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**ON THE COVER:** Greg Gallagher parading his car around Waterford Hills Road Racing Course at the 2015 Waterford Hills Family Day. Join us this year on June 12th!

She’s Flying!



BY MIRANDA CHRISTEN

Well, I think it’s safe to say that it’s about that time everybody (I’m praying I didn’t just jinx us for another six inches of snowfall). Dust off those wheels, check the tire pressure and liquids, pack up the winter tires and hit the road! Before you head out in the sunshine, make sure you stop by one of our excellent advertisers for all your service needs! Hint, you can find a list of them on page 36. Our advertisers show us tremendous support throughout the year, and we encourage members to reach out to them if they are in need!

There are tons of great events coming up this year including the Waterford Hills Family Day, the Annual Picnic and Concours, High Performance Driver Education Days, and much, much more. So get out those calendars and make sure to mark them with your favorites! A friendly reminder to everyone planning to attend events this year: Please send in those RS-VPs early. Help the members who dedicate their precious time to these events get their headcounts, food prep, and track set-up ready with as little scrambling as possible. SEMPCHA members are great at showing up to events and we thank each and every one of you for coming out and making the club events a hoot!

High Performance Driver Education (HPDE) Days are right around the corner, so make sure to sign up soon! HPDEs require technical inspections of the car, and all removable items to be taken out before the car hits the track. These events are the way my family and I first became members, and it’s a great way to get out and really test the limits of your car. It’s also an excellent way to get out and meet members with LOTS of advice and experience. I’m by no means an expert, but I learn at least 10 new things every time I go. Whether it’s something I never knew about myself,

the car, or one of the corner workers (they’ve really got the best stories!), it’s an excellent time. If you’re concerned or a little nervous, please feel free to join us at one of the track days and check it out. No need to sign up if you’re just coming to look around, just make sure to check in with Marc or Lisa Molzon to get your waiver signed and your wristband.

Some of you may have noticed that we have been welcoming the new members in the most recent P4 issues. At events we try to wear name tags, and everyone is always quick to make new acquaintances, but I would like to challenge everyone as events quickly approach to reach out to those you do not know. We all have a love of Porsches, and we might even love each other as

the years go on, so make new friends this year and let’s continue to have an excellent time in 2016!

For anyone that remembers the 911 my father is working to restore, it’s officially in the garage with a brand spanking new paint job in Continental Orange, waiting for more tender loving care to get it back together. Recently I think it really hit

my dad just how much work it was going to be to get all the parts put back in their correct place. Hopefully all the screws find their place as well, but we all know at least a handful somehow don’t make it. I however, knew all along, mainly because I helped him take apart a small bit of the engine, and asked him at least a handful of times what the name of the part was we were working on. I still don’t remember what that was to be honest. I’ll try to keep you all updated with the work, but I’ll be sure to leave out the expletives.

Whether you’re planning a long winding trip, or a quick jaunt to the ice cream parlor down the street, show off those Porches and see you all soon!



The Continental Orange Porsche not quite ready for the road yet. Check out the color on SEMPCHA.org

2016 SEM/PCA CALENDAR

APRIL

7	Board Meeting	
9	Swap Meet	Dave Burton
10	DE 101 Classroom Session	Steve Carbary
23	New Member Gathering	Greg Gallagher

MAY

5	Board Meeting	
6	#1 Driver Education	Steve Carbary
7	Devil’s in the Details	Chris Braden
14	Street Survival School	Don Kleist/ Marc Molzon
22	Spring Tour	Greg Gallagher

JUNE

2	Board Meeting	
3-5	Belle Isle Grand Prix – possible Porsche Coral	
12	Waterford Hills Family Day	Fred Young
#19	Eyes on Design	
19-26	Parade and Caravan	Gretus Hoogestraat
25	#2 Driver Education	Steve Carbary

JULY

7	Board Meeting	
23	Progressive Dinner	Carlos Carmona
#29-31	Autobahn Night - St. John’s Concours	

AUGUST

4	Board Meeting	
5	#3 Driver Education	Steve Carbary
#7	Troy Traffic Jam	
#20	Woodward Dream Cruise	
21	Picnic and Concours	Patti Door
27	Downriver BBQ	Gretus Hoogestraat

SEPTEMBER

1	Board Meeting	
10	Ladies Only Drive	Patti Door
18	Drive your Porsche Day	Gary Ambrus
23	#4 Driver Education & Year-End Party	Steve Carbary

OCTOBER

6	Board Meeting	
16	Fall Color Tour	Walter Crump

NOVEMBER

3	Board Meeting & Calendar Planning	
TBD	Membership Dinner	

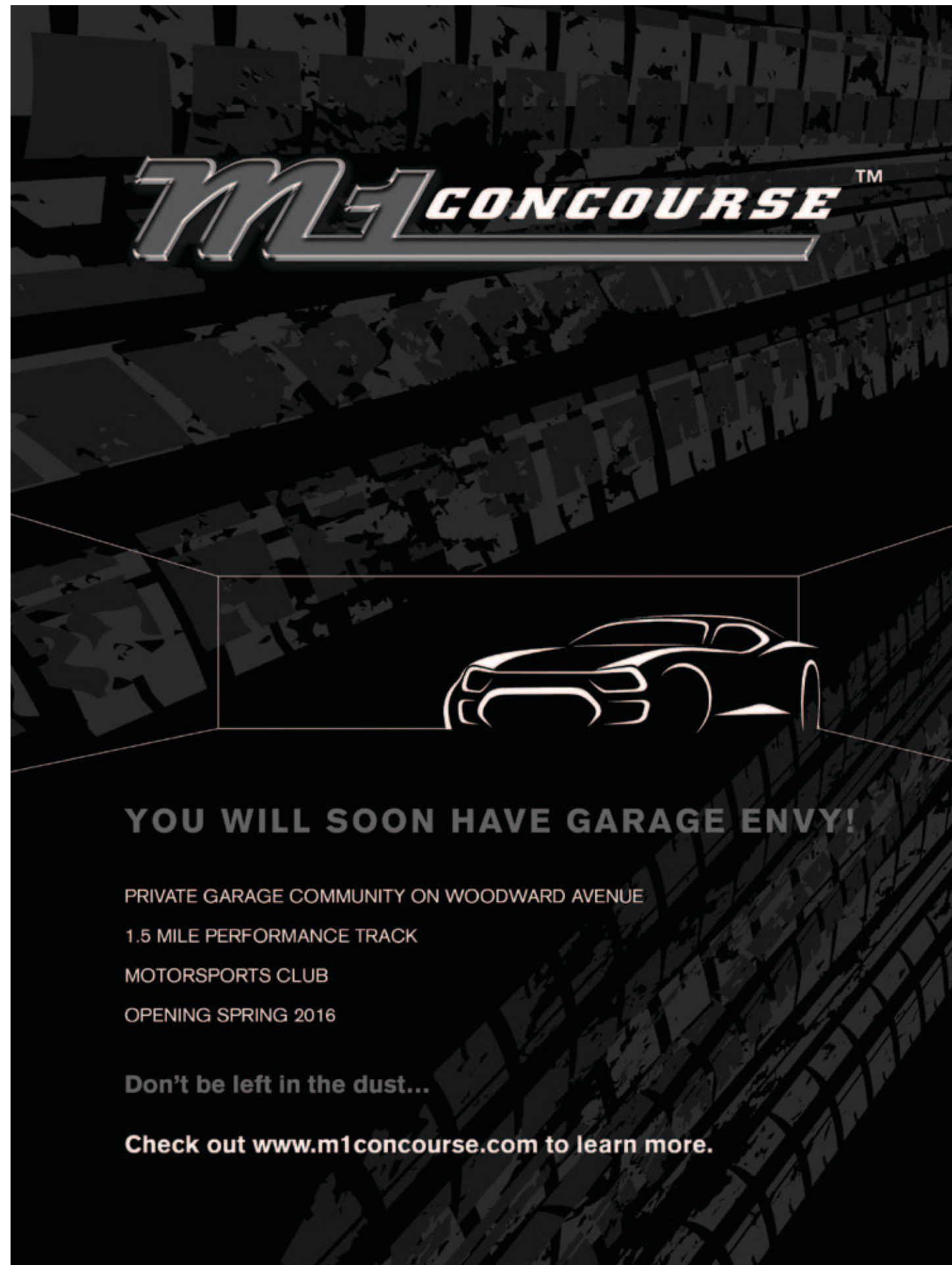
DECEMBER

1	Board Meeting	
TBD	Holiday Party	

# = Not an SEMPCHA Event  
All dates and events are subject to confirmation

**BOARD MEETINGS**  
  
Board meetings are typically held on the first Thursday of the month at various locations.  
  
