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ON THE COVER: Students and their instructors will again be taking on the challenging course at Waterford Hills Raceway, when our DE season opens on Saturday, May 9th. Photo by John Keilly

2015 SEM/PCA CALENDAR

APRIL

- 1 Board Meeting
- 11 Tri-club Swap Meet
- 25 New Member Gathering

MAY

- 6 Board Meeting
- 9 DE Waterford Hills
- 16 Street Survival School
- 29-31 Belle Isle Grand Prix*
- 31 Spring Tour

JUNE

- 3 Board Meeting
- 7 Family Day at Waterford Hills
- 11 DE Waterford Hills
- 21-27 Porsche Parade in French Lick, IN

JULY

- 1 Board Meeting
- 11 Progressive Dinner
- 24-26 Concours of the Americas. St. Johns*

AUGUST

- 2 Troy Traffic Jam*
- 7-9 Gingerman Club Race
- 12 Board Meeting
- 15 Woodward Dream Cruise*
- 23 Annual Picnic

SEPTEMBER

- 2 Board Meeting
- 3 or 17 DE Waterford Hills
- 12 Ladies Only Drive
- 20 Drive Your Porsche Day

OCTOBER

- 7 Board Meeting
- 18 Fall Color Tour

NOVEMBER

- 4 Board Meeting & Calendar Planning
- TBD All Membership Dinner

DECEMBER

- 2 Board Meeting
- 5 Holiday Party

** Not a club 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 and May Board meeting will be held at Gilson Motorsports

Oh No...
Not You Again!

BY JOHN KEILLY



Welcome to the April issue. Have you seen the first robin of spring yet? At least the annual “siege of Stalingrad” that is winter in Michigan seems to have lifted. Spring is here and a young man’s heart may turn to romance, but a Porsche enthusiast’s heart probably turns to DE. That’s why we put a scene from Waterford Hills Raceway on our cover this month. Our 2015 DE season kicks off with our annual Beginner’s Day on Saturday, May 9th. The date shown in last month’s announcement (May 16th) was incorrect.

There were two other major “rocks” in the March issue...for which I apologize. The Swap Meet is Saturday April 11th, 2015...not 2012, as shown. You can probably guess I was working from an old announcement and failed to change the year.

In addition, the e-mail address for Don Kleist was wrong in last month’s announcement on Street Survival School. Don’s correct address is d.kleist@att.net The “dot” between “d” and “kleist” was missing last month.

Updated and corrected announcements for these spring events appear in this issue.

We also have announcements on our New Member Welcome (Saturday, April 25th) and the Spring Tour (Sunday, May 31st). Greg Gallagher is chairing both of these events. Please RSVP for these and all events. Your timely RSVP enables the organizers to put on a high quality event.

We also have an announcement on the premiere car care event of the year, The Devil’s in the Details, hosted by Munk’s Motors. Come learn from professional experts and from members like Bob Amano, Bruce Earns and Fred Young, who have won numerous trophies at the Parade Concours.

Board Member Gretus Hoogestraat is organizing a multi-region Caravan to Parade. You’ll find an announcement on that event in this issue, along with his Update on Charities. Our relationship with the Jo Brighton Program for Special Olympics Athletes has been the proverbial “marriage made in heaven.” We are delighted to be supporting a local charity here in southeast Michigan and our fundraising had enabled them to purchase much needed uniforms, jackets and equipment for their athletes.

In the April issue we also have a Save the Date (July 11th) for the Progressive Dinner and a notice that Host Homes are needed for this event. We received some complaints that last year’s event involved two restaurants and only one home. My response to those who complained is, “That’s because you didn’t volunteer your home.” No one expects the Palace at Versailles or some

home out of Lifestyles of the Rich and Famous. Those of us who are indigent and infamous will do just fine. It’s a summer event and much of the time is spent outside, so even a modest home will work well. Catherine and I have hosted twice, so have numerous other members. Make this your year to step up...especially if you’re a frequent attendee who had not hosted previously!

Our regular columnists are back to inform and entertain. This month Andrew “The Shark” Olson recounts how a shark can “bite twice”—because some members of the small but enthusiastic owner body will occasionally buy the same car more than once! As we all know, cars are bought for a mix of rational and emotional reasons, and that the proportion of each of those can vary greatly among both buyers and cars. Tom Fielitz writes about the issues surrounding the timing of replacing a car...or keeping one when you buy another. Once again, Chris “The Master Cylinder” Braden provides his take on a variety of vexing issues, from the always mysterious “Check Engine” light, to issues with clutches, flywheels and rear windows.

