



INSIDE



12

*Porsche
Parade in
Monterey*



24

*Alex Job Racing
at Gilson
Motorsports*

- 6 Picnic/Concours is August 17*
- 8 Board Election Nominations Open*
- 10 BBQ Party is August 23*
- 18 When Is It Old - by Tom Fielitz*
- 23 Ladies' Drive is September 13*
- 23 Drive Your Porsche Day on September 14*
- 34 Obituary - Dennis Szeremet*



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Board members are elected by the membership.

They may also hold other offices in the club.

CONTENTS

Directors and Officers 3
Calendar 4
Editorially Speaking 5
Announcement: Picnic/Concours 6
Start Me Up 7
Board Elections Announcement 8
DE Announcement 8
Announcement Downriver BBQ & Tour 10
Porsche Parade Recap 12
When is it Old? 18
Announcement: Ladies Drive 23
Announcement: Drive Your Porsche Day 23
Alex Job Racing at Gilson’s 24
Anniversaries 25
Index to Advertisers 29
Announcement: Fall Color Tour 30
My Memorial 32
Place For Porsches & Parts 33
Obituary Dennis Szeremet 34
Board Minutes 35
The Master Cylinder 37
Around the Zone 38

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ON THE COVER: Leon Lewis leading the pack down the famous Corkscrew turn at Mazda Raceway Laguna Seca during this year’s Porsche Parade DE in Monterey, CA

Editorially Speaking



BY MICHAEL COHEN

I am in the process of completing this issue, and one of the items I just placed is the announcement of Fall Color Tour scheduled for October 19th. Good grief! It seems like the summer car events have just started, and now we are thinking about autumn. Before we know, it will be winter again (ugh) and our cars will be put away for another season. Meanwhile, there are car events every weekend for the next two months, both Porsche club programs as well as others—everything from cars and coffees to car shows, driving tours, the Woodward Dream Cruise, DE’s, races and so much more. This is the time we Michiganders can enjoy our cars and have lots of events to attend. I’ll be out there and I hope you will too.

July ended with a bang. Hopefully, you attended the Concours of the Americas at St Johns in Plymouth on the 27th. This is one of the premier concours in the U.S. along with Pebble Beach and Amelia Island. The outstanding Sunday concours was preceeded by the first ever Autobahn Night gathering of German cars on Friday night and the RM classic car auction as well as the Italian Festival on Saturday. It was a great weekend and I was glad that I attended

August will be an especially busy month for us car enthusiasts. Activities start off on August 2 with a rare Saturday DE at Waterford Hills, followed by our annual DE party hosted this year by Marc and Lisa Molson. The next day features the Troy Traffic Jam car show at the Columbia Center in Troy. I understand that Paul Gentilozzi of RocketSports Racing will be bringing four of his race cars including his current Prototype Challenge Tudor United car and a Jaguar XKR which was at Le Mans. The Woodward Dream Cruise will be held on Saturday the 16th, although in reality the cruisers are out every night in August, prior to the Cruise. I know that because I live three blocks off of Woodward and hear the noise each night. The day following the Cruise is our annual Family Picnic and Concours at Springdale Park in Birmingham (page 6). After many years, our illustrious picnic coordinators, Sue and Denyer have stepped down and have passed the reigns to Patti Door and Don Kleist. A huge thanks to the Denyers for a job extremely well done and I’m sure Patti and Don will also do a great job. As usual Fred Young will be the Concours chair. He again has created some great trophies, so shine your car up and take home a prize! To close out the month we have a new event. On Sunday, August 23rd, Gretus Hoogestraat and Victoria Wade will host a Downriver tour including Grosse Ile followed by a BBQ at their home. See the announcement on page 10 and make plans to attend.

But wait, there’s more! September brings the Ladies Drive on Saturday, September 13th, chaired as always by Patti Door. The

event centers around shopping, lunch and a nice drive. On Sunday the 14th, we have Drive Your Porsche Day hosted by Howard Gilson. This is always well attended because Howard comes up with a great drive route and an excellent restaurant for dinner. Check out the announcement on page 23 and sign up early.

This year’s DE program has seen a significant increase in attendance, and based on that, our DE team consisting of Marc Molzon, Howard Gilson, Steve Carbary and Garen Nicoghosian, is investigating the possibility of another DE to possibly be held on September 11th at Waterford. We will inform you as we get more information.

As you can see, there is a lot to do in the next two months. I am looking forward to participating and I hope that you are planning to join us and have some fun. As they used to say in the old Texaco commercials, “Happy Motoring”.

2014 SEM/PCA CALENDAR

AUGUST

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

SEPTEMBER

- 3 Board Meeting
- 11 DE (tentative)
- 13 Ladies Drive
- 14 Drive Your Porsche Day

OCTOBER

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

NOVEMBER

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

DECEMBER

- 3 Board Meeting
- 6 Holiday Party

**Not an SEM/PCA sponsored event*

BOARD MEETINGS

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

The August Board meeting will be held on Thursday, August 7 at Porsche of Farmington Hills

WE NEED YOU

The P4 is looking for an Editor.

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

Michael Cohen, Managing Editor

Fastkarz2@aol.com

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Annual Family Picnic and Concours

Sunday, August 17, 2014 – Springdale Park, Birmingham

Arrival and Car Preparation Begin at 9:00 am

Concours Judging Begins at 11:30 am Sharp

Picnic Lunch Served at 1:00 pm



\$10.00 per person

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Children under 16 eat free

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DEADLINE FOR REGISTRATION – AUGUST 12

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Start Me Up!



BY **JOHN KEILLY**

Here in mid July, I suspect that many of us are relishing each summer day even more than usual, after the especially punishing winter we endured. Our array of summer events—technical, track, driving and social—are in full swing, thanks to the good people who make them happen.

While we are enjoying summer, we also have an eye towards fall. In addition to more events, we have the Board election in October and the meeting to plan the 2015 calendar of events in the early November. We are currently seeking candidates for the Board. Five seats are up and one incumbent—Lanita Dunham—has decided to not run again. After many years of dedicated service to SEM/PCA (and to the 356 Club) Lanita is stepping down. She would also like someone new to take over as Club Secretary. Her Board seat is an elected position; Club Secretary is a volunteer position, appointed by the Board.

New people are the lifeblood of any good organization. That can be a newer member or someone who has not previously been active in helping to manage the Club and/or run an event. Such people bring new perspectives and fresh ideas. For example, Gertus Hoogestraat, our newest Board Member, has developed a new event—the Downriver BBQ and Tour.

We also need to fill another critical volunteer position, Managing Editor of this magazine. Michael Cohen has asked to be replaced at the end of this year. Along with our Club's website, the P4 is a key way we communicate with members. Alex Lundberg has quickly come up to speed as Associate Editor, Roger DeLiso of Copyrite Printing continues to do a superb job and I remain involved. Consequently, the next Managing Editor will have a strong support team.

Even if you're reluctant to take over one of these key volunteer positions, there are numerous ways you can still become more involved and help make the Club better. Anyone running a event can always use help. The same goes for other critical roles such as Treasurer or Election Official.

If you're interested in running for a seat on the Board, or in volunteering to help elsewhere, please contact any Board Member or the Event Chair.

We will be planning our 2015 calendar of events at the November Board meeting. If you have an idea for an event, or want to run one, please let any Board Member know. All you need is a very brief outline of what you envision, and a proposed date. A few sentences will suffice.

If you are one of our P4 advertisers and would like to host an event at your business in 2015, please let us know now. We will gladly work with you to plan the event. Some advertisers do this annually, others periodically. Our only key criteria is that it should be

of benefit to our members. Your event can be a tech session, product or service demonstration or anything else that would be of interest to the membership. Alternatively, your business could be a starting point for a driving tour, or even the Progressive Dinner. Separately, I will be contacting our advertisers about events in 2015 and to offer them the opportunity to do an Advertiser Profile in the P4. We want our relationships with our advertisers to be mutually beneficial.

There's another potential opportunity to become involved, the Club Race. We are on hiatus this year, because of a late scheduling conflict that developed. However, we are already looking towards next year. As indicated in previous columns, the Club Race requires more people and money than any of our other events. It typically involves three days of racing—Friday through Sunday - and two days of High Performance Driver Education (Friday and Saturday.) If you've been to our DE's at the demanding Waterford Hills course, you'll really enjoy this big, wide open (and faster) track at GingerMan. That, in itself, is a good reason to get some DE experience now, so you can really enjoy the DE GingerMan!