The April board meeting will be held at Gilson Motorsports. Contact any Board member if you wish to attend.





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# Drive With Spirit!



BY HOWARD GILSON

Finally, spring has sprung in Michigan and from what I hear we are soon going to be subjected to a hot and humid summer. Let's hope for some great weather for all our Porsche club events. My article this month might seem a little repetitive from last month, but I want to ensure that our members know about the wide variety of events that will run from spring through fall. We pride ourselves in literally offering "something for everyone"—from driving tours and social events to track and technical programs.

These begin on Saturday April 9th, with our annual "rite of spring"—the multi region Swap Meet, Car Show and Tech Quiz hosted by Porsche of Farmington Hills. Please contact Dave Burton or co-chair Cheryl Denman to reserve a table for the swap meet and to RSVP.

The next day, April 10th, the club will host a HPDE 101 Classroom Session at the clubhouse at Waterford Hills Raceway. This is an excellent opportunity to learn what High Performance Driver Education is all about and see the track. Weather permitting, it will include a "track walk"—which is a great way to learn how to handle each section of the course. Please contact DE Co-Chair Steve Carbary or Marc Molzon for more information on this event.

On Friday (yes, Friday) May 6th, the club will have its annual HPDE Beginners Day at Waterford Hills Raceway. Registration and more information is available at [www.clubregistration.net](http://www.clubregistration.net).

On Saturday May 7th is the annual Devils in the Details event hosted by Munk's Motors from 10:00 am to 3:00 pm. This is always a great event to learn how to clean your Porsche for a weekend drive or to get ready for the club concours event in August. Here you can get tips on car care from the pros and from past winners of local and national concours events.

The next Saturday May 14th we will host what may be our most important event of the year, a Street Survival School for teen drivers. This will be our fourth School and every year has been a great experience for both students and parents who want to learn new skills. Many adults still use ABS improperly. When the brake pedal pulsates, don't let up! Keep full, steady pressure on that pedal and let ABS do the rest. It will enable you to stop in a shorter distance, and to turn under hard braking without losing control. This event takes a lot of people to run it smoothly. If you are interested in volunteering for this event or have a teenage driver you would like to attend, please contact Don Kleist [d.kleist@att.net](mailto:d.kleist@att.net) or 586-247-8178. Registration is online at [www.streetsurvival.org](http://www.streetsurvival.org).

On Sunday May 22nd, we have our annual Spring Tour chaired by Greg Gallagher. Please sign up at [clubregistration.net](http://clubregistration.net) or contact Greg with any questions on the tour 313-300-4191 or [insurance@sempca.org](mailto:insurance@sempca.org). Let's hope for better weather this year, but this event is a rain or shine. Get your Porsche ready and come out and drive!!!

The Detroit Grand Prix on Belle Isle will run June 3-5, 2016. There will be a Porscheplatz. For ticket information, please visit: [www.detroit-gp.com/corrals/](http://www.detroit-gp.com/corrals/) and select the Porscheplatz Corral.

On Sunday June 12th, Fred Young has organized another Family Day at the Waterford Hills track. Come join us to watch the races with your family and your Porsche family. Contact Fred for more information 586-566-3193 or [concours@sempca.org](mailto:concours@sempca.org).

The 2016 Porsche Parade will be held at Jay Peak Vermont from June

19th to the 26th. If you are interested in joining a Porsche caravan from Metro Detroit to Vermont, please contact Gretus Hoogestraat at 248-670-1761 or [charities@sempca.org](mailto:charities@sempca.org) for more information.

On Saturday July 23rd we have the annual Progressive Dinner. A successful event requires three members to volunteer their homes for one of our stops - appetizers, dinner and dessert. Please contact any Board Member to volunteer to be one of the host homes for the Progressive Dinner.

In other news, it's always fun to hear of new Porsche models rumored to be seen as a test mule. A new GT2/ GT2RS with a claimed 700 horsepower, rear wheel drive and PDK transmission is said to be coming to a dealer near you at the end of the 991 generation. The 700 HP is similar to what I read about the 911R losing 500lbs. In the end it lost about 100lbs. and I was close on the limited number, I guessed 901 and the real number is 991.

I have a customer with a 996 Turbo with a GT2 transmission rear wheel drive with 700+hp. It is a handful to drive, so Porsche is likely to include a lot of technology to enable drivers to use the 700 HP - if that's the power it ends up having. With the recent horsepower wars, I'm sure it will be close to this estimate. The current 991 Turbo S has 540hp from its 3.8L twin turbo engine, so it will be a stretch to get to 700hp and to be reliable at the same time.

In the news, on March 11th Jerry Seinfeld's Porsches sold at the auction at Amelia Island. He sent 15 of his prized Porsche's to auction. The list is pretty impressive and consists of:

- 1973 Porsche 917/30 Can-Am - No Sale,
- 1955 Porsche 550 Spyder - \$5,535,000
- 1959 Porsche 718 RSK - \$2,860,000
- 1958 Porsche 356A 1500 GS/GT Carrera Speedster - \$1,400,000
- 2000 Porsche Carrera GT Prototype - No Sale,
- 1990 Porsche 962C - \$1,625,000
- 1974 Porsche 911 Carrera 3.0 IROC RSR - \$2,310,000
- 1997 Porsche 993 3.8 RSR - \$850,000
- 1963 Porsche 356B 2000 GS Carrera 2 Coupe - \$750,000
- 1994 Porsche 964 TurboS Flachbau, 1957 356A Speedster - \$1,017,500
- 2012 Porsche 997 GT3 4.0 Cup "Brumos Commemorative Edition" - \$462,000
- 2011 Porsche 997 Speedster - \$400,000
- 1989 Porsche 911 Speedster - \$330,000
- 1966 Porsche 911 - \$275,000

Mr. Seinfeld ended up with \$22 million from the auction of his cars. After watching the Gooding & Company auction and seeing some of the other Porsches cross the block, I noticed the bids are not as high as say a year ago. It seems that the Porsche market has flattened out a little, although the special Porsches and vintage race cars will always fetch a premium in the market.

We are seeing 60's & 70's 911's increase in value and the early 930 from the late 1970's increased have drastically. The question I have is, "Why are some of the newer (say 996) Turbos increasing in value?" This is a Porsche that was made for the masses and was never limited in production numbers. I can understand why the late 70's 930 has increased in value - because of the limited number produced. Only the future will tell the tale.

I hope to see you at one of our events soon. Drive with Spirit this spring!



