grand Prix and Le Mans and Senna and Rush.

So, friends, join the campaign! Let’s rock this issue! Write your local legislator! And do it today!

Self-drive. The way to go. Bring it on.

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ASK THE Master Cylinder



These questions and answers are based on actual events.
Please e-mail your questions to the P4 editor (fastkarz2@aol.com).
They will be forwarded to the MC and answered in the next issue.

The advice presented in this column is based on the expertise of the author alone. There may be other approaches to the issues described. SEM/PCA does not endorse any specific approach to a vehicle problem.

BY **CHRIS BRADEN**, TECHNICAL EDITOR

Deep freeze to drive: A three part series

Q: I have a fuel-injected 1974 Porsche 914 which I have owned for about 15 years. It has not been driven for the last 5 or 6 years. When I stopped driving it, it ran OK but blew a lot of black smoke and didn't have a lot of power. I wonder what you recommend to get it out, make it reliable, and enjoy it this summer. —Pete

A: Getting a forty year old car that has been stored for years to fire up and perform reliably can be challenging, especially when it is a fuel injected air-cooled classic like your 914. Let's start by getting the relic running. You might be thinking, why not put a fresh battery in it, fire it up and hit the road? Well for one thing, the oil may have turned to Jell-O by now and in the time since you parked it there is a good chance that moisture (even just from humidity) has crept into one or two of the cylinders. The fuel has likely turned into varnish and the rubber fuel lines which run back and forth from the tank to the engine may have the structural integrity of Gummi Worms. So hold on and think this through. If you don't have a fire extinguisher, now is time to get one. If you plan to do it yourself, here's the drill.

Get a flash light, not a lighter, and remove the gas cap. Peer down into the fuel tank and see if there is any liquid left in it and note what color it is. If you are in luck, the tank will be empty and clean. If not, the fuel will be brown like dark beer and you will need to drain the tank. Once the tank is empty, try bending some of the fuel hoses. If bending a hose 90 degrees causes it to break, you will need to replace the fuel hoses. F.Y.I.: There are two types of metric hose, smooth-textured or braided, that are suitable for fuel injection systems. Standard U.S. fuel hose will not do. If you have to, it is fairly easy to remove the tank and replace the hoses. My general rule of thumb is that 20 year-old rubber should not be relied upon.

Now would be a good time to check for rust in the tank, too! Rust is a killer, and any metal surface can rust just from exposure to the moisture in normal air, over twenty years' time. If you're taking the tank out anyway, you should at least consider sending the tank out to have it acid-boiled and coated. This process is not usually very expensive, and can save you a lot of time, money, and cursing trying to get the injectors cleaned out every few weeks when they clog up with fine metal particles. Fuel filters, fuel distributors...all can be filled with lacquer or rust, but the tank is the usual source of the rust that will tend to fill the system.

Before you even turn the key to crank the engine, drain the oil, remove the oil strainer, replace the oil filter, clean and reinstall the strainer and add three quarts of cheap oil. Why cheap oil? Because you won't be leaving the oil in for long so why waste money on the good stuff? Once you do get it running, I would add motor flush to the cheap oil, follow the directions, and then do another oil change provided the motor passes the next test.

Next pull the spark plugs and look around inside the shrouds with a strong flashlight and a dental mirror. You might just find a mouse house. How do I know there is a mouse house? Clairvoyant, I guess, but take a look and be ready to find one. Even if there is one in there, it should not stop you from trying to get it running again. You can always clean it out later, and you will eventually need to because it can cause overheating by blocking air circulation around the cooling fins of the cylinders and the oil cooler! Before you try to start the engine, you need to get some oil circulating through the engine bearings and coating the walls of the cylinders. Add about two tablespoons of oil to each spark plug hole to prepare for cranking the engine over. You can use an oil can, turkey baster or small funnel and a section of hose. This will lubricate the rings, and help clean any light corrosion off of the walls of the cylinders. This is crucial to achieving good compression, not to mention avoiding expensive damage by abrasion!

Next, find the fuel pump relay and pull it out so no power goes to the pump. Then you want to prevent a spark as you crank it. Disconnect the points wire from the ignition coil. This is the wire from the distributor to the coil, usually green if the points were made by Bosch. Then connect the battery positive cable first, then the negative cable. Now try cranking the engine over. It should crank a bit slowly at first, due to friction, and begin to turn over faster and faster as the oil lubricates the rings and bearings. As you are cranking it over, note the oil pressure warning light. It should go out after 10 to 30 seconds of cranking which means that you have oil flowing again and you can stop cranking. You can then plug the points wire back in since it is time for spark testing.