As always, the P4 Team hopes you enjoy this issue. Your comments (positive or negative), stories, photos and suggestions are always welcome.

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2015 Caravan to Parade



We will start very early (time TBD) on Saturday, June 20th 2015, at in Metro Detroit, then stop in Toledo for breakfast and join up with the Ohioans. From there we will drive US 24 west to Fort Wayne to meet with CIR/PCA members.

Our route will then take us south of Indianapolis to have lunch in Franklin, IN. After lunch we will take the more interesting back roads to French Lick. It will be a fun ride with a lot of Porsches and PCA members.

Please check SEM/PCA web calendar for more details as we get closer to the event.

Please sign up at clubregistration.net to join us or email Event Chair Gretus Hoogestraat at charity@sempca.org. We need an accurate count for parking and restaurant arrangements.

Hope to see you on the 20th!
Gretus Hoogestraat

Drive With Spirit!



BY HOWARD GILSON

By the time you read this article, the snow will have melted and hopefully we have had some rain to wash the salt off the roads. I usually drive my Boxster through the winter, but this winter I haven't been so lucky. I finally switched from the truck to the Boxster in the second week of March. There is still snow on the ground, but the temperatures should be in the 50s most of the week.

It has been nice hearing the birds chirping in the mornings and finally having some warmer weather.

Spring is upon us, and at the Southeast Michigan PCA our annual rites of spring include the Swap Meet and the Spring Tour.

The Swap Meet will be on April 11th and is once again generously hosted—indoors—by Porsche of Farmington Hills. It includes coffee and donuts in the morning as well as lunch. Sellers are asked to please contact event Chair Dave Burton to reserve tables. Come on out and enjoy the company of fellow enthusiasts who are as eager as you are to get their cars back on the road.

During my early years in the club, Spring Tour meant that I was getting my old 911 ready for its first driving tour. This year's Spring Tour will be on May 31st. It will include a driving tour through some of southeast Michigan's more interesting roads and dinner at a great restaurant. Please contact Event Chair Greg Gallagher, gjgallagher@comcast.net

This year's New Member Gathering is also a spring event. It will be held at the Woodward Warehouse on April 25th, 2015. New and longtime members are welcome. Please come out, show off your car and meet some of our members, event chairs and officers. Let us show you that, "It's not just the cars; it's the people."

In product news out of Zuffenhausen, Porsche announced the new GT3 RS at the Geneva Auto show and I must say, I'll take the orange one—even though I like the ultraviolet GT3 RS too. With its 4.0L engine producing an impressive 500 HP, it is faster than the 997 GT3 RS 4.0 around the Nurburgring. The front fenders, hood, roof and rear end look amazing on this latest offering from Porsche. Please contact your local Porsche dealer for more details.

Last month I told about my first Driver's Education experience; this month I will jump ahead to the experience of driving on the track. After learning for a few years and tuning the engine and suspension of my 1975 911 S Targa, I began to really learn what Porsches are all about. It's not always about the most horsepower. My vintage 911 S Targa had only had 157hp. However, turn on a dime handling and exceptional steering are in the DNA of all

Porsches. With an early 911 you feel like you are dancing with the car around track. With body roll, you can feel the noise dive under braking, then "turn in" forces the vehicle to the side. Once you get to the apex and accelerate, the rear hunkers down you blast out of the corner and head to the next curve. When you get everything right and remember to be smooth, the feeling is amazing! It's arguably the most engaging driving experience.

One other thing about my 1975 911 S: Remember last month when I mentioned it had a Sport-o-Matic transmission? Well, managing to down shift and rev match was very tricky and had to be learned over time. It had a lot to do with timing - timing the shift and blipping the throttle was key, as was timing when the transmission would engage. I got very good at this and was even able to use my left foot for braking and right foot for throttle (Please note: This is not what the club teaches at DE and Tom Fielitz wrote about this last year).

It just felt natural to me and I think this is why I felt like I was dancing with the car. I was able to feel the Porsche and move along with the car while using all my senses. Drivers Education sessions will also teach about being aware of what is behind, beside and ahead of you while driving. I have avoided a few accidents because I was aware of other drivers and anticipated their actions.

Speaking of avoiding accidents via more capable driving, our third annual Street Survival School is coming May 16th, 2015. One again, we will be at the Faith Christen Assembly in Melvindale, Michigan. Go to www.streetsurvival.org for details and to register. All registrations must be made at this site. Street Survival School is for teen drivers from age 16 to 21. It includes classroom sessions and plenty of "hands on" driving time, with an instructor to help teens learn how to respond to common driving situations that require immediate corrective action.