PCA Multi-Region Swap Meet,  
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April 10, 2016

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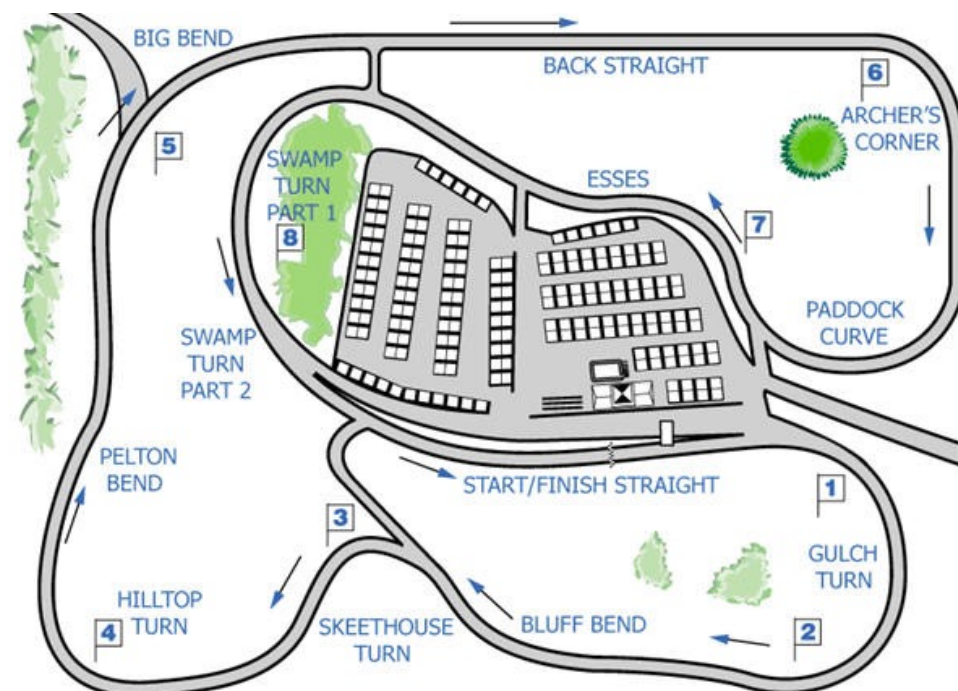
Classroom Session start time 10:00 am

*A 'How to begin' for first timers*

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You will get a chance to tour the facility, see the classroom, and (weather permitting) walk the track! So if you have ever been curious about DE days and are thinking about trying these events this year, this will put you on the right path.

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## 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*

**FOR SALE: 1987 PORSCHE 944 S2** red/black 5speed, 4 valves per cylinder, engine seized, nice condition with s/r excellent project car only engine work needed. Has 150 k, good rubber on car. Make an offer a reasonable offer, would like to rid car ASAP. Stored in Eastpointe, Gratiot and 9 mile area, indoor building. Call Tibor 313-882-0039 or cell 313-617-1718. PCA member 24 yrs. (1/16)

**FOR SALE: 2002 PORSCHE BOXSTER** Midnight blue, blue leather, new blue top with glass window. 5-speed manual, Immaculate condition. IMS bearing, rear main seal, clutch replaced. Kenwood navigation and premium sound. 59,000 miles. Asking \$14,900. Contact Michael Cohen 248-227-8604 or email michael@sellyoursportscar.net (1/16)

**FOR SALE: 2001 PORSCHE BOXSTER:** Orient red metallic. 5 speed. Excellent condition. New L&N IMS bearing, rear main seal and clutch. New top. 59,000 miles. \$14,900. Contact Michael Cohen 248-227-8604 or email michael@sellyoursportscar.net (3/16)

**FOR SALE: 1986 944TS F STOCK CLUB RACER.** Lowered price. Must sell. Prep by Steinels. Wins, podiums. Recent reconditioned head, rod brgs, new clutch, rebuilt Charlie Arms, transaxle. Like new race tech seats (D Halo), NASA approved cage, Racers Edge bushings, LEDA coil overs, EES fire suppress. system, traqmate with Chase Cam, wired for cool shirt, separate boost gauge, shift light, remov. steer wheel, 2 sets of CCW 18 wheels. Much more. All records. Very fast. Great candidate for SP3. \$18,500 Contact Chris Krauser for more pics or records at 419-215-8453 or cpjmkrauser@gmail.com. Car is in Toledo. (3/16)

**LOOKING FOR A TRAILER** to transport my 930 to and from the Porsche Parade in Vermont. Please email me if you have an open spot. kk098@comcast.net. (4/16)

**FOR SALE: 2006 PORSCHE CARRERA S COUPE:** Immaculate one owner Carrera S properly maintained and serviced only by authorized Porsche dealership. The owner is a non-smoker. Car never has been tracked. All paint is original. Interior is outstanding. Carrera White over black leather interior. 355HP 3.8 liter flat six cylinder engine and a six speed manual transmission. Includes sunroof, Porsche Stability Management (PSM), bi-xenon lighting and full power, white factory painted 19" Sport Wheels including white painted caps, sport shifter, power seat package, black floor mats. All books, window sticker and service records included. Recent service includes two new front tires, a four wheel alignment, new water pump, new battery, synthetic oil change. 55,900 careful miles. Clean Carfax. WP0AB29996S742647. \$43,900. Email Michael Cohen at michael@sellyoursportscar.net or 248-227-8604. (4/16)

**FOR SALE: 2004 CAYENNE S:** Crystal Silver over Havanna /Sand Beige full supple leather interior, Heated front and rear seats with heated steering wheel, Moonroof, Bose, 6 disc CD changer and Navigation. 20" summer wheels and 18" winter wheels. Weathertech and factory mats. Full factory service manuals. 63,000 one owner miles. Immaculate condition. Asking \$18,000. Contact Bob Amano 734-536-8998 or ramano@comcast.net (4/16)

**FOR SALE: 2007 Porsche 911 TURBO:** Carrara White-Terracota Interior \$73,000. Optional equipment: Manual Transmission, Sport Chrono, Supple Leather, two tone, Rear wiper,

Heated Seats, Sport Shifter, Thick Leather Steering Wheel, Rod Antenna, No Track, No Smoke, CLEAN, Like NEW. Just turned 20,000 miles. All Service Records...CERTIFICATE OF AUTHENTICITY. Contact: Guy Pupp, c: 248-770-3657, h: 248-851-0082. (4/16)

**FOR SALE: 2008 PORSCHE CAYENNE TURBO.** Black/black. Just detailed. Loaded. Alcantara seats. Excellent condition. 91,000 miles. \$25,900. Contact Matt Fenster 248-496-3004; matt@sellyoursportscar.net. (4/16)

**FOR SALE: (2) YOKOHAMA ADVAN NEOVA A008R TIRES,** 225/40-18 with approx. half thread depth. \$185 for both. (Tire Rack price new is \$230ea.) Call/text Andy at 734-718-6432. (4/16)

**FOR SALE: 1988 PORSCHE 930 TURBO COUPE:** Rare Granite Green Metallic with green leather interior. One family owned. Outstanding condition cosmetically and mechanically. Matching numbers. Sunroof. 19" Speedlines + original Fuchs. Service records, owners manual, window sticker. 72,443 miles. Collector quality. \$125,000. Contact Matt Fenster 248-496-3004; matt@sellyoursportscar.net (4/16)

**FOR SALE: 1973 PORSCHE 911 E TARGA** long nose: Viper Green with black/white houndstooth interior. Outstanding condition. Numbers matching. Stock. Fully refurbished including engine, transmission rebuild by John Trueman. Displayed at 2013 Concours d'Elegance of America and featured in Car&Driver's 50th Anniversary 911 issue. View at http://long-nose911.wordpress.com/ ; \$105,000. Contact Michael Cohen 248-227-8604; michael@sellyoursportscar.net (4/16)

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**Sunday, April 17<sup>th</sup>  
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[hgilson@gilsonmotorsports.com](mailto:hgilson@gilsonmotorsports.com)**

PLEASE SAVE THE DATE  
For the Annual

## SEM/PCA Progressive Dinner

Saturday July 23, 2016

The Club will provide the entrée and soft drinks.  
Members will be asked to bring a favorite dish to share.