For the volunteers, the Club Race is a great way to get up close and personal with some impressive, loud and fast Porsche race cars and their drivers. South Haven, MI—home to the GingerMan track—is also a delightful summer resort town, ideal for a mini vacation. I have enjoyed my own involvement with the race and Catherine, my wife, always has fun in South Haven. We can recommend this weekend highly.

The Race involves a wide variety of positions and functions where volunteers are needed. These include: accommodations/hospitality, catering, financial control, grid marshals, photography, race control, registration, sponsorship, timing and scoring, scrutineering (tech inspections) as well as with various aspects of organizing the event. Our ability to run this event is dependent upon having enough volunteers. If you would like to consider being part of the Club Race Team, please contact Event Chair Marc Molzon or Patti Door. The Club Race Committee will be meeting soon. Coming to that meeting will enable prospective volunteers to learn more about what's involved.

Meanwhile, come on out and enjoy our summer events. On August 2nd we'll have our only Saturday DE of the year, immediately followed by the annual DE Party. Also, look for a special announcement about our DE schedule in this issue...we may be able to add another event in September.

August 17th is the annual Summer Picnic and Concours at Springdale Park in Birmingham, MI. Your early sign up to these—and all events—helps the organizers greatly.

We hope you and your family are having a safe and enjoyable summer. Your comments, suggestions and feedback are always welcome.

2015 Board Elections

This fall, the SEM/PCA will be electing four directors.
Per our By Laws, we are currently soliciting nominations for those positions.
These Directors will serve a two-year term, starting in January 2015.



If you, or anyone you know, would like to be a candidate, please send your nominations to:

John Keilly, President SEM/PCA
P.O. Box 5246, Northville, MI 48167
or via e-mail to: johnkeilly@live.com

With thanks from your Board of Directors

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FOR MORE INFORMATION, PLEASE CONTACT:

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SATURDAY, AUGUST 23, 2014

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Hosts:



Gretus and Victoria

**Please register by August 19th.
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RECAP 2014 Porsche Parade Monterey, CA

STORY BY **LEON LEWIS**

PHOTOS BY "LEWI" YONCE

Wow! The 2014 Parade in Monterey is now an amazing memory and in our review mirrors and now onto French Lick, the location picked for next year's Parade! But before we start those plans, I thought we could share our experience in Monterey and our great memories with our fellow SEMPCA members.

Immediately after the Traverse City Parade, where our club had considerable success in the *Concours*, Autocross and overall just a great time being with fellow Porsche enthusiasts, we let our excitement carry over into planning for the Monterey Parade. Carlos Carmona and his wife Veronica, Lewi Yonce and my wife Ileana and I began planning for our trip. Where would we stay? What to do? Most importantly, how do we get the cars 2,500 miles away—do we drive or ship them?

Along the way we recruited two new members to SEMPCA, Tim and Maggie Otto, who after hearing Ileana and I wax poetically about the Parade experience and driving a Porsche in general, were ultimately bitten by the bug and decided to buy a new



A group of 356's at the Parade

991 C4S cabriolet and attend Parade with us. We quickly divided responsibility—Maggie and Ileana would find a house in Carmel-by-the Sea, I would arrange our flights and transportation for our cars. We decided not to drive since two of us were bringing more than one car. I brought one for the *Concours* and another to drive at Mazda Laguna Seca in a HPDE sponsored by the Golden Gate Region. Lewi brought his Turbo to compete in the *Concours* and most importantly, his Cayenne GTS so that we could ride around the Monterey/Carmel area together in style.

We arrived in San Francisco on Friday the 13th, with a full moon to boot, which could have portended something about our future Parade experience. But we were not to be deterred by superstition, so we all set out excited about the experience we would share with friends and fellow car enthusiasts at Parade. We chose to travel from San Francisco to Monterey following the scenic route along the coastal roads.

Hugging some of the most beautiful coastline in the world, State Route 1 runs much of California's length from north to south. As you pass through Pacifica you find yourself traveling a hair's width from the cliff's edge on the Devil's Slide portion of Highway 1. The roadside views of the ocean crashing below, more stunning than anywhere north of Big Sur, will beg for your eye, but since I wasn't driving I didn't need worry about Ileana reminding me to pay attention to the road and so I enjoyed the scenic route.

The route had many signs that it is prone to mudslides and



Lewi Yonce details the wheel of his 997 Turbo in preparation for the Concours

rock-slides, luckily for Ileana; Tim was driving this "treacherous" stretch of highway. Our drive along the coast took us through Half Moon Bay, a rural city famous for its location near the Mavericks big-wave surf area. From there we passed through Santa-Cruz where we got the chance to experience California rush hour traffic. Finally after, about 45 minutes in traffic we were on our way and shortly thereafter arrived in Monterey, where we dined at a restaurant on the bay. We stayed overnight at the Hyatt, the Parade headquarters hotel.

The next day our cars arrived two hours early – I can say Reliable is an appropriate name for the carrier—they provided great service both ways. Our cars were delivered in great condition. We then traveled to our rental house in Carmel-by-the Sea. This house was a spectacular cottage in a natural ravine. The house was said to be on the market for more than \$3 million, we were really lucky to secure this as a rental for the next 10 days.

A few miles south of Monterey, Carmel-by-the-Sea is inviting with its village of shops, galleries, restaurants and cobblestone courtyards, and its white sandy beach. Each day we walked the streets, I ran on the beach and the ladies marveled at the boutiques and anguished and debated over which restaurant to choose for dinner. Carmel had something for all of us. Carlos spent considerable time at a local guitar stores, the owner of one store had a collection of historically significant guitars that were played by rock stars. Carlos has a collection of guitars, so it was nice for him to find this place and potentially find another outlet for his other



Carlos stands proudly next to his highly detailed Boxster

passion. When Carlos was telling us about a Fender he was playing with that cost \$250,000, my thought was that must have been on helluva fender bender! The ladies spent a lot of time shopping at the local boutiques, for which Tim and I created a rule for the ladies—you can buy whatever you can carry yourself! Unfortunately, Ileana, Maggie and Veronica are physically fit and really strong ladies—so our wallets became considerably lighter! Amazing how we men became weak in the knees!

The next day Sunday, we registered for Parade and began the considerable work to prepare our cars for the *Concours* which began bright an early at 5:30 a.m. on Monday. I had planned to register two cars in the *Concours*, a 991 GT3 and my 991 C4S cabriolet. I signed-up the GT3 under my name and the C4S Cab under Ileana's name. However, the GT3 still hasn't been delivered to me, but Porsche provided me with a brand new C4S as a loaner back in March, which I took to Parade to drive in auto-cross and the HPDE at Mazda Laguna Seca. Now, I was contemplating only doing one car for *Concours*, but I had paid for two, so what the hell—I entered the C4S as well. I had fully prepped the Cab before we left, but the Coupe which I had driven in Michigan through snow, salt and rain, wasn't even washed. Last year, Ileana took 1st place in full preparation and I finished second in my full-prep class. Now it appeared that I would probably lose again to my wife! So, undeterred I set-out to clean that car better than it



Lewi's immaculate red Turbo cabriolet displayed at the Concours

left the factory—and it wasn't even my car!

After registration, we all began working together to prep our cars. We were removing wheels, cleaning suspension parts and engine bright work. Even though Tim and Maggie didn't enter the *Concours*, they said they weren't into cleaning cars, but driving them, however they got bit by the spirit of the competition and helped us clean our cars and Tim even bought the beer. Now Ileana, Maggie and Veronica are beautiful Latinas, however, I came up with a new title for them, Porsche Washing Wenches! Or, if they prefer, we can just call them cleaning ladies! Just kidding, they really helped, Veronica and Ileana helped me clean the wheels, Maggie cleaned the glass, and Lewi and I removed wheels sharing his jack and jack-stand. Carlos provided appropriate criticism and we each critiqued our friends' cars in an attempt to uncover issues, so a judge wouldn't the next day. Folks, it wasn't about the cleaning, but being with people who enjoyed each other and the gentle kidding that comes with competition of any kind.