I have been an instructor for the Street Survival School the last two years and there is such a satisfaction to teaching teens things that I had to sometimes learn the hard way. One thing I have taught is during hard braking or an abrupt stop, to look in the rear view mirror to see if someone behind is too close and may not be able to stop without hitting the back of your vehicle. So please, if you know of a teen driver, get them to take this course.

If you have questions not answered by the website, please contact Event Chair Marc Molzon, (248) 623-0581, mextremem@hotmail.com or Don Kleist; (586) 247-8178, d.kleist@att.net

Update Regarding SEM/PCA Charity Activities

by Gretus Hoogestraat, Charities Chair

I'm amazed and delighted with what we generated in the last two years to assist Jo Brighton Special Olympics.

Following the success of our Silent Auction at the 2013 Holiday Party, as well as our fund raising event at The Lingenfelter Collection in Milford, MI, a check was presented to the Jo Brighton Special Olympics Athletes at a ski day at Pine Knob.

Then the 2014 Holiday Party became an even bigger success when Erhard and Gretchen Dahm offered to sponsor our dinner. None of the over 100 PCA members and guests requested a refund of their prepaid admission fees, which left us with a sizeable sum to donate. At the same time, our 2014 Silent Auction surpassed the prior year. On January 30, 2015 we held a General Membership dinner and SEM/PCA President Howard Gilson presented an even bigger check to Mrs. Maggie Gibson, Special Olympics Coordinator. We were delighted that several Special Olympians and their parents joined us to show their appreciation and model some of the uniforms and jackets that were made possible by what SEM/ PCA did for them.

Other SEM/PCA Members have also been inspired. Early this year, members Gary and Pat Ambrus, owners of "Bella Donna's" bridal store in Wyandotte, Michigan, started a campaign for to aid Jo Brighton Special Olympics. "Bring in your gently used Prom dress and we will donate it to Jo Brighton. We will give you \$50 to \$100 off on a new 2015 prom gown. Let's spread the love ladies and make this happen." With the Prom Season not even half over, today Gary brought 150 dresses over to Jo Brighton.

You can help us continue what we've started. Please come to SEM/PCA Family Day at Waterford Hills Raceway on June 7. We have invited our Jo Brighton family to join us. You have the opportunity to meet some of our Special Olympics Athletes in person, experience what a difference we made and take them out for a Parade Lap at lunch time.

Last Week I was contacted by the Mayor of Wyandotte asking if SEM/PCA could attend the 4th of July Parade with some Special Olympics Athletes in the passenger seat. Plans are developing and if you are interested in participating, just shoot me an email at charities@sempca.org.

If you have an idea to improve our Club and/or Charity, please contact me. Thank you very much and I hope to see you at our next event, the Swap Meet on April 11th.

PC Multi-Region Swap Meet

Saturday 11 April 2015

10:00 am – 2:00 pm



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Nick will discuss modifications, optimization and all things turbo, how to troubleshoot your own problems before going to a professional and what causes a turbo to fail. All information will be presented with illustrations for easy comprehension and reference.

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Chief Instructor
Marc Molzon 248•623•0581
mextremem@hotmail.com

Driver Education Co-Chair
Steve Carbary 586•242•6437
s2carbary@comcast.net

Driver Education Co-Chair
Garen Nicoghossian 248•224•9599
garen@att.net

ATTENTION NEW MEMBERS!!

Yes, we are talking to you!

You've finally bought that first (or maybe third?) Porsche, you read Panorama and P4 cover-to-cover each month but we haven't met and seen your baby yet!!

Come on out to meet and get to know other new members and be introduced to fellow club and Board members.

Make sure to bring your Porsche so we can all see your sweet new ride. It doesn't matter if it's a resurrected 924 or a spanking new 991 (heck even Cayennes are welcome!)

All members are invited. Plan to join us:

SATURDAY, APRIL 25

at

THE WOODWARD WAREHOUSE

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9:00 AM – 12 NOON

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SEM/PCA Member Anniversaries - April 2015

Thanks to the SEM/PCA webmaster Erik Ohrnberger, we are pleased to now be able to recognize membership anniversaries each month.
Congratulations to all who have a membership anniversary this month!
Anniversaries are noted by the date the primary member joined PCA. Please let us know if we've made an error or omission.