*Details to Follow*

2016 PROGRESSIVE DINNER

## Three Host Homes Are Required Why Not Yours?

This event requires that three members volunteer their homes  
to be one of our stops: Appetizers, Entrée and Dessert.  
You will have plenty of help...especially if you host the Entrée stop.

To volunteer your home,  
please contact any Board Member



**SAVE THE DATE**

**Sunday, May 22, 2016**

**Spring Driving Tour & Dinner**

**Meeting Time: 2:30 pm**

**Rochester/Auburn Hills Area  
(Specific location to be determined)**

**First car out: 3:30pm**

Come join your fellow Porsche enthusiasts in celebrating the start of our Driving Season.  
You and your car have suffered through another winter of “hibernation.” This is a  
great opportunity to enjoy a great car on interesting roads with good friends.

We will meet in **the Rochester/Auburn Hills area** before setting out on the drive and  
conclude with dinner **on Lake St. Clair.**

**Please register at:** [www.clubregistration.net](http://www.clubregistration.net).

Look for more info next month and via e-mail blast

Event Chair:  
Greg Gallagher [gjgallagher@comcast.net](mailto:gjgallagher@comcast.net)  
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***Join in the Excitement!***



*Enjoy the action at our annual*  
**Waterford Hills Family Day**



**Sunday, June 12<sup>th</sup> – 10 a.m. to 5 p.m.**  
**Waterford Hills Race Track**  
**4770 Waterford Road - Clarkston, Mi 48346**

Grab a couple of lawn chairs and come on out and watch the racing action.  
It promises to be a fun and exciting day for the wife, kids, grand kids  
neighbors and anyone else you care to bring.

Come early enough to take Parade Laps around the 1-1/2 mile race track  
at lunchtime. Experience what it is like to do the hills, curves and esses.  
There is no need to even pack a lunch. At the concession stand  
you can purchase hot dogs, hamburgers, pop and even a beer.

**Tickets are only \$5.00 – Children under 16 are Free!**

*For further information; Call Fred Young at (586) 566-3193 or [frederickyong @ knpanel.com](mailto:frederickyong@knpanel.com)  
Go to [www.waterfordhills.com](http://www.waterfordhills.com) for Maps and their Website*



# Ready Yet? D.E. Prep/Tech Day

**Saturday, April 16th**

**10 am to 4 pm at Munk's Motors**

Inspections in time for the first PCA DEs  
and Waterford Hills OTDs of the season

We will take **appointments** for inspections  
that day. Call **248-681-8081** for details.

Bring your car, your questions about  
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RSVP encouraged to [events@munks.com](mailto:events@munks.com)

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# SAVE THE DATE

## Caravan to Porsche Parade in Jay Peak, VT



We will meet on Friday, June 17th 2016, at Faith Christian Assembly (25201 Outer Drive, Melvindale, MI)

This is the location we use for our Street Survival School

We will leave at 6:00am taking I-75 towards Toledo

We will stop in Toledo for breakfast

Lunch along the way to Syracuse. We plan an overnight stay in Syracuse, NY

Arrival next day in Jay Peak expected to be around 4:00pm. This should give us enough time for the  
welcome tent, which closes at 5:00pm

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

We need a count for parking and restaurant arrangements

Please sign up at  
[Clubregistration.net](http://Clubregistration.net)  
or

email Even Chair Gretus Hoogestraat ([gretus@sempca.org](mailto:gretus@sempca.org))

**Looking forward to seeing you on the 17th**  
**Gretus Hoogestraat**



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## IN THE SHARK TANK Spring Sharkfest Report

STORY & PHOTOS BY **ANDREW OLSON**

On February 27 we had a 928 gathering at Munk's motors in Waterford. It was the Spring Sharkfest. Chris Braden and the crew at Munk's welcomed the 928 community to do a tech session on a subject that is a big issue on 928s. The topic was how to remove and replace a torque tube. Adrian Bogart had a donor car that was in dire need of a torque tube replacement.

The 928 uses a transaxle layout (engine in front and transmission at the rear wheels) and uses a drive shaft supported in a 4" diameter tube with bearings to transmit the torque from the engine to the transmission. This is what is commonly referred to as a torque tube. It is not uncommon for the bearings to fail over time as they can get exposed to road salt, heat, and age.

I had previously diagnosed the issue in Adrian's garage. When he ran the car, it had a horrible grinding noise, but it was very hard to isolate. I had a mechanic's stethoscope and probed various sections of the car starting at the engine and worked my way back. As soon as I placed the probe on the torque tube, it was clear that this was the issue. There were some very noisy bearings and I could feel significant vibrations.

About 20 people showed up for the event and everyone was eager to lend a hand. Rick Christian from Munk's had already prepped the car by washing the underside and removing the exhaust. This saved us a lot of time so that when we started at 10AM, we were ready to get to work. Dave Kowalewsky and I directed various volunteers to remove nuts and bolts and answered various questions along the way.

The first order of business was to remove the lower bell housing cover. Then, because this was an automatic transmission, we could choose to either remove the upper bell housing from the block, or alternatively, cut the short bracket that is normally used for mounting a clutch guide tube in 5-speeds. Fortunately, the decision had already been made for us as the bracket had previously been cut. That saved us about an hour.

While various people we loosening the front flex plate from the flywheel and loosening the torque tube from the front bell

housing, I turned my attention to the rear. We needed to loosen the transmission mounts to allow the transmission to slide back an inch or so. This not only allowed the transmission to tilt, but it also gave us some clearance to get the torque tube out.

Everything was going smoothly, and by 11:30AM we had the torque tube out and on the floor. It did not turn smoothly, so the diagnosis was spot on, but then it was at this point we noticed something else was very wrong.

On the transmission bell housing, the support bearings for the drive shaft to the torque converter had failed. Only a few balls were left in the race, and most of them were no longer round. There were metal shavings everywhere—presumably the remnants of the missing ball bearings. Needles to say, the bearing had failed.

Luckily Adrian had the replacement bearings there for us to install,

but we had a dickens of a time removing the snap ring that held them in place, and then had to scurry about to find a replacement. Eric Bogart, Adrian's son, was very resourceful and found the appropriate piece at a local hardware store.

This slowed us down a couple hours, but it was a good experience for all to see that you just never know what you're getting into, until you're into it. We also had difficulty reinstalling the new torque tube as the rear coupler that receives the drive shaft was slightly bent and required some persuasion with a large hammer. Once we got it started, everything else went very smoothly. By now, everyone had left, and it was just Dave Kowalewsky and Corwin, and I that were finishing it up.

It seemed that everyone had a good time getting their hands dirty and helping out. I think they also learned that this can be a DIY project if you

take your time, and enlist some help from a friend or two.

A big thank you to Rick Christian and Chris Braden from Munk's for all their help and support. Although I've done this project on jack stands, it was really nice to use the lift and allow everyone to help out and see what was happening.

*(continued on page 28)*



*Adrian was in awe inspecting the underside of his car.*



*Everyone was having a good time playing mechanic.*



The 928 crew has a monthly beer night on the second Wednesday of each month from 7 PM to 10 PM at Sneakers Pub located at 22628 Woodward Ave., Ferndale, MI 48220. Everyone is wel-

come to join. If you would like to get on the 928 mailing list, drop me a line at [andrewmolson@yahoo.com](mailto:andrewmolson@yahoo.com) or call/text me at 734-837-7908.