(continued on page 14)



Carlos Carmona puts the final touches on his 1997 Boxster which garnered a 3rd place in Street Class

The next day on Monday we awoke to a typical Monterey morning in June, a little chilly, with a foggy mist typical of Northern California. We were in a hurry to get our cars to the Del Monte Golf Club, which was the site for the *Concours* judging. We had to drive our cars about ½ mile to the course amid the fog that was almost like a light rain. So once we got there, we had a couple of more hours of cleaning time to ready the cars. Now in our rush Lewi and I forgot our placards that are placed in front of the cars, so we had a last minute panic to run back to get the placards. When I returned Ileana informed me that the judges told her our cars were to be among the first to be judged. The evening before, I still wasn't happy with the wheels on the C4S—so I took some advice from Ileana that we had used earlier and used Scrubbing Bubbles bathroom cleaner to remove the most stubborn brake dust—it is the best wheel cleaner ever!

Now the judging started, the judges began with Ileana's car, and it received four perfect scores and only slight demerits for fuzz on the tires and a few blades of grass on the control arm. It scored 297.5 on the first judging. Next they judged two 50th anniversary 991's and then my loaner C4S. The C4S did pretty good, but in the end it lost to Ileana. The C4S finished 2nd in



The famous 956 Porsche driven by Jackie Ickxx and Jochen Mass in the 1980's

the full preparation class with 296.8 points. When the final scores were posted for the 991 full preparation class Ileana finished 1st, I finished 2nd followed by the two 50th anniversary cars.

Next up, was Lewi, who scored 138.5 in street class, I must say that Lewi's car looked spectacular, and his only major demerit was that his car had the Porsche crest wheel centers misaligned. Alas, the points of the shield should be aligned with the valve stem. Without these demerits Lewi would have finished in the top 3 in his class. He finished 8th out of 16 cars.

Carlos was last to be judged and it was hilarious watching him; he has a great video of himself interacting with judges when they were checking his car. One judge said "Carlos, will you please let me judge your car!" Carlos was in a tough class, Street class for the Boxster and Cayman cars ranging in age from 1997-2014. Carlos has one of the oldest, a 1997 Boxster, so he didn't think he stood a chance. To his surprise (I don't know why his car looked great) and mine (considering his antics with the judges), he finished with 139.3 points and third place. He actually scored more



Concours judges inspect Leon and Ileana Lewis' unique 991 C4S cabriolet

points this year than last year when he finished 1st in street class.

Next up was group judging for the full preparation class to determine best in show. Ileana's car was entered into the finals with 12 other class winners. Each winner was allowed 10 minutes for light cleaning before the re-judging. We were optimistic since we were able to remove the fuzz from the tires, and clean the control arms. However, we had a new set of judges. Ileana's car earned 4 perfect scores and for Chassis cleanliness it had its only demerit. The chassis was pristine, however the judge stuck his finger in the pilot hole for each jack pad and not surprisingly, found a gob of lubricating grease, which was the only dirt found. We weren't told who won, but that we were in the running and would find out the next day at the banquet. When we arrived that evening, we saw the scores posted where Ileana's car finished 4th overall out of 12 class winners in the full-prep group competition. The winner, a 2008 Boxster scored 298.5 points, Ileana's car scored 297.5.

At the banquet we had a great dinner, listened to a lot of speakers and finally received our awards. Lewi had his picture taken with Peter Hans Porsche, Ileana received her 1st place trophy for the full preparation class and Carlos received his third place trophy for the street preparation class. Now with respect to the latter, Carlos has a hilarious video shot by Tim Otto of when he received his trophy. The presenter mistakenly gave him the second place



The highly successful ALMS Flying Lizard 911 on display



Patti Door with Chris Martella at the Gilson Motorsports' sponsored party

award. He moved to the picture taking area to display his award with Veronica. Then out came this Porsche representative, who snatched the award from his hands as he displayed it and then gently replaced it with the bronze trophy. That video is like something from Comedy Central.

The next day we drove to Big Sur past some spectacular coast lines and vistas—probably the best drive I can think of if only traffic would clear. We drove past Hurricane Point on the cliff-side road with an eye-popping 600 foot drop into the Pacific. We drove along curves at Ragged Point at elevations approaching 1000 feet! Now we are driving Porsche's latest offerings with all the safety nannies that we hoped would protect us if we dipped into the well of power to deep with our toes and we hoped these nannies would help us avoid dipping end-over-end into the Pacific! And alas, they did, however; Lewi and Carlos who drove with me on two separate trips have another take—Carlos told me to make sure I cleaned my passenger seat! And Lewi grabbed the car door handle so tightly as we rounded Ragged Point that I think he thought it was a rip cord attached to a parachute! All along, Tim was right on my rear-end and the noise of the two Porsche engines wailing was intoxicating. Linking cliff-side corner to corner to straights was great fun. I want to say—I always felt safe, but I was in control. A passenger always has a distinctly different perspective.



Carlos and Veronica Carmona, Ileana and Leon Lewis display their trophies at the awards banquet

On Wednesday, we gave the autocross event a try. In autocross you get four runs and best time wins. Tim and Maggie Otto and I competed, each in a different class. Tim was masterful, finishing 2nd in his group and dropping his time across the 4-runs by nearly 10 seconds! I finished 8th in my group. I was driving the dealer loaner and it was not equipped with sport-plus and the transmission shifted late even with paddles and would almost act like it had turbo lag. I did get a few good runs, however; I was competing with GT3's. My time dropped about 6 seconds across the runs. Maggie was hilarious, she stopped on the course and asked if she going the right direction! She still managed to DNF on her four runs. As Tim said—it was better than finishing dead ass last! Maggie is a real trooper and kudos to her for trying. Tim posted an impressive time of 1:43 for this challenging course. He earned a trophy, but chose not to attend the banquet—as he said; one was enough after the *Concours* banquet that lasted nearly 5 hours!

Now, the best for last, two days and more than 120 laps on the Mazda Laguna Seca Raceway. Lewi and Carlos also did some parade laps in Lewi's Cayenne GTS. I ran in the blue group and Tim Otto ran in the green group. Tim was required to have an instructor for day 1, but was shortly driving by himself after a few



Howard Gilson with Zone 4 representative Michael Soriano

sessions with the instructor. Our goal was to break into the 140's on the track. We both started in a grid of 36 cars, which required us to pass many cars on the track and some we lapped a few times each session. Initially, our times were a slow 2 minutes; then our lap times began to drop, in the end we both cracked into the 140's. I ran a 1.48 and Tim ran a 149.9. For what it's worth most of the instructors running in the red group were running 1.45-1:48 laps.

Mazda Raceway Laguna Seca is an 11-turn, 2.238-mile jewel of a road course. While the track is a favorite of racers and fans worldwide, many focus on one specific section—officially Turns 8 and 8A—or more commonly known as The Corkscrew.

The Corkscrew is a one-of-a-kind turn. Here's what makes the hard-left, hard-right combination so spectacular:

At the apex to Turn 8 (the lefthander and entry to The Corkscrew), the elevation change is a 12 percent drop. By the time the car reaches the apex of Turn 8A (the right-hander), the elevation is at its steepest—an 18 percent drop. The Corkscrew drops 59

(continued on page 16)

feet between the entrance of Turn 8 to the exit of Turn 8A—the equivalent of a 5½ story drop—in only 450 feet of track length. From Turn 8 to Turn 9, the elevation falls 109 feet, or just over 10 stories! Driving the Corkscrew was a hoot. I felt, it was almost instinctive and felt comfortable accelerating through the turn just as the car settled on its rear wheels as it approached the right-hander at 8A. The entry to the Corkscrew is where the real danger lies, since you travel over a blind crest from turn seven and if you brake after the crest you can carry too much speed, and thereby miss the turn-in for the lefthander and tumble end-over-end into the tire wall—see the YouTube video where the F-458 driver missed the turn. Unfortunately, our day two ended a session earlier than planned, as a driver of a brand new Cayman made this same mistake, with the same results. He was taken by ambulance to the hospital, but was ok. His car appears to be ready for the bone-yard since it required a crane to remove it from the track.