YR	Name(s)	YR	Name(s)
49	Victor & Barbara Skirmants	11	Miles Rozell & Peggy Parent
37	Thomas Dart & Beatrice Rousselot	9	Rick & Jo Schoonover
36	Frederick & Catherine Lavery	9	Robert & Kristina Dunne
29	Glenn & Lynda Shaw	8	Garen & Lilana Nicoghosian
29	Stephen & Lorraine Krawetz	7	Brian Barton & K Baker
29	Jeff & Darlene Escue	7	Robert & Mary Hlavaty
28	Marco & Carol Marinello	7	Kenneth & Sandra Borg
26	Terry & Brad Swick	6	Robert & Doris Saygan
22	Mark & Jordan Birnholtz	6	James & Carol Hearrell
22	Leo & Linda Wanstreet	5	Mitchell & Diane Mondry
18	Douglas & Janet Gaffka	5	Shant & Van Saroukhanian
17	Erik & Ann Brandt	4	Galen & Phyllis Bulles
17	Richard & Denise Ellsworth	3	Ron Durocher & Jessamine Lopez
17	James & Miriam Long	3	Michael & Teresa Natzke
17	Marc & Judy Metzger	3	Robert & Sandy Krzeminski
16	Ken & Angie Ebel	3	Rudy Thomas & Sharon Olis
14	Peter & Bruce Rea	3	Scott & Sandy Henderson
14	Peter & Kim Yanchyshyn	3	Kirk & Sheryl Utemark
12	Robert & Matthew Verdun	2	Ken & French Waller
11	Charles & Susan Payne		

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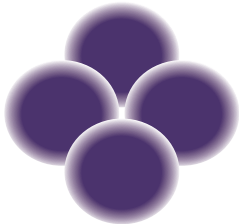
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Please Save the Date

SATURDAY, JULY 11, 2015

For the

SEM/PCA Annual Progressive Dinner

Event Chairs

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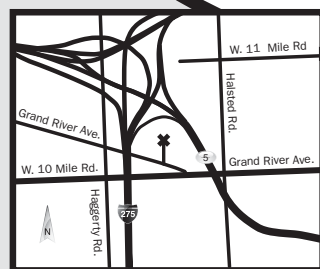
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What's a 928 Worth These Days?

STORY & PHOTOS BY **ANDREW OLSON**

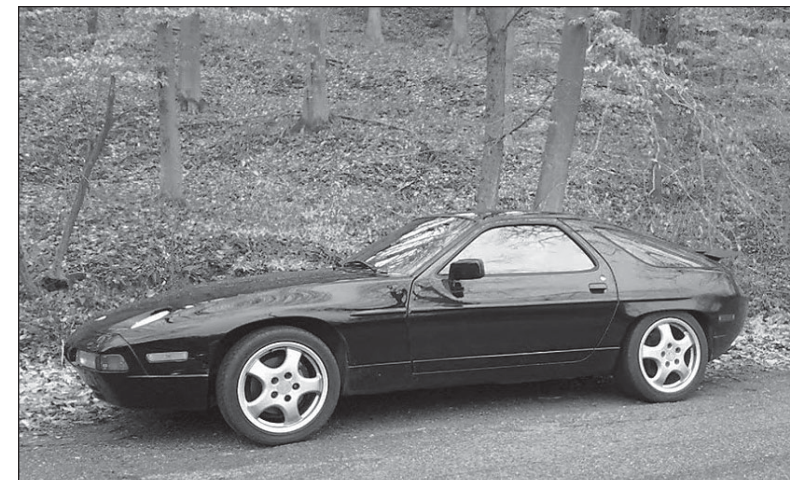
You've heard the expression "bad pennies always turn up." Well, in a sense some 928s are worth less than a penny. It's not because the car isn't desirable. It's because these cars travel in small circles and seem to always come back or turn up.

At our most recent 928 beer night, one of our local guys, who we will call "Richard," told us about a 1993 928 GTS that he bought...again. The story went like this.

About a year or so ago, Richard bought a 1993 928 GTS. I think he paid roughly \$26,000, a fair price. It was a nice car, not perfect, but a nice driver. He drove it for the spring and into the summer. He cleaned it up a bit, fixed a few things and then decided to sell it. Using a broker, Richard sold it for \$32,000 to a guy we will call "Kevin," but after fees and commissions, he said he cleared about \$2,000. Still a fair price and everyone was happy on all sides.

Last week Kevin put the car up for sale for a bit under what he paid. He needed some cash and quick sale. In the course of a few days, he lowered his price to \$16,000. Of course the 928 community was thinking there was something wrong with the car, except Richard. So Richard bought the car back from Kevin for \$15,400! Crazy, right?

