



INSIDE



6

*SEM/PCA
Ski Outing to
Pine Knob is
January 18*



8

*P4 Managing Editor
Michael Cohen
is Enthusiast of
the Year*

- 10** *Holiday Party/Silent Auction raises over \$2,000*
- 18** *61 cars, 110 members take the Fall Color Tour*
- 24** *General Membership Dinner draws record crowd*
- 28** *A Tale of the Dragon - by Mark Vander Eyk*
- 31** *Tour of Lingenfelter Collection coming in February*
- 32** *Has TV Killed Racing? - by Tom Fielitz*
- 33** *In the Shark Tank*
- 35** *Tech Session at Gilson Motorsports is March 22*
- 35** *Event Signups Moving to the Web*
- 36** *My Week at the F1 Grand Prix in TX - by Jack Haynes*
- 39** *Interested in a Trip to Germany?*
- 40** *Ask the Master Cylinder*



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Board members are elected by the membership.

They may also hold other offices in the club.

CONTENTS

Directors & Other Officers3
Porsche Calendar.....4
Editorially Speaking5
Ski with SEM/PCA on January 18th6
Start Me Up!7
Enthusiast of the Year8
Index to Advertisers.....9
Holiday Party Raises \$2000!10
Results of 2013 Board Election.....16
Win A Prize!16
Fall Color Tour: 61 cars/110 people!.....18
January/February Anniversaries21
General Membership Dinner24
The Place for Porsches & Parts25
A Tale of the Dragon28
Tour of Lingenfelter Collection.....31
Has TV Killed Racing32
In the Shark Tank.....33
Gilson MotorSports Hosts Tech Session on March 22nd.....35
Event Sign Up Via Clubregistration.net.....35
Weekend at the F1 Grand Prix.....36
Interested in Taking a Trip to Germany?39
Ask the Master Cylinder40
Board Minutes42

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ON THE COVER: P4 Managing Editor Michael Cohen and his wife Janice just after Michael was named Enthusiast of the Year by the Past presidents. Photo by Robert “Louie” Yonce

Editorially Speaking



BY MICHAEL COHEN

As I write this, a great Holiday Party has concluded and we have just completed another year of SEM/PCA events. 2013 was a successful year—our membership increased resulting in larger attendance and participation in almost all of our events, and as important, a lot of new members became more involved.

In addition to the traditional favorites, we offered some new programs including the Street Survival School in May and the New Members gathering at Kip Sheward’s high line car dealership in October. Our President, John Keilly feels that the Street Survival School is one of the most important events that the club has ever run. Basically, we offered teenage drivers hands on experience in defensive driving, utilizing a skid pad, a braking test area, accident avoidance maneuvers and an autocross course. Our participants, some apprehensive initially, thoroughly enjoyed their day, and all felt they came away as better drivers. Based on the success of this year’s event, we plan to offer Street Survival School again this coming May. Thanks to Don Kleist for arranging this event along with sponsors Porsche Cars North America, BMW and Tire Rack.

Additionally, the P4 is on a sound financial footing, in part due to new sponsors *Pasquale’s Restaurant*, *Kip Sheward MotorSports*, John Kish, financial advisor for *Ameriprise Financial*, Eric Wheeler, sales representative from *Mercedes Benz of Novi* and, new for this issue, *Cambridge Property and Casualty*. To all of our advertisers, a big Thank You!

2014 will build on this positive, upward track. The economy continues to improve, PCNA sales are at an all time high and your highly motivated Board of Directors has lots of great things planned. By the way, congratulations to Gretus Hoogestraat, our newest board member and to his wife, Victoria Wade, who will be taking over the Goodie Store.

Some of our new events will be Ski Pine Knob on January 18 chaired by Marc Molzon, a tour of the Lingenfelter car collection chaired by Dave Miller and a tour of the Ford Model T Piquette Avenue Assembly Plant on May 12 chaired by Fred Young. There will be other announcements as we progress through the year.

In this issue of the P4, we have some especially interesting stories for your reading enjoyment. Mark Vander Eyk tells us about his drive through the 318 curves and 11 miles of U.S. route 129, known as the Tail of the Dragon. New contributor, Jack Haynes recounts his trip to the Circuit of the Americas in Austin, TX to witness the Formula 1 Grand Prix this past November. Both will win a prize donated by the Goodie Store for their excellent stories. Other articles of interest are Tom Fielitz’ well thought out “Has TV Killed Racing” and 928 expert Andrew Olson’s latest episode,

tongue in cheek entitled “Can Your Rod Really Be Too Big?”