For me the hairiest part of the track was the straight—you have a long straight slightly up-hill,—the car approaches 120 mph as you crest the hill, but to minimize lap time you need to stay on the gas, as you then approach turn 1 which is a slight left-right kink in the straight, which then sets-up the braking zone for the double

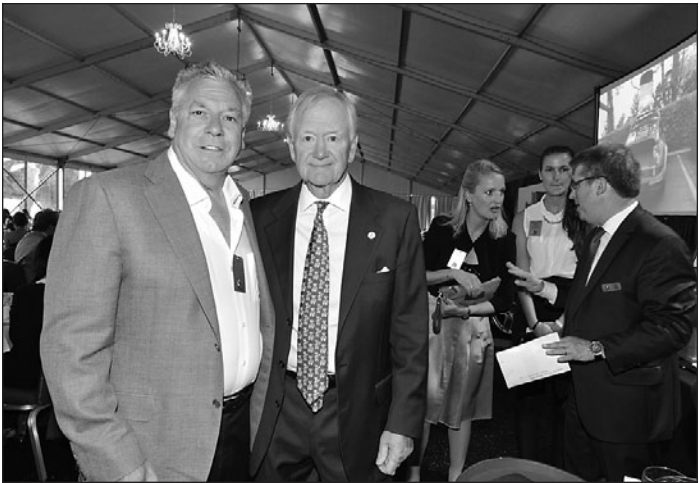


Veronica, Ileana, Leon, new members Tim and Maggie Otto and Carlos at dinner

apex hairpin turn 2. The car’s weight transitions to the steering



PCA attendees dined well throughout the event



Lewi Yonce with Hans Peter Porsche

wheels as you pass over the hill just as you need to steer to the right, and then rapidly apply the brakes, which can make the rear-end feel a little unsettled. As a point about learning, I was slightly ahead of a GT3 RSR for a lap over the crest of the straight, but I could tell he was faster so I pointed him by at Turn 2—this was the best thing I did that day! I followed his line –braking very late in the corners, squaring them off to late-apex and for lesser corners just tapping the brake and carrying maximum momentum through the turn. I stayed within a few car lengths of him for several laps and posted my best times. So as a lesson—if they are faster, let them pass by, watch them closely and learn something! After all these laps Tim’ car and the dealer loaner I was driving were both no worse for the wear and cosmetically unscathed by the experience. But, we were disfigured by the experience because it was nearly impossible to wipe the smiles off our faces, for days!

Now for Carlos and Lewi’s parade lap around the track in the Cayenne, Carlos was driving and was unaware of the Corkscrew and Lewi didn’t tell him. Lewi told me he wanted Carlos to experience the track his own way. Since Carlos was driving Lewi’s car, I would have advised against this strategy. As Carlos approached the turn 8 he said the road just disappeared and he turned left and the truck was so pointedly vertical down- hill he couldn’t see the road! Lewi quickly told him to turn right and Carlos found the



Ileana and Leon enjoying themselves at one of the banquets

track and avoided catastrophe! They made it down the Screw at 50 mph in a Cayenne!

I think I can say for everyone, we had a tremendous time with many great stories to tell and memories to smile about. Tim and I will be making the trek back to Laguna Seca and maybe Thunder Hill to do another event with GGR next year. The or-



Leon at the helm of his C4S cab preparing for a driving tour

ganization of the HPDE was flawless with more than 185 cars stacked in 5 groups.

Thanks also to Patti and Jerry Door, Howard Gilson for hosting the SEMPCA get together at the Hyatt. And thanks to Patti and Jerry for making sure our cars were not towed! That is a story for another issue.



Touring along PCH #1



Carlos Carmona test driving a Fender Telecaster from the 1950’s at Eliot Michaels Rumble Seat Music in Carmel by the Sea. This Particular Guitar belonged at one time to Keith Richards (Rolling Stones). The price on it is just as much as a nice 1950’s 356-A.



Coming down the main straight at Laguna Seca



Tim Otto exiting his new 991 upcon completing his DE run

When is it Old?

STORY BY **TOM FIELTZ**

I think we can all agree that if your car has historic license plates it is an old car. But is date of manufacture the only criteria to consider? For quite a few years I kept standard plates on my 1972 911 as a sort of self denial that I owned an old car. The vintage car plate seemed to convey the stigma of a car that was not useful and could only be driven on special occasions. In fact the criteria to use historic plates is that the car has to be 25 years old and only driven on holidays, special car events and to and from a repair shop. I had rationalized that I needed regular plates so I could drive my car any time I wanted, but when the state changed the license fee from weight-based to original value-based, the fees more than doubled and I had to reconsider. I really did only drive my 911 on special occasions and it was an old car. The historic plate deal of a small fixed fee for a plate that was good for ten years was too good to pass up.

Now our family car fleet has grown to five old cars. The oldest in terms of miles is now our 2003 Ford Explorer with 108,000 miles. The oldest in terms of age is the 1972 Porsche with 68,000 miles. Both vehicles look and perform as though they were far newer due to careful and diligent maintenance. The Porsche was repainted so it actually has the far newest appearance. All of the cars see regular, well somewhat regular, use if you consider that the Porsche makes several visits to Waterford DE events every summer and sits under cover the rest of the year. Familiarity or frequency of use can make a car feel old. The car that is used only a few hundred miles per year is going to feel new longer than the daily driver that gets 20,000 miles per year of use.

The most obvious indicator of being an old car is when the car is superseded by a newer version. As long as the car looks the same in most design elements it essentially can't be told from new. Car manufacturers can keep the basic shape essentially the same for four to six years. But when the body shape changes there is no denying that the previous generation car is old. Every new generation of car adds layers of technology making it a dead giveaway that the previous generation car is no longer new. If your car has no computers, no Bluetooth, no digital displays on the dash, no driver assisted steering and brakes, and not even ABS you can be sure it is an old car. How did old cars even function without that stuff?

The next question is how can you keep a car from getting old? The first objective is to not let the car slip into decay. Wear items need to be maintained. The older a car is the more maintenance it requires to keep it functioning like new. Newer cars have extended service periods and have components that have been engineered for longer life. Items such as tires and batteries and most rubber components in general still have a finite service life that can't be ignored if the car continues to be driven. Appearance items also need to be kept up. The most obvious is that paint nicks and chips need to be repaired before they spread into serious body damage. Once rust has taken hold on bodywork or chassis the slippery slope to being an old car starts. Even simple things like clean upholstery and new floor mats can renew the feel of a car. Oddly enough you will think a car performs like a much younger model when it is clean and well maintained.

The other way to make a car feel new is to add upgrades to the mechanical or appearance bits. Over the life of my 40 year-old 911, it has received regular upgrades even of a minor nature just about each year. This year it was the replacement of all fuel lines. It is not significantly updated to new car specs but incrementally brought up to date to make driving it more entertaining. Bumpers were changed, flares were added to the body, wider wheels and tires were fitted. Other changes were made to shocks, springs and sway bars and even the shift lever and knob. The interior was changed more than once to include special seats. A simple thing like a different steering wheel was changed five times, so far. Finally, the paint had been polished so many times that it was literally worn through and the car got repainted with a modern paint process. Changes that give the car a touch of your own personality make the car new to you. As a caution, changes to the originality of the car can affect the resale values also.

Bottom line is that a car does not have to be old unless you let it be that way. Just like a person allows themselves feel old, it is possible to preserve that feeling of new in your car.



SEMPCA BBQ Party & Tour Sunday, August 23, 2014

Since Victoria and I have been members of the Porsche Club of America we have participated in many events, and now it is time to host one of our own. As far as we know SEMPCA has not had a BBQ Tour & Party, and that is what we would like to do for you, our fellow members.

Besides Bratwurst and Burgers we will have something very special on the Grill...Hanger Steak.

At lot of events take place far away from us and other members that live in the Downriver Area so this is a chance to participate in something close to home.

Our tour will take us through beautiful Grosse Ile, and parks in Trenton and Gibraltar. There might be a stop at the Grosse Ile Airport, but this is not confirmed yet.



Please RSVP by 08/17/2014

Gretus or Victoria Hoogestraat

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SEE THE ANNOUNCEMENT ON PAGE 10

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Ladies Only Drive

Saturday September 13, 2014

That's right, if you've got two X chromosomes and keys to one of Stuttgart's finest exports the SEM/PCA has a whole day of fun lined up for you.