If this was a one-time experience, then I might not have believed it, but the same thing happened to me. I bought a 1987 928 S4 for about \$4,000 a few years back. It had a cracked windshield and a little deferred maintenance. I cleaned it up and now had about \$6,000 into the car. I sold it to guy in Ohio for \$10,000, a very fair price.



I actually miss this car. It was a fun project, and I wish I still had it. I'm sure another one is around the corner...

Two years later, he fell on hard times and needed cash, but the car was half torn apart. I bought it back for \$5,000. That means my cost basis was now down to about \$1,000. In hindsight, I should have just kept the car, but I didn't. I spent the summer fixing it up. I had a great time too. At the end of the summer the car was in great mechanical shape with a newly re-sealed motor and freshly powder coated intake manifold. The car looked the part!

I decided to sell the car and sold it to a guy in New Jersey for \$12,000. What a win. I later found out he sold it after about 3 months for about \$10,000. If only I had bought it back again, I would have been able to say I had a 928 that paid me to own it.

The 928, despite its beautiful lines, strong motor, and fanatic-like following, escapes the collector car status it deserves in large part because of its complexities and the inability (or unwillingness) of most people to take care of one. At the first sign of any problem, they would rather get rid of it than try to fix it.

So if you decide to buy a 928, be careful. Choose one you might be willing to own twice or three times. They can be a gift that keeps on giving!

If you are interested in learning more about the 928, or if you are looking to sell your 928, come to one of our local beer nights. We meet on the second Wednesday of each month at Sneaker's pub in Ferndale on Woodward. If you want more information, send me an email at andrewmolson@yahoo.com or you can call/text me at 734-837-7908.



I bought the car back with 92,000 miles and completed the engine work.

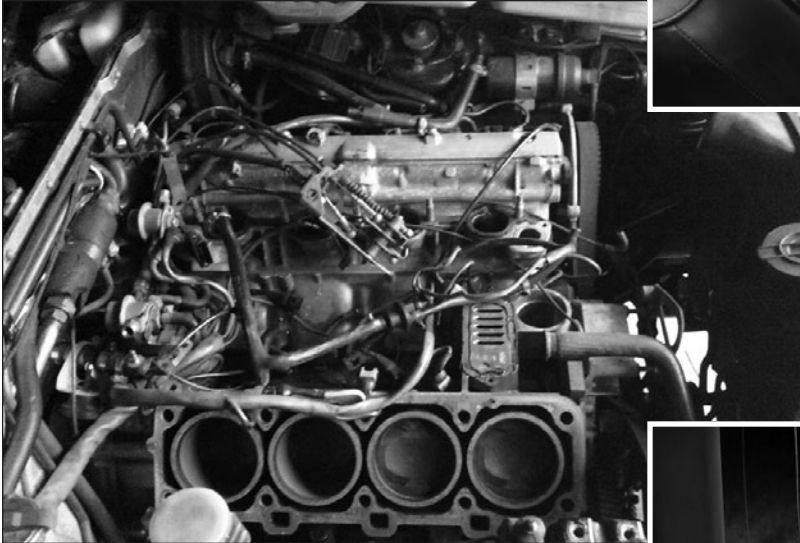
MORE PHOTOS ON PAGE 28



The 1987 came with a 5.01 V8 motor which made 310HP. This one is pretty clean.



This was my black-on-black 1987 928 S4. It only had 88,000 miles on it the first time I owned it.



When I bought the car again, this was the state of the engine. Pieces, pieces, pieces...



I found a local guy to do some powdercoating when the intake was off.



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Perfect Timing

STORY BY **TOM FIELITZ**

Timing can be critical in many of life's decisions but perfect timing is usually unobtainable and often controversial. For purposes of this discussion I would like to apply that construct to car purchases. The first car purchase we ever made was easy. As soon as we had scraped enough money together we bought the first car that was decent and within our budget. For people like myself it was a hand me down VW from my older brother. The second car purchase was usually different. It probably was still a used car but now we had a car to trade in to up the budget a little. After that we joined the ranks of new car purchasers and long term credit.

But here comes the real challenge to car purchasing. How long do we hold on to a car between purchases? Even trickier for some was the decision to hold on to a car and add to the collection as it were. Up to recent times the car made the decision for us as it rusted away or became mechanically unreliable. I owned two Porsches that had both problems simultaneously. High mileage is the other usual reason for upgrading a car but that too has changed over the years. For my cars from the 70's the magic number of 100,000 miles was the sign to go car shopping. That changed to 150,000 and even 200,000 as cars became more rust proof and better engineered. The question then became how much was the car worth as opposed to how much cost would it require to keep the car desirable and useful or rewarding to drive.