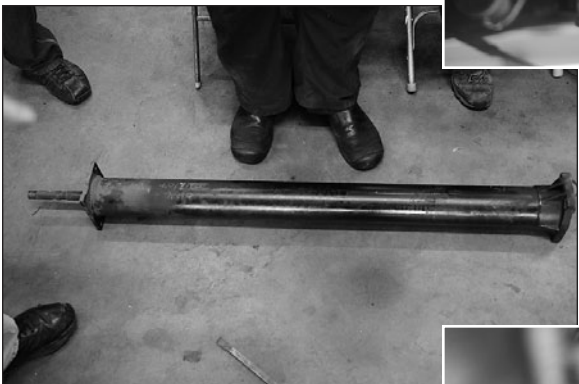
*Flex plate has been disconnected from the flywheel.*



*Here we are pressing out the bearings from the transmission bell housing.*



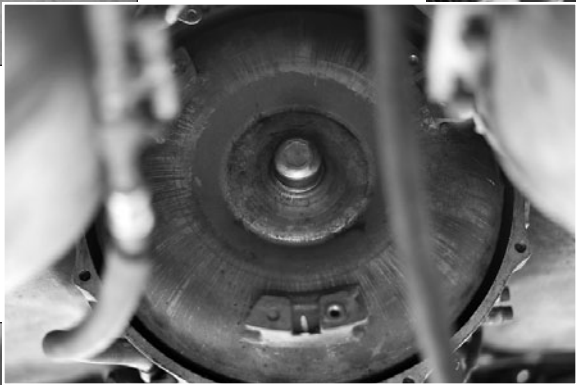
*Only about half the balls are left in the bearing.*



*The old torque tube come out pretty easily.*



*The bell housing from the transmission comes out without too much trouble.*



*The 928 torque converter.*



*This is what was left of the missing bearings. Ouch!*



*Yours truly working on removing the tranmission bell housing.*

# Seeking Perfection

STORY BY **TOM FIELITZ**

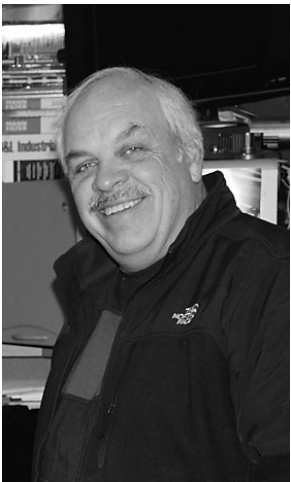
There is a genre of Porsche competition that I have avoided for decades because of my personal phobia of being judged against perfection. That competition is the Concours. In my first three years in the club I tried to compete, did very poorly, got very frustrated, and vowed never to compete again. Fortunately that is not the case for many Porsche owners who relish the competition, do very well at it, and try to recruit anyone else they can to join their ranks.

There are a few points that distinguish concours competition from other forms of Porsche centered sport. For one the whole affair is conducted with the cars standing perfectly still and without drivers. For another there is a long laundry list of judging criteria with the objective of reaching a perfect score. The third is that perfection is judged subjectively by a jury of peers and may be subject to biases, feelings and other personality traits, presumably not involving bribery. It is a virtual automotive chess game. You know the judging criteria and perhaps even the judges themselves. But you have to be able to anticipate what the judges see as perfection and how that will translate into a competitive score. I have been told it helps to have participated in previous concours competitions in order to better anticipate the judges reaction to your own offering of perfection. The fact that you have done this, or that you have diligently studied the judging rules and performed the necessary preparation steps perfectly may have little or no impact on the final judging. To actually observe a concours judging is to observe a fascinating play of human emotions.

If you want the full gut wrenching feeling of the challenge of concourse all you have to do is to search the Internet for a site like the 29 page long Concourse Judges Manual at [Zone8.pca.org](http://Zone8.pca.org). Or ask a fellow concours competitor or your very friendly Club Concours Chair, Fred Young. Fred explained that SEM judges on a 70 point street class score, but has several classes of competition from the very friendly exterior only to the full judging. To give some perspective he suggested that a brand new never driven Porsche would probably achieve a full judging score of 65 out of 70. That is a whole lot of dusty nooks and corners. National PCA will break judging classes of 140 points each up to 300 points for full judging by a panel of 6 judges. Naturally every car organization has their individual numbering method and criteria.

Besides club level concourse specializing in a single make of car there are long standing famous concourse like the Concours d'Elegance of Americas at St. Johns in Plymouth, Michigan or the Pebble Beach Concours d'Elegance. The history of the concours competition goes all the way back to the beginning of the automobile industry. According to Wikipedia, Concours d'Elegance dates back to 17th century France when nobility would parade horse carriages in the parks of Paris on summer weekends and holidays. As cars replaced carriages the competition also shifted and rosettes to each participant evolved to a competition for trophies. By the mid 1920's no social season on the Riviera was complete without a variety of organized events. The grandfather of American concours is Pebble Beach, originating in 1950. Original concours events judge not only the car but the driver and family too. Judging might even include the accessories from picnic outfits to clothing, matched or complementing the car. At these early concours owners might show brand new cars with specialist preparation shops detailing and enhancing the car's appearance. The equivalent concours today will have huge investments in car restoration resulting in cars prepared by specialist shops well beyond their original appearance. PCA national concours competition dates back to the second ever national Parade in 1957 and has been a constant event at every Parade after that. In the history of Parade concourse the SEM region has garnered more than its fair share of awards year after year.

A concours is a great social event because it fosters member interaction and even family participation in a way that no other competitive event can. It is as stressful or as stress free as the participant wants to make it. It is the perfect opportunity to show the pride you have in your car. Our SEM organizers try their best to make it an event for every member's level of interest. Best of all is that there is a boundless amount of support available from a large number of concours enthusiasts.





# *RECAP* **An Ever-Changing Feast for Car Nuts**

STORY BY **DON KLEIST**

PHOTOS BY GRETUS HOOGESTRAAT, JOHN KEILLY,  
SPENCER CHRISTEN & DAVE MILLER



*SEMPCA Members enjoying the collection.*

Metro Detroit boasts a variety of car museums, arguably the best of which is the Lingenfelter Collection. Located in an industrial park south of Kensington Metro Park in Brighton, the unassuming building showcases about 150 cars from an eclectic collection of Corvettes, muscle cars, exotics and recent GM products that have received performance upgrades from Lingenfelter Performance Engineering.

The collection is not open to the public, but Ken Lingenfelter makes his collection available for a wide variety of charitable activities. Admission is free, but attendees are encouraged to contribute to a featured charity.

We visited Saturday, March 5th, in support of Jo Brighton Special Olympics, who received a substantial contribution from the SEMCPA members who attended.

This event was my fourth visit to the collection, and I would guess that about half of the same cars have been on display each

time. Not all cars in the collection are on display at any given time, and there has been a lot of turnover since my last visit. Ken buys and sells cars with abandon. He routinely attends Barrett Jackson and Mecum auctions and says he looks for potential acquisitions on eBay each morning.

With the possible exception of an Oldsmobile Toronado that has family significance, I suspect all the cars are for sale if the right price comes along. For example, the stars of the collection at my first visit were a Porsche 959 with extremely low mileage and a Porsche Carrera GT. Both have since been sold.