As a show of appreciation for everything you do, the club is offering the annual outing for driving, shopping, dining and friendship at the end of the summer.

We appreciate all you do as leaders, past and present, as well as behind the scenes, to make SEM/PCA the embodiment of what PCA says, "It's not just the cars...it's the people."

If you'd like to ride along rather than drive, just say so!

For details and timing, please, contact event chair Patti Door at 248-207-7617 or by email: pdoor@sbcglobal.net and make your reservation today



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Sunday, September 14, 2014

Please join your fellow enthusiasts in our annual celebration of Dr. Ferry Porsche's birthday. As always, we'll start with a fun road trip, in a car that bears his name, and finish with dinner at an excellent restaurant.

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For reservations, call or email

Event Chair Howard Gilson

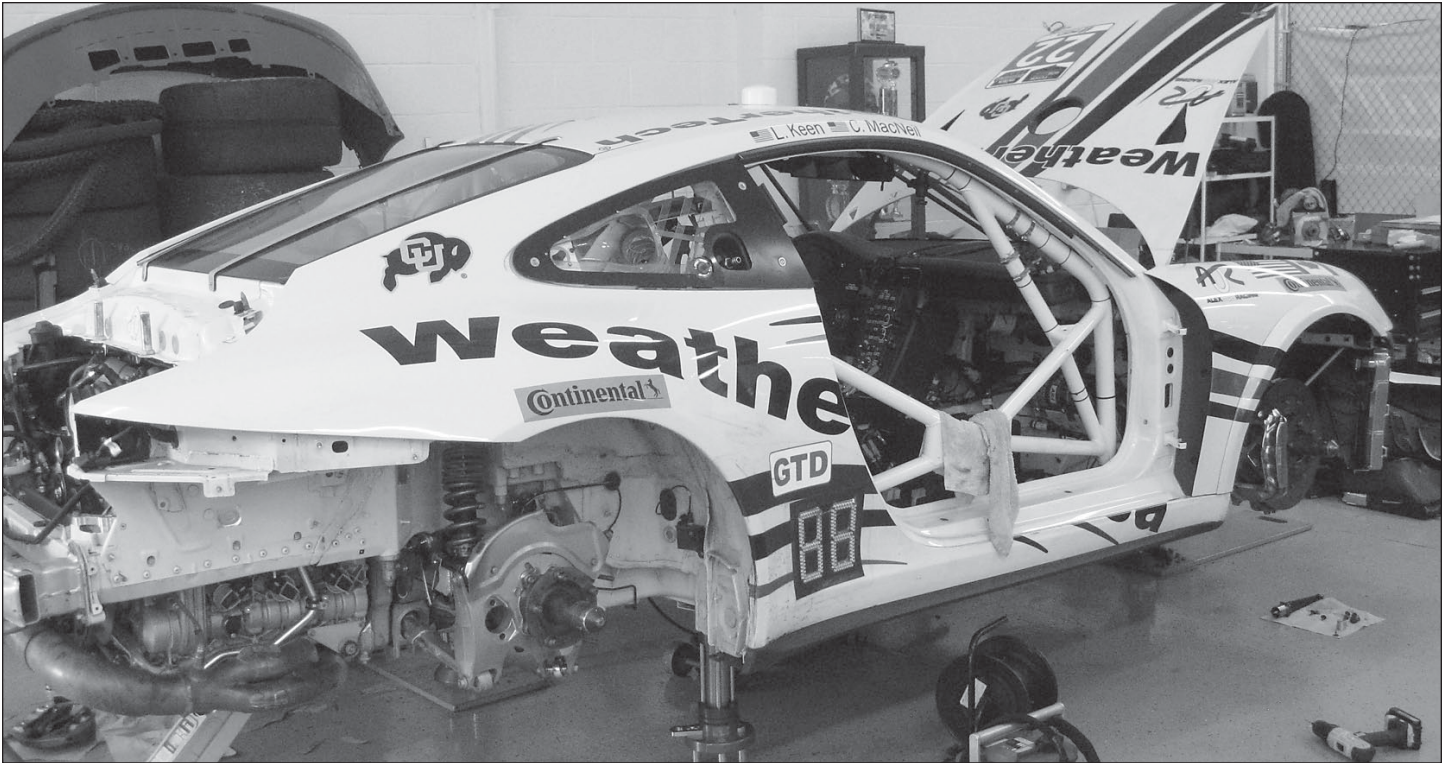
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Alex Job Racing at Gilson Motorsports

STORY & PHOTOS BY MICHAEL COHEN



The #22 Weathertech racer being prepared for Indy

Alex Job Racing is one the the top sports car racing teams in the United States. Formed in 1988 by it's namesake and based in Florida, the team has racked up 70 wins, four driver's championships and three team championships, primarily with Porsches. This year they are campaigning two 911 GT America entries in the GTD class of the Tudor United Sports Car Championship Series, the #22 Weathertech sponsored car, piloted by Cooper McNeil and Leh Keen and the #23 Team Seattle car driven by Mario Farnbacher (Germany) and Ian James.

Curt Ormiston, Gilson Motorsports' lead technician, is the former crew chief for Alex Job Racing. As such, he is still in contact with many of the crew members. After reviewing the race schedule Alex determined that it would be impractical for the team to return to Florida after the Continental Tire Tudor United race in Mosport (Ont) on July 13 to get ready for their upcoming race in Indianapolis on July 27. Enter Gilson Motorsports in Troy, MI.

After the Mosport event where the cars finished 5th and 6th, two huge Alex Job Racing eighteen wheelers arrived at Gilson's where Job and the crew set up shop to prepare the cars for Indy. Each truck which carries a race car, a full set of tools and spares

and a lounge with TV for the drivers and crew, unloaded their wares and assembled in Howard's second room storage area. The crew's job is to basically disassemble each car, replace worn or damaged parts, and make engine and suspension modifications to maximize performance on the Indy road course.

These 911's are not your everyday Porsches. They are basically Porsche Cup race cars equipped with 4.0 liter 470 horsepower racing engines, 6 speed sequential shift transmissions with paddles, lightened body panels, unique wheels, brakes and suspension pieces, full roll cages with safety nets and a full complement of electronic hardware.

Each car has a printed list of tasks to be accomplished taped to its roof. The crew, of up to twelve people per car, methodically attacks the to do list, each specializing in their area of expertise. All of the crew was very friendly and happy to explain their various assignments.

Following are photos of the crew in action which provide a visual explanation of their race prep activities.

MORE PHOTOS PAGES 26-28

SEM/PCA Member Anniversaries - August 2014

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)
43	Thomas & Jane Fielitz	18	Pierre & Camille Gosselin	4	Erik Feinauer
41	Michael & Cathie Mitchell	16	James & James Clarahan	3	Jack & Suzanne Haynes
41	Lane & Marilyn Mally	15	William & Jackie Benes	3	Michael & Ria Luebbeke
40	Wilfred Steinke & Lynn Greene	14	Michael & Claudette George	3	Michael Wilson
39	Norman & Joan Carlson	12	Karen & Larry Kelly	3	Al & Julie Ryden
31	John & Toni Frankowski	11	Robert Fracchia & Denise Erwin	2	David & Kristine Kowalewsky
31	Peter & Peter Schmitt	10	Eric & Jackie Anderson	2	Mike Novak
29	Jerry & Patricia Door	10	Robert Gross & Tony Bahu	2	John Kish
27	Jeffrey & Susan Sadowski	10	Jeffrey Smith	2	Michael & Lindsay Nehra
26	Harry Koontz & Randy Tietz	10	Arnie Tracht & Ryan Tracht	2	John & Frank Agrusa
25	John Babchek Fola Brooks	10	Deon & Donna Middlebrook	2	Dave & John Thornton
24	Charles & Chad Randau	9	John & Janet Borshch	1	David & Tammy Rolling
24	Douglas Holloway & Debra Seffinger	7	Kevin & Michelle Vogler	1	Geri Swarz
23	Roberto & Regina Boffi	7	Terry Hart & Donna Glick	1	Kevin Smith
23	Opal & Kenneth Rimstad	7	Gustav Nerath	1	Matthew Sosin
21	James & Mary Stevens	7	Robert Cleland	1	Howard & Ilene Emmer
21	Edward & Angela Wuerth	6	Tyler & Katey Pell	1	Dave & Craig Rule
19	Doug & Natalia Milligan	5	Christian & Julia Schenke	1	Michael McGrath
19	David Hertzberg	5	George & Joyce Helms	1	Arturo Orozco & Alfonso Orozco