Last but not least, I am proud and honored to be chosen 2013 Enthusiast of the Year by our past presidents. When I retired from the retail car business in 2010, people asked me what I was going to do with all my free time. My answer was “Get more involved with the Porsche Club.” Shortly after I wrote my first article for the P4, I saw that John Keilly was looking for an associate editor for the magazine. This sounded right up my alley and John gratefully hired me on the spot. I started to attend board meetings to better understand the club’s activities and eventually got elected to the board and then became Managing Editor of the P4. I have also volunteered at the Waterford Hills DE’s and Roar on the Shore club races at Gingerman, as well as helping out at many other events. It has all been great fun and personally rewarding. As my mentor John Keilly says “Use of the corporate jet is a great perk.” Based on my experience, I would strongly suggest that anyone interested in getting more involved, speak with one of the board members. We welcome everyone’s participation and I promise you will thoroughly enjoy the experience.

2014 SEM/PCA CALENDAR

JANUARY

- 2 Board Meeting
- 18 Ski Pine Knob

FEBRUARY

- 5 Board Meeting
- TBD Lingenfelter Charity Tour

MARCH

- 5 Board Meeting
- 22 Gilson Motorsports tech session

APRIL

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

MAY

- 7 Board Meeting
- 10 HPDE Waterford Hills (Saturday)
- TBD Devil’s in the Details-Munks
- 17 Street Survival School
- 24 Spring Tour

JUNE

- 4 Board Meeting
- 12 HPDE Waterford Hills
- TBD Waterford Hills Family Day

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 January Board meeting will be held on Thursday January 2 at Porsche of the Motor City. The February Board meeting will be held on February 5 at Gilson Motorsports

WE NEED YOU

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JAN
2014



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Start Me Up!



BY JOHN KEILLY

The Romans named the month of January to honor Janus, their god of beginnings and transitions, who looks to the future and to the past. So it is with this issue.

We look back on several highly successful events at the end of 2013. These include the Fall Color Tour, General Membership Dinner and Holiday Party. All of these events drew record participation. Thank you to all who participated and ran these events.

Thank you also to all who donated or bought items in the recent Silent Auction at the Holiday Party. Because of your generosity we will be donating more than \$2,000.00 to the Jo Brighton Special Olympics Program, right here in southeast Michigan. That will make a significant difference to this small local charitable organization. To learn more, please see the story about the Holiday Party on page 10.

OK, on to 2014. Please have a look at the Porsche Calendar for next year on page 4 and make a note of the events in which you'd like to participate. Better yet, let any Board Member know where you'd like to become more involved. We can always use more help and you would be warmly welcomed.

The P4 must be doing something right, because our Managing Editor, Michael Cohen was recently named Enthusiast of the Year. As someone who works with Michael regularly in the production of this fine magazine, on committees and at track events, I can fully appreciate why the past presidents selected him.

The P4 is still in need of an Associate Editor. Please give serious consideration to taking on this role. You'll have plenty of help and it will enhance your enjoyment of the Club.

Similarly, while we have signed some new advertisers of late, we could do much better if we had someone to spend time on advertising sales exclusively. Porsche owners tend to be affluent people who lead active lifestyles and pursue a wide variety of interests. Access to our members should be attractive to a wide

variety of businesses—not just the already well represented automotive ones.

For 2014 we welcome a new Board Member, Gretus Hoogestraat and thank all those who ran in the 2013 election. It generated a record number of ballots. That level of member involvement is gratifying. Gretus has already taken on the roles of Charities Chair and Associate Webmaster. Dave Miller and Erik Ohrnberger respectively are helping Gretus transition into these roles.

Starting in 2014, we will be soliciting sign ups via the website www.Clubregistration.net for all of our events. Currently, this site is

used for DE and the Club Race. It is quick and convenient and enables event organizers to more accurately gauge participation. Our long term goal is to move registration for all SEM/ PCA events—track, touring, tech and social—to www.Clubregistration.net. For more information, please see page 35.

Would you be interested in an escorted/guided trip to Germany in the fall of 2014? It would include visits to Porsche A.G., the Porsche, Mercedes and BMW museums and other

interesting sights. Please see the ad on page 39; at this time, we just need to know if enough people are interested before we can proceed with planning.

Our year end issue was well received. We had numerous favorable comments on the story about Porsche enthusiast Captain Daniel Grieco, USN. Subsequently, he reminded me that his DE instructing has been put on hold for a while. As you can imagine, commanding the aircraft carrier USS Theodore Roosevelt is a more than full time job. His thoughtful note in response to our story appears on page 41 of this issue.

Never miss an opportunity to thank a member or veteran of our armed forces for their service to this country. Their sacrifices protect our lives, our families and our freedom.

Happy New Year everyone!