They have been replaced, however, with other fantastic automobiles; among them are a 1001 horsepower Bugatti Veyron and a Falcon supercar. The Falcon is a low volume car assembled, as Ken likes to say, “in a barn in Holly, MI.” It has a beautiful design and sports an 1,100 horsepower twin-turbo V-8 engine made by Lingenfelter Performance Engineering. On this visit there were

only two Porsches on display, a slant-nose 930 turbo and a 991 Carrera 4S, both recent acquisitions.

My favorite car in the current display is a black BMW 850i, also a recent acquisition. To me this car has classic lines that remind me of one of my all-time favorite cars, the Lincoln Continental Mark II. Cars don’t get more beautiful than these!

Other memorable cars that stick in my mind were a Ferrari LaFerrari, a 949 horsepower hybrid that is a competitor to the Porsche 918, a V-8 C1 Corvette, a bright yellow replica of an Auburn 852, and, surprisingly, a 1954 Chevrolet panel van done in a maroon and tan two-tone paint scheme.

The collection is about 40% Corvettes, 30% American muscle cars, and 30% exotic cars. There is something for everyone. I could go on and on about all the neat cars. But better, go to

[thelingenfeltercollection.com](http://thelingenfeltercollection.com), click on the “FEATURED VEHICLES” tab and drool for yourself.

As a wrap-up to our visit, Ken gave a few words about his collection and opened the floor for questions from his guests. We had quite a few and he patiently answered all of them. For a grand finale, he and an employee fired up the LaFerrari and a Ferrari Enzo. They were enough to bring a great big smile to all us car nuts. I was beaming.

If you have the chance to visit The Lingenfelter Collection, I urge you to do so. The cars are varied, all are great examples from the second half of the 20th century and the 21st century and Ken is a gracious and entertaining host. He has a laid back, approachable manner and his passion for cars is engaging.



*A Ferrari F599 on display.*



*A Ferrari F40 on display.*

**MORE PHOTOS ON PAGES 32–33**





Gretus Hoogestraat introducing Ken Lingenfelter.



Ken Lingenfelter receiving his appreciation plaque.



The appreciation plaque presented to Ken Lingenfelter.



Members walking around discovering all the Lingenfelter has to see!



Even the youngest members were in awe of the cars!

## Lingenfelter Collection Charity Event 2016

by Gretus Hoogestraat

We want to thank SEM/PCA member Ken and Kristen Lingenfelter for their generosity in inviting us to visit their collection. Our heartfelt appreciation goes out to them for opening the doors and staffing the facility with people who could answer questions. Unfortunately the athletes of Jo Brighton, Area 23 of Special Olympics, had an all-day basketball game and could not attend.

In the morning it was 30 degrees and snowing, not the best driving conditions. I was a little skeptical about the attendance. We arrived at Lingenfelter around 9:00am and there were already a lot of cars in the parking lot. Ulrich Gollwitzer helped us getting our equipment quickly inside the building and setting it up. Uli, thank you very much.

Despite the weather more than 245 members and their friends visited the Lingenfelter Collection on Saturday morning, March 5. Thank you everybody for coming out and we hope you enjoyed your visit and the collection. We are sorry for the ones that couldn't make it. You missed out on donating to a very good cause, seeing some incredible cars and listening to the sound of an Enzo Ferrari

and a LaFerrari. When Ken started the LaFerrari, it was an amazing sound. I'm sorry for his neighbors!

In the crowd I spotted past Presidents Dave Miller and John Keilly, Board Members Michael Cohen, Greg Gallagher and Walter Crump. I was able to talk to a lot of members, new and old. Overall it was a wonderful event and I'm very happy with the result.

For those who missed the opportunity, watch the calendar of events at [www.lingenfeltercollection.com](http://www.lingenfeltercollection.com). On April 23rd will be a spring open house. 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. Each time you visit this collection, you will notice the collection is different. There are the mainstays in the Exotic world (Enzo, F40, 288 GTO, Veyron, Reventon, LaFerrari), but unfortunately the 959 left the collection.

Ken and Kristen will have a weekly Cars and Coffee at 47451 Avante, Wixom, Michigan. A place to cruise on Saturday morning. The kick-off is on June 4th 2016, 8am-10am.



# Around The Zone

BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE



*Greetings PCA Zone 4 Members,*

With the arrival of spring it's time to take off the car covers and unplug the trickle chargers. During the last month of winter, a few Zone 4 regions held their Banquets and Galas. I was able to attend Motor-Stadt region's banquet at the Spartan Hall of Fame Café. The well attended fun-filled evening included a raffle of items from a number of region sponsors and everyone went home with a prize. That same evening was Western Michigan region's Winterfest 2016. The region held an auction to raise money for one of their many charities. The next day I attended their Morning After Brunch. It was so nice to be able to join members at Six One Six in the JW Marriott for a wonderful brunch and lively conversation.

Since October, we've had numerous meetings with Porsche as well as the organizers of the Detroit Grand Prix regarding a car corral at Belle Isle. After a great deal of hard work and some lobbying, I am pleased to announce that there will again be a Porscheplatz hosted by Porsche Cars North America (PCNA) and the Porsche Club of America (PCA) when the Chevrolet Detroit Belle Isle Grand Prix returns to the Motor City June 3-June 5, 2016. The weekend will include the WeatherTech Sports-Car Championship (WTSC) featuring the P, PC, and GTD classes of the IMSA WeatherTech Series. It will also feature the cars of the Verizon Indy Car Series and the trucks of the SPEED Energy Stadium SUPER Trucks presented by TRAXXAS.

The Porscheplatz includes an exclusive "Porsches Only" Car Corral which allows Porsches to park on Belle Isle. And remember this is the only parking available on the island. PCA members and Porsche owners have been selected by the Detroit Grand Prix to take part in this parking opportunity but there are limited spaces so purchase your tickets early. You must have a PCA Car Corral ticket and be driving a Porsche vehicle to park on Belle Isle (club membership is not required).

Your single or multi day ticket includes premium Car Corral parking on Belle Isle (This is the only way to park on the island), a hospitality tent, video feed of the races, complimentary beverages, reserved seating in Grandstand 2 and easy access to the pits and concessions. Another highlight of our Porscheplatz is presentations by race teams, drivers and sponsors such as Michelin and Mobil 1. We'll have some giveaways as well.

I have made special arrangements for 2 promotions in coordination with this event. The first 30 people to purchase multi-day tickets will receive a FREE Corral Pass for Friday. In addition, I am currently in the process of organizing a Michigan State Police escorted motorcade from The Henry Autograph Hotel on to Belle Isle concluding at the Porsche Car Corral. This is a very unique opportunity for us, but will only occur if there is enough interest and participation.

For the convenience of our out of town guests, a room block has been set up at The Henry Autograph Hotel in Dearborn for June 2 – June 5, 2016 at a significantly reduced rate of \$130 per night. For reservations call 1-888-709-8081 and mention the Porsche Club of America Room Block.

While acquiring one of these events involves a great deal of persistence and lobbying, keeping high profile events such as these, depends on how well the events are received, and on your participation. That is why I am asking you to appreciate how fortunate we are in Zone 4 to have this event. However, in order to lay the groundwork for future success, we must all come together and do our part to support these events.

Tickets are on sale now for the Chevrolet Detroit Belle Isle Grand Prix. To purchase tickets, go to <http://detroitgp.com/tickets/>. Click on the Car Corral tab. You can view information on ticket plans and purchase tickets. Tickets may also be purchased by calling 866-464-PRIX (7749) or visit the Chevrolet Detroit Belle Isle Grand Prix office in the GM Renaissance Center, 300 Renaissance Center Drive, Suite 2311, Detroit, MI.