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AJR technician Matt Fitzgerald inspects and cleans the rear suspension of #22



After each race, the transmission is disassembled, refurbished and reassembled



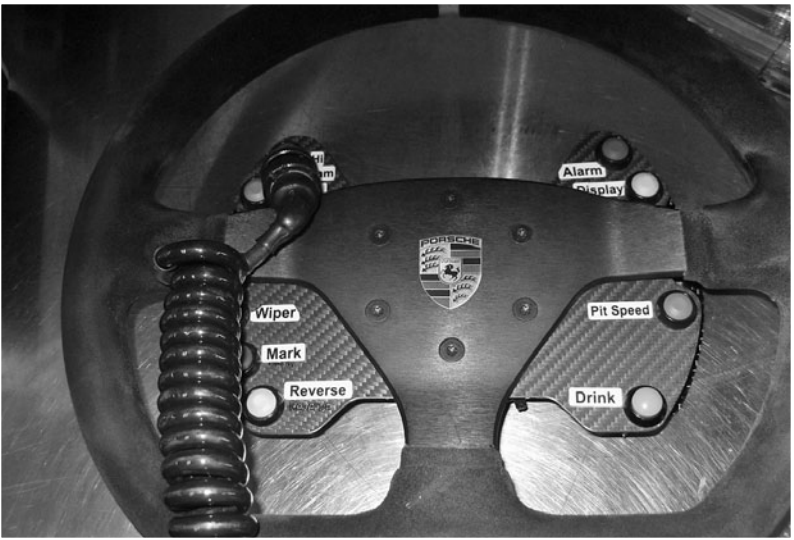
These cars have humungous 6 piston calipers and gigantic rotors



The #23 blue Team Seattle car



This unique piece of equipment located in the transporter is a shock absorber dynamometer. The shock is subjected to stress and turns and then is calibrated for the next race.



Ever wonder what all those buttons are for on a race car steering wheel?



The #22 transporter has two floors. The top is for the race car and the bottom includes every conceivable part needed, shop equipment and a driver and crew lounge.



Gilson Motorsports tech and former AJR crew chief Curt Ormiston



The business office of #22



AJR crew member is filing the rough edges of a fly wheel to make it perfectly balanced and smooth



The crew goes about their tasks in an efficient, methodical way

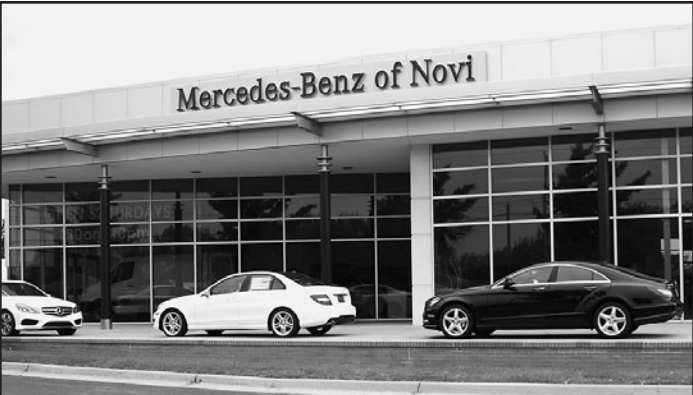


Sometimes ya gotta use a mallet to fix the dang transmission

Index to Advertisers – August 2014

Automark Collision Center	25	Jay's Auto Detailing	35
Autometric Collision	36	Kip Sheward Motorsports	29
Automotive Techniques	31	Mercedes-Benz of Novi	29
Burton Brothers	31	Motor City Auto Spa	25
Cambridge Property and Casualty	19	Munk's Motors	11
Clear Auto Bra	36	Nikolas Motorsports	Back Cover
Copyrite Printing	31	Paul's Auto & Boat Interiors	31
Crossroads Plaza	36	Porsche of Ann Arbor	9
Eitel Dahm Motor Group	20-21	Porsche of Farmington Hills	2
Fred Lavery	39	Viking Insurance	29
Gilson Motorsports	22	Vintage Munk's	33
Hans Auto Electric	35	www.sellyoursportscar.net	33

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SEM CONCOURS AND PICNIC

by Fred Young

"Time flies when you're having fun" is how the saying goes. Hopefully everyone is having a great time this summer. It is hard to believe but the spring tour, progressive dinner, Parade, DE's and a host of other events have already taken place. And "Yes" it is once again time for our summer picnic and concours. Springdale Park at Big Beaver and Woodward on Aug. 17 is the site of the big event. You might almost call it a one day mini Parade. Here is a chance to enjoy fine food from appetizers, main courses and of course desserts. The menu selection is fantastic to say the least. Along with that you get to peruse other members' cars and exchange stories about the latest events.

Participation in the concours is one half of the fun. Trophies this year are sure to delight the winners. There are no bowling trophies this year. After a few road trips, now is once again the time to spiff up your Porsche. Whether you use Blue Coral, Simonize, Mequiar's or whatever, it is time to put on a fresh coat of wax.

The wheels, rubber and glass also count in the judging. Quite frankly, while you are at the task of cleaning your car, you might also want to check the battery, tires, brakes and other related items to insure continued uninterrupted service of your car. Competition is tough but usually more than half of the field goes home a winner. You have a couple of weeks to prepare and show us your "stuff." Are you up to the challenge or are you content being a spectator? Remember that next year's Parade is close to home in French Lick, Indiana. Consider this a prelude to the concours at Parade and get a taste of the competition.

No reservation is needed to enter the concours. However, please call Patti Door or Don Kleist to RSVP for the picnic. (See the ad in this issue) For further information or questions about the concours call: Fred Young (586) 566-3193 or email at frederickyoung@knpanel.com. This is a can't miss event. We certainly want to see you participate.

See announcement on page 6

Get Ready For The Fall Color Tour!

It's hard to believe, but in a few short months the leaves will be turning and it will be time for our annual Fall Color Tour.

Save the date – **October 17th.**

We will be traveling north for a great ride followed by a fun dinner.

More information to come.



SEPTEMBER 11 DE?

*We are attempting to schedule
an additional DE at
Waterford Hills raceway.
Stay tuned for further information.*



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E-Mail _____

Region Destination Preferred _____

*Some regions also require additional membership fees/application 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

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Region Officer Name _____

Region Date _____

Member Demographics

Birth Date _____

Occupation _____

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Names & Ages of Children _____

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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 release 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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FOR SALE. 2002 PORSCHE CARRERA CABRIOLET: Seal gray, black top, gray leather. Excellent condition. 6 speed manual, 18" Porsche sport wheels. Clean Carfax, recently serviced, service records available. IMS bearing and clutch recently replaced. New rear tires. 44,000 miles.\$28,900. Contact Michael Cohen at michael@sellyoursportscar.net or 248-227-8604. (6/14)

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FOR SALE: GT3 SPORT SEATS; OEM, Recaro Sport Seats in Black Leather (2). Used in very good condition—no rips or tears: \$2,500.00, offer. Jim Christopher: 810 217 1280 or jtchristopher@comcast.net (6/14)

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car lowering, Bilstein 944 turbo cup shocks and 600#springs and coil over rears, great handling car!! 30mm front sway bars, 17mm rear, front adjustable Gound Control camber plates, wheels with the car are Porsche turbo twists 10X18(4) 7X18(2) with Hoosier R compound tires (running square set up on the track, awesome!), Porsche wheels 17X7(2) 17X10(2) on car with worn out Dunlop street tires, wheels (bbs look)17X7 (2) 17X10(2) with new street tires for rain, Blaupunkt CD player with great sound, Power windows, power mirrors, cruise, rear defrost. Very fast, fun to drive, GT3 competitor for a quarter the price. Still can drive on the street to the track or just fun on the back roads. Call Marc Molzon home 248 623-0581 cell 248 882-1759 (6/14)