This can shock you! If you have a pacemaker, let someone else perform this test. Unplug the coil wire from the distributor cap. With an insulated holding device, hold the wire terminal close to a ground, roughly 1/8 inch away, and have your assistant crank the engine. If you see a bright blue spark, you are almost there! If you don't, open the book and start checking the basics. But, hope springs eternal, we will assume you have spark. Plug the wire back into the distributor cap. Now you can reinstall the plugs and try to fire it up.

If you have fuel hoses that look like they might hold, and you have good fuel in the tank, you can now put the fuel pump relay back in. Give the key a twist, it may take a few seconds of cranking to prime the fuel injection loop but if you are lucky, it might fire up. Make sure that you have the garage door open and alert your better half since it is going to smoke...a lot due to that oil you squirted into the cylinders. After a few minutes of running, it should smoke less and run better.

So for this installment, if your luck holds, you will have the car running again and after a "pre-flight" check list, you may be ready for a trip around the block. Next time, we will talk about brakes, tires, bearings, steering and suspension. —MC

SEM Board Minutes (3/5/14) by L. Dunham

Attending members: Greg Gallagher, Lanita Dunham, Howard Gilson, Fred Young, Gretus Hoogestraat, Michael Cohen, Leo Wanstreet, John Keilly & member, Mike Natzke.

Call to order at 7:00 PM by Vice President, Howard Gilson.

Roll taken & Minutes of Feb. meeting approved.

Financial: Reviewed e-mailed copy, no issues. Report approved.

Membership: 577 members, 406 affiliates = 983.

Insurance: Greg will get for Gilson tech on Mar 22.

P-4: March issues out and received early, with many good articles.

OLD BUSINESS:

Mar 1 Lingenfelter Collection Tour: 9:30-11:30 at Brighton was attended by 205 members and guests. Donations totaled \$2,541 which will be donated to the Joe Brighton Foundation.

Mar 22 Gilson Tech: Ready for event, contact Howard to RSVP. See ad in Mar. P-4.

Apr 12 Model “T” Plant Tour: Cost of \$10, cash only, will cover entrance fee. Ad has address and time. Ad is also on clubregistration.net and guests may sign up that way or call Fred Young.

Apr 5 Swap Meet: Will again be held at Suburban Porsche of Farmington Hills. Those selling contact Dave Burton for table & space, free, fun & food. Quiz and mini concours with trophies.

Apr 10 Devil in the Details: At Munk Motors, will have many vendor reps & displayed products and give talks and lunch. Check out the ad in P-4.

May 18 Spring Tour: Date changed for convenience. Plans & ad yet to be announced. Sign up early to get in this popular event.

May 8 DE: Instructors and chairman are preparing for another excellent season

May 17 Street Survival School: Preparations are continuing, hoping for many students and volunteer workers. You’ll never regret volunteering or signing up young drivers for this awesome training event.

Sept 19-24 Gingerman Club Race: After a lengthy discussion there was a motion and vote to not host a race this year. The date which PCA encouraged us to take has become untenable, because Mid Ohio is now only one week before. Going forward, the viability of the race requires further study, due to the proximity to other race dates, the total number of club races, recent participation and the shift of racers to other events. Motion carried 5 to 1.

Germany Trip: Fred continues to get prices and activities in place. Has not had a response from Porsche on a factory tour yet. Cost continues to be approx. \$3,500 inclusive of some meals and lodging, taxes & fees.

Charity: No activity

Web Master: Gretus and Erik have continued to update and improve the web site.

Goodie Store: No update.

Event Reports: None needed.

NEW BUSINESS:

Fred Young: A European Car Gathering will be held on the Friday, night prior to St. John Concours. Hope to get members to sign up early for Sun. to get a discount on tickets and parking in the car club corral..

Greg Gallagher: Wonders if Lingenfelter’s new Cars & Coffee event might be a location for a New Member Event currently scheduled for June 14. Location is in Wixom. Also considering Classic Auto Show-place, behind the Oakland Mall in Troy.

Fred Young: Has the trophies about ready for the picnic concours.

John Keilly: Asked that we again support an auto-related charitable event – The Garden Party at Meadowbrook Hall – on June 8th with ads in the P4.

Meeting adjourned at 9:00 pm.

Meeting location & Refreshments: April: at Gilson Motor Sports, refreshment Steve Carbary.

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