Should the car have a personal attachment that goes beyond the market value there is no debate over keeping the car or trading it off for another car. Most likely the longer you have owned the car the more attached you will have become to it. At some point there is no logical limit to how much should be spent to keep the

car as new. The investment in the car will often be far more than it would ever bring back on a sale. That just adds one more reason to hang on to it. Some of these cars become personal car museums to their owners.

If you lease your car the decision on the perfect timing to sell and upgrade is almost made for you. There is always the buyout clause to extend ownership but it is seldom invoked. The lease factors weigh against the decision to buy the car. The dealers will often add incentives to move you out of one lease and into another. All of their motivation comes from the financial profits of moving out new cars. People who lease are more likely the kind of owner that grows bored and loves the thrill of being in a new car. For that person the cost of new cars is justified by the pleasure of driving the latest car on the market. For those who buy and trade cars often there is the added thrill of the chase for picking the right car to hold its value and the right time to unload it before the value drops. The loss involved is accepted as the cost of the car buying pleasure. The ultimate expressions of the car gambler are the people who engage in buying and selling at car auctions and using cars as financial investments.

Perfect timing in the car owning and selling game has just too many factors to have a useful definition. Yes new cars will have twenty to thirty percent depreciation in their first two years of ownership and the higher the initial cost the more likely the high depreciation. Yes some low production volume cars with high market demand can beat the odds of depreciation. True appreciation in value is very rare and usually does not come to the original owner or in many cases not even in the original owners' lifetime. Like ownership of art or sculpture or some other collectable the best advice is usually to buy for your personal pleasure and not for future profit. If you do manage to cover your initial investment and ongoing maintenance costs you can consider yourself one of the fortunate few. If you deprive yourself of the pleasure of ownership in the hope of future profit you are setting yourself up for disappointment. Perfect timing comes down to buying what you most desire to own, enjoying ownership in whatever form that gives you the most pleasure and selling when the ownership pleasure is offset by something even more desirable. You and only you are the final arbitrator of the perfect timing of car ownership.



SEM Board Minutes (3/4/15) by Fred Young

In attendance: Board Members: Michael Cohen, Walter Crump, Greg Gallagher Howard Gilson, Gretus Hoogestraat, John Keilly, Marc Molzon and Fred Young. Officers: Leo Wanstreet and Steve Carbary. Absent with notice: Patti Door and Miranda Christen. Guests: Tom Christen and Chris Braden

Call to Order: 7:03 PM by President Howard Gilson

Minutes: Motion to approve by H.G. and M.M. Motion passed.

Membership: Greg Gallagher – Membership is at 586 + 383 and holding steady. Greg gave a breakdown of car model and ages of cars owned by members. He also offered to re-instate the membership committee. Greg will follow up on non-renewals with a phone call or e-mail.

Financial: Leo Wanstreet – Motion to approve January and February financial report made by W.C. and J.K. Motion passed. A discussion was held on finances and proceeds from various events. A non-profit report has to be filed.

Insurance: Greg Gallagher - Procured for Gilson Tech Session

P-4: John Keilly – Several corrections were missed in the March issue and will have to be corrected.

OLD BUSINESS:

February 7: DE 101 Seminar: Steve Carbary – There was good attendance and it was very informative. Several people signed up for the DE at the event.

March 17: Parade Registration: Registration opens at 12 noon. There is a complete list of activities and a calendar of events on-line.

March 28: Gilson Tech: Howard Gilson –All set to go.

April 11: Swap Meet: Howard Gilson - The club is sending in for two subsidies for the event.

April 25: New Member Gathering: Greg Gallagher – Woodward Warehouse Club House and hang out for cars located in Royal Oak will be the site around 9 a.m. Greg will write an ad for the P4.

May 2: Devil's in the Details: Chris Braden - Munk's Motors will again host the event. He will have a variety of vendors and clinics. There will be a \$100 credit for bay time at Munk's garage for attendees.

May 9: Driver Education: Marc Molzon and Steve Carbary – A motion

to approve the contracts was moved by J.K. and G.H. to sign contracts needed. Motion passed. Helmets will be purchased next year. Everything else is in order. Munk's Motors will offer tech services at the track. (Other dates include June 11 and September 3 at Waterford and August 7 and 8 at GingerMan)

May 16: Street Survival School: John Keilly – Don Kleist is working on sponsorship for the event. Volunteers are still needed. A scholarship will be offered to the church sponsor.