As the weather continues to improve and events are added to the region calendars, please remember to frequently check your local region's website and newsletter as well as the Zone 4 website <http://zone4pca.org> for the latest details on the many events close to you that are being planned. Here are just some of the events taking place this month:

- April 9 is the **Mid-Ohio Region** and **Ohio Valley Region** Socializer at the Taj Ma Garaj in Dayton
- **Southeast Michigan Region's** Driver's Education 101 at Waterford Hills is April 10
- April 16 Join **Maumee Valley Region** for Laser Tag at Q-Zar and Dinner at Shorty's Roadhouse
- **Western Michigan Region's** Cook-Off at Casa de Schieble in Portage, MI is April 16
- April 23 is **ARPCA's** Spring Detailing Session hosted by F.A.S.T. Co.
- **Central Indiana Region's** Spring Brake DE at Putnam Park is April 23-24
- Plan to attend **Motor-Stadt Region's** Spring Kick-Off at Okemos Auto Collection on April 23
- **Northern Ohio Region's** DE at Mid-Ohio Sports Car Course is April 29 – May 1
- On April 30, Help Celebrate **Rally Sport Region's** 20<sup>th</sup> Anniversary at the Stahl Museum

I look forward to having the opportunity of meeting each and every one of you at events throughout the upcoming year. If you have any questions or comments please feel free to contact me at [MSoriano.ZoneRep@gmail.com](mailto:MSoriano.ZoneRep@gmail.com)

Thanks, Michael

# 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](mailto: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: I have a 1986 Porsche 944 that I just purchased last year. When I first was looking at the car, I had a local shop check things over. One of the several things they recommended to me was replacement of the timing and balance shaft belts. The belts on the car didn't look bad, and I had paperwork showing that they had been replaced in 1995, about sixteen years before...but they only had about 20,000 miles on them. The water pump and all of the pulleys the belts ride on were replaced at that time. The shop that made this recommendation said that it was an age-related suggestion, that timing belts should be replaced pre-emptively every ten years or so, regardless of the mileage on them. I'd heard that advice from other Porsche owners, so I told them to go ahead and do it. They told me at the time that the pulleys sounded good and didn't have any noticeable problem. Unlike the belts, they said, the pulleys don't have an age-related failure record, so they didn't replace them at that time. I was somewhat relieved, since they had mentioned that the pulleys plus labor would cost a few hundred dollars extra. Fast-forward about six months; I've got the car in that same shop for an oil pressure warning issue. My oil light came on a few times, and I had it taken to the shop immediately. While they were working on checking out the oil pressure, they noticed a whining noise coming from under the timing covers. They removed the covers, and heard one of the tensioner pulleys for the timing belt making both a whining and a clicking noise. Now they're telling me that they want to replace the pulley and that it's going to cost as much as the timing belt job they did six months ago! What gives? Why didn't anybody tell me to replace the pulleys when they first had it apart? —Mike*

A: Mike, this is a sensitive topic. The question of whether to "shotgun" (replace everything connected to) a timing belt job gets more complicated when the job was done a long time before. It is certainly true that rubber will dry-rot with age and also true that it is a general, industry-wide bit of conventional wisdom to replace timing (and balance shaft) belts at roughly ten-year intervals. It is also true that the idler and tensioner pulleys can live a much longer useful lifespan than the belts; being mostly metal, they wear out much more due to mileage than failing due to age. At my shop, we have performed belt replacements with and without pulleys, and frequently, the pulleys can last twice the lifespan of the belts. This can be very convenient for the car owner, as it does reduce the cost of any given replacement operation.

It is also true, however, that if the belts are replaced without replacing the pulleys (or water pump) and one of those components fails at a later date, the whole thing does have to come back apart. Because of this fact, and because just getting the belts off and on takes anywhere from five to seven hours, we usually recommend a "shotgun" replacement of the pulleys and the water pump at the same time as the belts. I wouldn't necessarily blame the guys who just did your job...if the pulleys were not making noise at that time, and if there was evidence that they were only 20,000 miles old, the shop had every reason to believe that they could save you a fair amount of money with no penalty. It's a tough call.

To add yet another element of complexity, there are multiple oil seals on the front end of the motor (camshaft, crankshaft, both balance shafts) that can also only be accessed during a timing belt removal and reinstallation. At the very least, those seals need to be inspected closely. If there is ANY evidence of oil leakage, it's time to replace them! If they are bone dry, then it becomes an optional thing, just like the pulleys. Replacing all of the seals at once tacks on yet another several hundred-dollar charge, and so again it's a tough call. We usually don't insist on seals, but we do inspect them closely, and any hint of wetness triggers the red light for our techs.—MC

*Q: I have a 2000 Carrera and the check engine light is on. When my car idles, the engine feels rough. When I rest my arm on the armrest, I can feel the engine vibrating and it wasn't like that before. When it was scanned, the computer stored OXS sensing range codes for all four sensors. I had it reset and it happened again after about 15 miles. I only have about 30,000 miles on it and I wonder if I should replace the sensors. —Keith*

A: Only 30,000 miles to an OXS sensor failure is too early. They normally last a lot longer than that. The sensors are reading a fuel mixture anomaly and they are merely reporting the fault, they are probably not causing the fault. The other clue is the rough idle. There are some common, testable components that need to be verified (fuel pressure for instance), and there are a couple temp sensors that may be sending a signal to the computer that fool the computer into thinking it is much colder outside or that the engine is colder than it really is. Another possibility is that the air mass sensor is reading a higher air mass reading and fooling the computer into adding more fuel to the engine. My bet is the air mass sensor.

*(continued on page 38)*



SEM/PCA Member Anniversaries – April 2016

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)	YR	Name(s)	YR	Name(s)
50	Victor & Barabara Skirmants	18	Erik & Ann Brandt	6	Mitchell & Diane Mondry	2	Ralph Gordinier
37	Frederick & Catherine Lavery	17	Ken & Angie Ebel	5	Hugh Victor	2	Derek Yim
30	Jeff & Darlene Escue	16	Michael & Tori Heilmann	5	Michael Sheedy	2	Mark & Carolyn Koblin
30	Stephen & Lorraine Krawetz	15	Peter Rea	5	Barbara Tapley	2	David & Elaine Abbondanza
30	Glenn & Lynda Shaw	15	Bruce Rea	5	Brian Barton	1	Nadeem Ansari
29	Jeffrey & Susan Sadowski	15	Peter & Kim Yanchyshyn	5	K Baker	1	Mark Mikhail
29	Marco & Carol Marinello	14	James Marsh	5	Galen & Phyllis Bulles	1	Ulrich Gollwitzer
27	Brad & Terry Swick	14	Michael Kelter	4	Michael & Teresa Natzke	1	Ivan & Pamela Blanco
23	Mark & Jordan Birnholtz	12	Charles & Susan Payne	4	Robert & Sandy Krzeminski	1	Dan Schaitberger
21	Lisa Carissimi	12	Miles Rozell	4	Scott & Sandy Henderson	1	Richard Crossley
21	Howard Gilson	12	Peggy Parent	4	Rudy Thomas	1	Ronald & Sue Harmon
21	Robert Verdun	10	Robert & Kristina Dunne	4	Sharon Olis	1	Jason Verbrugghe
21	Matthew Verdun	10	Brian Wright	4	Sven Bauer	1	Tom Van Esch
20	William & Antoinette Kreager	10	Rick & Jo Schoonover	3	Damon Skinner	1	Don & Melissa Snyder
19	Douglas & Janet Gaffka	8	Robert & Mary Hlavaty	3	Nicole Bormey	1	Tom Balames
19	David & Diane Burton	8	Kenneth & Sandra Borg	3	Ken & French Waller	1	Jim Bennett
18	Richard Jaxtheimer	8	Richard Hoyle	3	David & Brenda Pelka	1	Howard Bortman
18	Richard & Denise Ellsworth	8	Ron & Jolanta Pruette	3	Joseph Elbehairy	1	Scott A Larry
18	James & Miriam Long	7	James & Carol Hearrell	3	Christopher Sterling	1	Paul Lee
18	Daniel Snower	6	Shant & Van Saroukhanian	2	John Khami	1	Scott Sakuta
18	Marc & Judy Metzger	6	Michael Shanlikian	2	Scott Orhan		

Welcome New Members!