FOR SALE: 2000 PORSCHE 911 (996) CARRERA 4. This arctic silver 2000 996 Carrera 4 Coupe has a factory aero kit, all wheel drive, supple leather heated seats w/ memory, carbon fiber trimmed interior, Fabspeed Maxflow exhaust and upgraded ECU, Pioneer stereo with Sirius Radio, Navigation and iPod interface, Ultrasuede Headliner, alarm, radar detector and 18" Porsche Sport Classic Wheels. This car has all of its service records as well as a new engine installed 64,055 miles due to the Intermediate Shaft Bearing failure common on early 996s and Boxsters. The new engine has the Porsche redesigned Intermediate Shaft Bearing so you can drive this car with confidence! The rear tires are new while the fronts have approx. 50% of the tread.Asking \$28,500. Contact Matt Fenster email matt@sellyoursportscar.net or 248-496-3004 (7/14)

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FOR SALE: SET OF STAGGERED CARRERA S WHEELS: Lobster fork, 19 inch wheels in silver. 2 – 19 x 8 inch (offset 57). 2 – 19 x 11 inch (offset 67). Excellent condition includes Porsche center caps. \$1,100 or best offer. Contact Patrick at 248-931-7333 or mobeansinc@aol.com

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OBITUARY

Dennis Szeremet

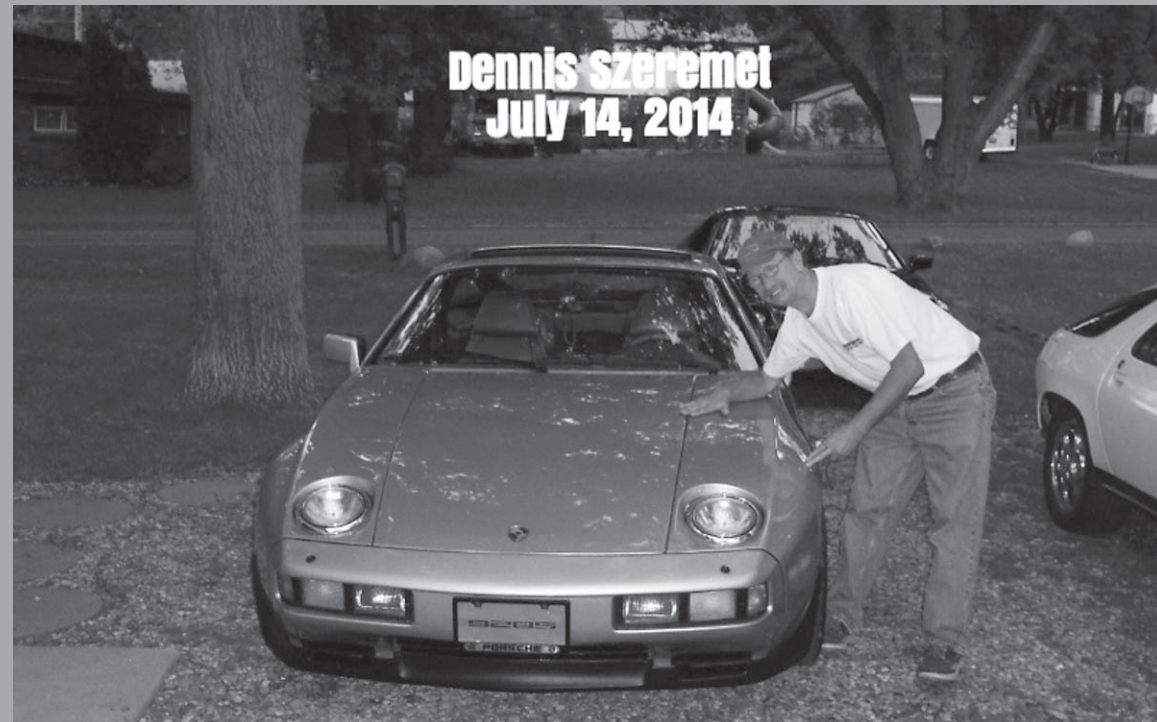
After a long up and down battle with cancer, Dennis Szeremet passed away Monday, July 14, 2014. If you don't know who Dennis was, Dennis was instrumental in bringing many of us 928 owners together. He was one of the most passionate 928 owners there ever was or will be.

Dennis had a very rare 1982 Porsche 928 Weissach Edition complete with matching luggage. If you let him talk you into it, it also had a matching jacket, cowboy boots, boat shoes, belt, wallet and anything else he could find that shared the signature two-tone leather color scheme that was unique to the Weissach Edition of the 928. Dennis always had the cleanest 928, but what made him an advocate for 928 ownership was that he was not afraid to drive it.

Dennis took his role as "Den Mother" of the Detroit 928 crew seriously. He was passionate about 928 ownership and always looked to get more people involved. As a front-end loader operator in Detroit, he shared stories of chasing other 928s down with his loader so he could give them a flyer about the 928 Owner's Club. He was 928 crazy. Even his front-end loader was a "CAT 928."

Dennis was always one to help other owners too. He wanted them to remain a 928 owner for life. He got them involved in events and made sure everyone knew about the monthly beer night.

He leaves a big hole in the Porsche community and an even bigger hole in the 928 community. But of all the things we all lose with his passing, it is his friendship that we will miss the most.



SEM Board Minutes (7/10/14) by L. Dunham

In attendance: Board Members: John Keilly, Michael Cohen, Howard Gilson, Patti Door, Fred Young, Gretus Hoogestraat, Lanita Dunham, Treasurer, Leo Wanstreet & member, Chris Braden.

Call to Order: 7 p.m. by President John Keilly

Minutes: June 4, approved

Membership: 596 on roster.

Financial: Review of printed report, approved.

Insurance: Need for next track event and progressive dinner.

P-4: July issue out early, lost one advertiser - Ameriprise

Old Business:

June 8 Family Day: Had 15 members attended, two of which were new members.

July 19 Progressive Dinner: Cost is to be \$40 per person. Carlos Carmona is taking reservations and asks members to bring a dessert.

Aug. 2 DE: Signing up entrants. DE Party to follow. Party fund of \$500 was approved.

Aug. 17 Picnic: Patti is taking reservations and food donations to be brought. Fred has the trophies ready.

Aug. 23 Downriver Tour & BBQ: Will have a tour of Grosse Ile and dinner at Hoogestraat's home. Call to RSVP.

Sept. 11 Saturday DE: New to calendar.

Sept. 23 Ladies only Drive: Will again visit the Milford area for lunch and shopping, after and easy driving tour.

Sept. 14 Drive Your Porsche Day: Howard is putting a plan together for a fun drive and good food.

Sept. 22-Oct. 2 Germany Trip: Fred has continued to hone the plans and has reduced the cost.

Oct. 12 Motor City Auto Spa: Chris Braden will arrange for this event.

Nov. 5 Board meeting and 2015 Calendar planning: Will be held at John Keilly's home for board members, officers and chairman. Dinner at 6 p.m.

Nov. 14 Membership Dinner w/speaker: Dave Miller will be asked to host and plan.

Dec. 6 Holiday Party: Will be held at Orchard Lake Country Club, charity to be Jo Brighton Foundation. Patti asks that members start thinking about auction items.

Elections: We are now taking names of members who wish to run for a board seat.

Web site: Site is upgraded continuously and problems resolved.

Goodie Store: Victoria has asked the board for a clothes rack and signage and this was approved.

Event reports: None needed.

New Business:

Reminder of St. John's Fri. night Autobahn Night car event.

A club race meeting will be held at Patti's. Date to be determined.

Aug 6 Board Meeting: Location and host yet to be determined

Adjourned 8:50 p.m.

Submitted by Lanita Dunham, secretary

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ASK THE Master Cylinder

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

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



BY **CHRIS BRADEN**, TECHNICAL EDITOR

Q: My 1987 Carrera Targa was running just fine and then one morning it would not start. I went on line and learned about the possibility of a failed DME relay, fuel pump relay, fuel pump, computer and so on. I ordered in some parts. I plugged in the DME relay and nothing happened. I then tried the fuel pump relay but when I pulled it out, the female terminal pulled out with the relay! Naturally I got excited and figured that I found it but when I jumped direct power to the fuel pump, the car still would not start. When I ordered I got Uro brand parts. What do you know about them and what should I do next. —Steve

A: It sounds like you picked all the “low hanging fruit” so you were on the right track. The DME relay is a good bet and you are wise to have a spare even though it did not fix the problem. Now that you know about the plug for the fuel pump, you can order that from Porsche and you might be surprised at how proud they are of that part. It is not cheap! To replace it you must splice it in.