May 31: Spring Tour: Greg Gallagher – Still on track for May. The cost for meals at various events was discussed. The consensus was that prices have risen a great deal and to have a quality event it will not be as affordable as in previous years.

June 7: Waterford Family Day: Fred Young – Everything OK

June 21-27: Porsche Parade: French Lick looks to be an excellent venue. Gretus Hoogestraat will organize a caravan down on Saturday the 20th of June with other members.

July 11: Progressive Dinner: Host homes are still needed. Plans are still being formulated.

August 7-9: Club Race: Marc Molzon – A committee meeting is scheduled for March 11th.

August 23: Club Picnic: - On track

Charities: No report

Web site: Gretus Hoogestraat– The website was upgraded but seems to be slower.

Goodie Store: Gretus Hoogestraat – Coffee mugs are now in the Goodie Store. Credit cards can now be used for purchases.

Event reports: Received for DE-101

Open: Nothing

NEW BUSINESS: None

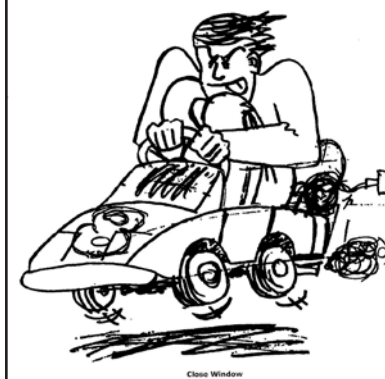
Meeting adjourned at 8:50 PM

Refreshments and Locations:

April: Gilson Motorsports - Michael Cohen

May: Howard Gilson

June: Steve Carbary



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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 (mjchrist30@gmail.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

Q: My ‘99 Carrera is really stressing me out. I took it in for a problem with first gear and now I am being told that it has a Boxster flywheel and clutch, not the correct one for my car. Have you ever come across a situation like this? Would it work OK? —Steve

A: Yes, one can Frankenstein a Boxster clutch in a Carrera, but why would you? It bolts onto the engine and will fit into the car but why would you not put the correct clutch and flywheel unless you were trying to save some money and got them cheap? The Boxster flywheel has a different offset from the crankshaft flange, and in a Carrera the clutch release mechanism can compensate for this and work properly. Heaven help you if you put a Carrera flywheel in a Boxster however. The Boxster transmission will not accept the Carrera parts without interference. The engine will lock up!

I have seen Carrera flywheels in Boxster flywheel boxes so you have to measure them to be sure that you have the correct one. Apparently, the manufacturer or vendor has mislabeled some of the boxes. Visually, they look identical, but the Carrera flywheel is effectively 6mm taller and that silly 6mm can really ruin your entire day. So it is entirely possible that its installation was a mistake. —MC

Q: My 2003 Carrera has a problem with a re-occurring P0430 code. When I bought the car, it had aftermarket catalytic convertors. Since then, the check engine light comes on more often than not. It doesn’t always stay on, sometimes it goes off. If that happens, though, it’s sure to come back on the next time I start it. What do you suggest? —Dave

A: This is a fairly common issue with later-model Carreras. The behavior of the after-catalytic-convertor exhaust sensors is such that they will frequently exceed the computer’s pre-programmed parameters, setting a light. One relatively cheap and easy initial step is to install oxygen sensor anti-foulers in between the post-cat sensors and the cat. These are essentially just spacers...they place

the sensor further away from the stream of exhaust gases. This simulates a somewhat lean condition and also dampens the rate of signal from the sensors to the computer. The spacers are available from a number of different aftermarket companies. Stoddard makes a particularly well-machined piece. They are not terribly expensive, and they’re SUPER EASY to install. A reasonably talented do-it-yourselfer can do it, as long as they have an OXS socket and a way to get underneath the car. —MC

Q: The rear window is starting to pucker and pull away from the top of my 1995 cabrio. It looks like the glue is starting to let go. Is that repairable? I got a price of about \$1,000 to replace the window, but the shop said that they would not recommend it. They suggested I buy a whole new top for about \$2,500. Help! —Tom

A: Sorry to be the bearer of bad news, but the people at the other shop were correct. The window is not glued to the top; it is actually heat-bonded to the top during installation. There is a resistance wire that surrounds the window that heats up when voltage is applied. It literally melts the window into the top. Porsche has revised this process and sent bulletins on it but, suffice to say, glue won’t work as a repair for the problem you’ve got.