Tom Brady

Timothy Herndon

Franco Parodi

Javier Samayoa

Ralph Valitutti

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Prefix: ☐Mr. ☐Mrs. ☐Ms. ☐Miss

Full Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State\_\_\_\_\_

Zip Code \_\_\_\_\_ County \_\_\_\_\_

Home Phone \_\_\_\_\_

Work Phone \_\_\_\_\_

Fax \_\_\_\_\_

E-Mail \_\_\_\_\_

Region Destination Preferred \_\_\_\_\_

\*Some regions also require additional membership fees/appli-  
cation fees these are assessed directly by the regions.  
\*\*Region will be assigned based on where you live, however,  
you can specifically designate to belong to any one of our  
PCA regions.

Regional Endorsement

Your local region can accept and endorse the application to send to the national office.

Region Officer Name\_\_\_\_\_

Region Date \_\_\_\_\_

Member Demographics

Birth Date \_\_\_\_\_

Occupation\_\_\_\_\_

Prefix: ☐Mr. ☐Mrs. ☐Ms. ☐Miss

Spouse’s Name \_\_\_\_\_

Names & Ages of Children \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Family or Affiliate Member \_\_\_\_\_

You can designate a family or affiliate member as part of your membership. This person must be 18 years or older.

Family Member Name\_\_\_\_\_

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.

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Exp Date\_\_\_\_\_

Name on card \_\_\_\_\_

Signature \_\_\_\_\_

How did you learn about PCA? \_\_\_\_\_

\_\_\_\_\_



***SEM Board Minutes** (3/3/16) by Fred Young*

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

- Call to Order:** 7:02 P.M. by President Howard Gilson.
- Minutes:** Motion to approve by G.G. and W.C. Motion passed.
- Financial:** Motion to approve by J.K. and G.H. Motion passed.
- Membership:** Greg Gallagher – We have 607primary and 385 associate members. Greg sent out an e-mail follow up on non-renewals
- Insurance:** Greg Gallagher – Procured for Gilson Tech Session.
- P-4:** Miranda Christen – Would like to promote the use of social media. It will be put on the web site when ready.

**OLD BUSINESS:**

- February 13: Race Car Replicas:** Fred Young – Feedback was great for the event. Mr. Hall put on an excellent tour at a terrific venue.
- March 5: Lingenfelter Collection:** Gretus Hoogestraat – 88 signed up so far. It is a charity event for the Jo Brighton Foundation.
- March 19: Gilson Tech Session:** Howard Gilson – Food and refreshments will be furnished. Porsche related topic is still to be decided.
- April 9: Swap Meet:** Dave Burton – All set. Trophies are made.
- April 10: DE Classroom Session:** Steve Carbary – Several people are already signed up. He is working on handouts for participants.
- April TBD: New Member Gathering:** Greg Gallagher – Greg will review further options.
- May 6: Driver Education:** Steve Carbary – Four dates are being scheduled. It was motioned by W.C. and J.K. to approve the contract when received. Motion carried.
- May 7: Devil’s in the Details:** Chris Braden – Ad in the P4.

- May 14: Street Survival School:** Howard Gilson – Ad in the P4. Volunteers and instructors are needed.
- May 22: Spring Tour:** Greg Gallagher – Checking on routes.
- June 12: Waterford Hills Family Day:** Fred Young – The site is reserved. An ad will be put in the P4.
- June 17-26: Porsche Parade and Caravan:** Fred Young – Fewer people appear to be going this year due to availability of hotel rooms. Gretus will advertise the caravan in various region club newsletters.
- July 23: Progressive Dinner:** Howard Gilson – We need to advertise for host homes.
- August 21: Club Picnic and Concours:** Fred Young – Everything on track.
- Event Sponsorship Report:** Greg Gallagher – Posted on the web site.
- 60th Anniversary Committee:** Patti Door – No report.
- 2105 Charitable Contributions:** Tabled from previous meeting.
- Tax Forms:** Forms need to be sent in to the IRS for the 2015 year.
- Charities:** Gretus Hoogestraat – There will be a charity event at the Lingenfelter
- Web site:** Gretus Hoogestraat – Minor fixes were made. Some upgrades are needed.
- Goodie Store:** Gretus Hoogestraat – No report.
- Event Reports:** Fred Young – Needed for R-C-R tour.

**NEW BUSINESS:**

- John Keilly mentioned a market research firm might be interested in doing a report on classic car collectors.
- Meeting adjourned at 8:39 P.M.**
- Refreshments and Locations:** April – Gilson Motorsports - Steve Carbary; May – Walter Crump

***Ask the Master Cylinder** (continued from page 35)*

You are probably wondering that if there is a problem with fuel pressure, temp sensors or an air mass sensor, why is there no code for that? Simple...the computer is not that smart! As clever as modern On Board Diagnostic systems are, sensors that are out of range often fail to set a code and instead cause other components to set codes. This in turn sends a well intentioned but inexperienced tech on a wild goose chase instead of giving useful information. Goofy, isn’t it?

My suggestion: Clean the air mass sensor. This is easy, cheap, and CRC (the company that makes the cleaner) *guarantees* more horsepower. You can’t hurt anything for the effort and it may make your car run great again. When air mass sensors were a brand new component, they were ridiculously expensive but now that the engineering has been amortized over a few million units, they are reasonably priced and cheap enough that I consider them an exchange test part. In other words, if I *think* it is bad, I replace it with the understanding that if results are not achieved, I take it back — no harm, no foul, minimal expense. With sky high labor costs, the part seems like a bargain by comparison.

I have had philosophical discussions with many technicians who feel that swapping the part is not the correct way to diagnose a car, but even Bosch agrees that a part exchange may be the best diagnostic approach in limited circumstances.

Now if cleaning (or a new part) really makes a difference, the performance will be crisp, the engine will run smoother, and after a few miles, the computer will relearn how to produce both power and fuel economy. As far as the OXS sensors, they are probably

coated with black sooty deposits and it will take a few miles before they will operate at peak efficiency. My suggestion is to hit the highway for a third gear, 5,000 rpm three or four mile trip to incinerate all that gook in your catalytic convertors and clean the sensors. The check engine light will be ready to monitor engine functions after a 10 to 20 mile run so you need to wait to see if this clears up all the codes. –MC

*Q: My ‘92 Carrera 4 has developed a funny noise that intensifies the faster I go. It does not seem to change in intensity in any particular gear or under load. I thought it was coming from the engine but now I am told that it is coming from the transaxle area. I had the transaxle fluid checked and it is OK. There are no warning lights or anything that provides any clue. What is your opinion?—Chuck*

A: You are not going to like it, but here is the bad news. Most bearings, which produce this kind of noise, are within the transaxle. When a transaxle bearing fails, usually the noise will change depending on loading, changing gears, application of power, etc. Your noise does not fit this scenario...and you have a Carrera 4.

The other possibility is the noise is coming from the central tube or drive shaft. Unfortunately, the only way to isolate the sound involves a lot of disassembly and expense. Once the central tube is disconnected from the transaxle, the source of the noise will be a lot more obvious. It may be small consolation but this is a very rare failure, and I have never encountered it before.—MC

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