This requires some expertise, so if you are not good with soldering or solderless terminals, leave it for a pro. That still might not get your car started. The next test is for spark and for that you have to be careful. The system can stop your heart if you do not take precautions. This too should probably be left to a pro. Things that I have seen which will stop your car cold include a failed temp sensor ground circuit caused by age and corrosion. If your car still has a “single terminal temp sensor,” replace it. If it already has been replaced, do not worry about it.

The next test I would perform would involve the crankshaft speed and reference sensors. That test requires an oscilloscope since simple resistance tests of those sensors yields far too little information. With a scope test of the sensors you should see a strong and consistent signal from both sensors. If one or the other fails, they often do on starting rather than running. Perhaps an engineer can explain this to me, but my theory is that during starting available voltage (11 to 12 volts) is lower than charging voltage (13.8 to 14.2). Finally, if the scope test of the sensors passes both, you could have a problem with the DME which is located under your seat.

Since you have a Targa, is it possible that it got wet? I know it may sound crazy but I know of one car that was left out in the rain and ended up with two inches of water on the floor. It wouldn't start! After disconnecting the battery, removing the DME, removing the circuit board and drying it out with a hair dryer, the car started and ran! So if you think you have a bad DME there are a few options. Do you have a friend who owns a similar generation car as yours? If so, try your DME in his car and see if the problem follows the DME. If it does, Bingo! If it does not, then you will need to have it flat bedded to the expert of your choice.

As far as the Uro branded parts, most of them are made in China and I do not recommend Chinese parts for German cars. Now, having stated my general philosophy, several German companies are now sourcing their parts from China such as the original manufacturer of the fuel pump relays. Still, I would prefer German. Interestingly, the DME relays which are from an OEM manufacturer come from Hungary and many of the OEM parts from Porsche are sourced from many European countries other than Germany. —MC

Q: My 2003 Carrera Cabrio sunvisor fell off the car while I was loading groceries into the back seat. I cannot see how it attaches or what holds it in place. —Mike

A: The visor fits into the latch bracket on the header bow and to figure out what happened, you will have to remove the bracket. It is held in place by two allen bolts which are secured by Loctite. When you remove them, be very careful not to tilt the bracket because you will find the clips, washer and spring sitting inside the bracket if you are lucky.

Once you have all the pieces you will notice that the clips were deformed when you knocked the visor off. These can sometimes be straightened and re-used but be careful. They are brittle and easy to lose. Once you have straightened them, you can hold the visor arm in a vise and place the bracket onto the arm then assemble the spring, washer and clips by pushing down on the clips with a 6mm socket. Following the reassembly, remember to reapply Loctite to the threads of those two bolts. Screw them back in, torque them down and you are all set. —MC

Q: Last month you mentioned air brush touch up but you did not tell us who can do it. —Bill

A: A club member, Bill Kreager, has been doing custom painting and air brush as a hobby for many years. Now that he is retired, he is taking on more of this kind of work and he is very good at it. I know of another source but to get that name you will have to contact me since that individual has a day job and cannot take calls. —MC

Q: My 1978 928 is driving me nuts! It has been unreliable and I have really had a tough time getting someone to work on it who knows what to do. It starts then dies and it does this repeatedly. I took it to a local mechanic who I trust and he is pretty good but when I got it back, it was no better than when I took it in. When I can manage to get it started and running, it will go about two or three miles then performance deteriorates, it misfires and sometimes stalls and won't restart until it cools off. I don't know how it could have even been test driven. —Bill

A: Mid-70s cars with Bosch K-Jetronic fuel injection can be challenging, especially since that technology originated in the 50's. To find someone who can diagnose it, you have to find a shop that was in business when these cars were new. The next criteria should be that they have techs that were trained by Bosch to service these cars. That part is tough since the majority of techs that I know who can diagnose these cars are retired! Finally, ask around and see who has done work for other club members. Diagnosing an old car is like peeling the layers of an onion. You just start at the outside and work your way in. If you have ever peeled an onion you know that you should expect some tears. As far as test driving the car, the shop that you choose should be unafraid to drive your car long enough to be utterly certain that the car will be reliable—20 to 100 miles should be expected. —MC

Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

I have been to many Parades since joining PCA, and they are always event filled weeks with more activities to attend than time, so I didn't know what to expect this year. The 59th annual Parade was held in Monterey, California, from June 15-21. It was the largest Parade (to date) with close to 2400 people in attendance.

While Parade officially begins with the Welcome Party on Sunday, I flew in on Thursday since our meetings began Friday and continued through Sunday evening, with additional meetings throughout the week. As a matter of fact, there were a few days that I got up at 4:30 a.m. and was in meetings until 6 p.m.

Between the meetings I was able to find some time to be outside and to explore the area. On Monday I served as a Concours Judge for one of the largest Parade Concours ever. As a rookie judge I wanted to work closely with someone I knew and trusted. So I was happy when PCA Vice President Caren Cooper invited me to be part of her team. I went on the Canepa Driving Tour which visited Bruce Canepa's 70,000 sq. ft. facility that houses a showroom, restoration facility, and motorsports museum featuring a collection of very significant and notable Porsches. I was also able to travel to San Simeon to spend part of a day exploring Hearst Castle, and returned to Monterey along the beautiful and scenic Pacific Coast Highway with its unique blend of winding seaside vistas and towering redwoods, providing the opportunity to travel through Big Sur. I was even able to take part in the Parade Laps on Laguna Seca. In addition, Lisa and I participated in one of the largest Gimmick Rallies in Parade history, and were very pleased to take 3rd place.

Thursday evening we hosted the Zone 4 Party, which was well attended and enjoyed by everyone. A huge thanks to Howard Gilson of Gilson Motorsports for sponsoring the event. A group from next year's Parade site was invited to and attended our zone party. The group including French Lick and West Baden Resorts' VP of Operations, VP of Finance, and Conference Services Manager met with many Zone 4 members to help begin promoting next year's Parade which is close to home in French Lick, Indiana. They are working very hard to make the 60th Porsche Parade, June 21-27, 2015, the best one yet. So be sure to plan to attend.

As we continue to enjoy our very busy driving season, there are a number of wonderful events being offered throughout the

Zone. Please remember to check your region newsletters, websites, and emails as well as the Zone 4 website for the most up to date list of events available to you. I hope you will expand your horizons and travel to some of the outstanding events being held throughout Zone 4.

Please consider attending other regions' events, such as:

- **Michiana Region** is hosting an Autocross on August 2 at Tire Rack
- On August 2 **Western Michigan Region** members are attending the Red Barn Spectacular
- **Allegheny and Eastern Buckeye Regions** are holding a DE and Autocross on August 9 & 10 at Pitt Race
- August 16 is **Motor-Stadt Region's** Ice Cream Run
- **Ohio Valley Region's** Hare and Hound Rally is August 16
- The **Southeast Michigan Region** Concours and Picnic in Troy is August 17
- August 19 is a **Rally Sport Region** Waterford Hills DE day
- **Central Indiana Region's** Carmel Artomobilia Car Show is August 23
- August 23 is **Mid-Ohio Region's** Drive and Dine to Mott's Military Museum
- The 3rd Annual **Northern Ohio Region** Rib Off and Social is August 23
- **Maumee Valley Region's** annual drive and brunch at Mon Ami Winery is August 24

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

Thanks,
Michael

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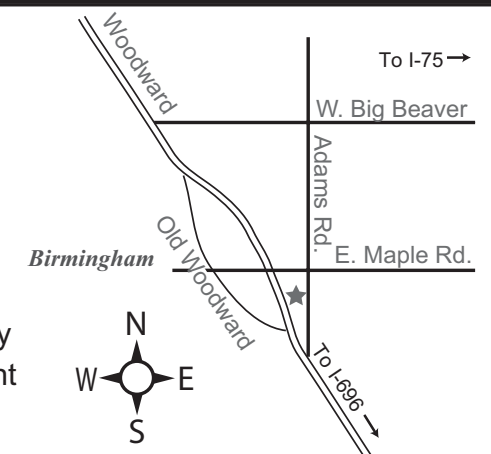
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