As far as the window replacement, the shop was probably recommending against it because it would look differently from the rest of the top and, based on age, the top is already 20 years-old and could certainly look its age. It would not be long before you would have to go back and replace it anyway. For my money, the difference between a whole top versus just the window would make me consider just the window but, as a seasoned veteran once said, “buy the best and cry once.” By the way, the price you got on the top seems reasonable to me compared to others that I have researched

The newer tops do not seem as strong or as thick as the older cabrios and I like the zippered rear windows too. Durability seems to be reduced on the newer fabrics and the bonded window idea hasn’t held up to well either. —MC

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Relationship to Member _____

Affiliate Member Name _____

The information collected on this application is used by the PCA and its regions for conduct of its activities. PCA does not re-lease any individual membership information to any organization outside of PCA and its regions.

Porsche Car Information

(We only want to know about your Porsche)
(*required information)

Car #1 _____

*Year _____ *Model _____

*Body Type _____ *Color _____

*Vin# _____

License Plate # _____

License Plate State _____

Car Used: ☐Daily ☐Pleasure

Maintenance Performed By:

☐Self ☐Dealer ☐Independent

Average number of miles driven annually

Note: If you own more than one Porsche, you can attach additional pages to this application with your car information.

Payment Information

Term of Membership

☐1 Yr (\$46) ☐2 Yrs (\$90) ☐3 Yrs (\$132)

☐Check enclosed #

☐Visa ☐MC ☐American Express

Card Number _____

Exp Date _____

Name on card _____

Signature _____

How did you learn about PCA? _____

Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

I am pleased to be able to share some very exciting news with you. As you may have heard the Porsche Club of America has seen tremendous growth setting another membership record in 2014, and as a result, has had a very successful and profitable year. For the second year in a row, there is a surplus of funds that PCA will be refunding back to the regions. It is my pleasure to be able to inform you that each region will receive a one-time rebate subsidy of \$5.00 per primary member, which regions can utilize 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.

I recently travelled to Grand Rapids, MI, to attend Western

Michigan Region's Winterfest 2015. During the evening, I presented to the region a number of items in recognition of their 55th Anniversary. In return, I received milk chocolate and dark chocolate Porsches from region President Mike Karluk. The following day, I attended their Morning After Brunch. It was an enjoyable time and a great way for them to celebrate this milestone. I would like to thank everyone in the region for their hospitality.

Be sure to check your local region's website and newsletter, as well as the Zone 4 website <http://zone4.pca.org> for the latest details on the many events close to you that are being planned. Also, consider attending other regions' events, such as:

- **Multi-Region Swap Meet** hosted by Porsche of Farmington Hills on Saturday, April 11.
- On April 11 **Allegheny Region** will be holding their All Member Dinner.
- **Ohio Valley Region** is hosting an Autocross at the Forest Fair Mall in Cincinnati on April 11.
- April 12 is **Mid-Ohio Region's** Autocross Beginner's School at Columbus Motor Speedway
- **Motor-Stadt Region's** Porsche People and Pizza is April 14 at Spagnuolo's in Okemos.
- **Maumee Valley Region's** King of the Hill Games of Skill III is April 18
- On April 18 join **Rally Sport Region** members for Time with Tim in Ann Arbor
- **Central Indiana Region's** Spring Color Auto Tour to Cincinnati is April 18 & 19.
- **Southeast Michigan Region** will hold their New Members Gathering on April 25
- Join members of **Western Michigan Region** on April 26 for their Spring Brunch at Cygnus 27
- May 1-3 **Northern Ohio Region** is hosting a DE at Mid-Ohio Sports Car Course
- **Michiana Region's** Michiana Car Show at Elkhart County Career Center is May 2

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

Thanks, Michael

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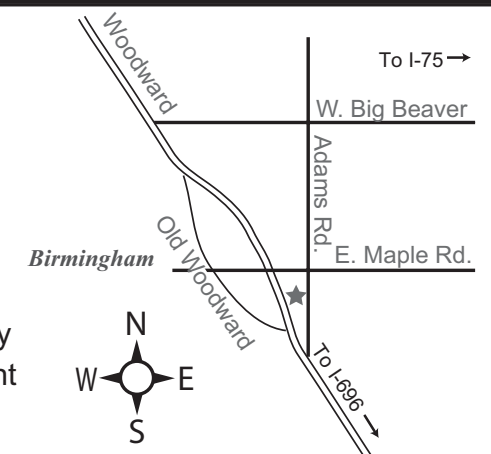
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