Captain Daniel Grieco, USN enjoys his Boxster and his 944 when his commitment to the Navy permits

ENTHUSIAST OF THE YEAR

Michael Cohen

STORY BY JOHN KEILLY

While a Papal Conclave to elect a pope is a rare event, each year the Past Presidents of SEM/PCA gather to name a deserving person Enthusiast of the Year. Evidently this happens in someplace other than the Sistine Chapel, which is unavailable...just like that jet that Michael refers to on page 3! With considerably less pomp and circumstance, they make their selection. Instead of sending white smoke up some ceremonial chimney, they make their announcement at the Holiday Party.

This year, their choice was my good friend, P4 Managing Editor Michael Cohen. No one was happier than me to see Michael so honored. He is an enthusiastic and tireless worker. Each month he leads the process of organizing the issue, writing and editing articles and photos. As our mutual friend Roger DeLiso at Copyrite Printing says, "Of course most of the editor's time is spent not on editing or writing, but chasing content!" Michael gives chase with enthusiasm, skill and persuasive charm. No one wants to disappoint him!

In retrospect, Michael and I were destined to work together. We both grew up on the east coast and were both bitten by the sports car bug at an early age. Porsche was racing at nearby tracks like Lime Rock in CT, Watkins Glen in NY and Mosport Park in Can-

ada. If you were really lucky, you saw—and heard—those iconic 917Ks in the early days of "flying close to the road."

Michael was (and remains) smarter than me. His first sports cars were British...a Triumph TR3A and an MGB. With electrics by the Prince of Darkness, Joseph Lucas, yes, these cars had a well deserved reputation for problems. Still, they were a better choice than my 1971 Fiat 124 Sport Spyder. Confession: It was as close as I could get (afford) to the Alfa Romeo Spider Veloce that Dustin Hoffman drove in one of the iconic movies of our youth, The Graduate. "Plastics," anyone?

My Fiat was "completely consumed" at only 35,000 miles, so in 1974 I switched to Detroit Iron for the next 30 years. During my time at Ford most of the cars I drove had the sex appeal of a washing machine. The bean counters held sway...and it showed.

But at least they ran, reliably, which was all too often beyond the pale of that 124.

Meanwhile, Michael also spent time working in Detroit, first for Ford, then AMC. Later he switched from the "factory" side of the business to the retail side, managing several new car dealerships. However, after his experience with British car "quality" he had the good sense to acquire a 1990 Mazda Miata followed by three Porsches. He joined SEMPCA in 1998.

I first "noticed" Michael via the excellent stories he submitted for the P4. When he subsequently indicated an interest in becoming involved in the magazine, I leaped at the opportunity. We have

been friends and colleagues ever since and the magazine has become better because of Michael's influence and work. He took on the daunting task of moving it to the current larger format. That had been only a "pipe dream" since 2007, but until Michael came along, there was never enough time to make it happen. He continues to look at the P4 with a critical eye and to make improvements small and large. His lovely wife Janice regularly helps with the editing of our work, as does my wife Catherine.

Michael was a natural and unanimous choice for the Board when an unanticipated vacancy occurred. He has since been re-elected several times.

Not content to limit himself to the reporting side, Michael has been a frequent volunteer at our DE events and at the Club Race. Perhaps because of our east coast/sports car upbringing, we both enjoy that opportunity to get close to "serious" Porsche race cars. He has also served on the Club Race, Membership and Election Committees. Michael regularly attends Club events and has helped to run several of them, most recently the General Membership Meeting.

The Past Presidents are a tremendous asset to our Club. Their experience, advice and counsel and their ongoing involvement in many ways makes SEM/PCA better, stronger and better run. They have done us all a great service by naming Michael Cohen 2013 Enthusiast of the Year. Congratulations my friend! You are a great asset to the Club.



Index to Advertisers – January/February 2014

Auto Mark Collision	21	Kip Sheward Motorsports	9
Autometric Collision	11	Motor City Auto Spa	13
Automotive Techniques	13	Munk's Motors.	17
Burton Brothers Construction	13	Nikolas Motorsport	Back Cover
Cambridge Property & Casualty	38	Pasquale's Restaurant	29
Clear Auto Bra	11	Paul's Auto & Boat Interiors.	13
Copyrite Printing	13	Porsche of Ann Arbor	15
Cross Roads Plaza.	11	Porsche of Farmington Hills	2
Eric Wheeler/Mercedes of Novi.	9	Porsche of the Motor City/EDMG. ...	22
Fred Lavery Porsche	43	SellYourSportsCar.net	25
Gilson MotorSports.	27	Speed Industry	9
Ameriprise Financial/John Kish ...	29	Vintage Munk's	25

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Holiday Party & Silent Auction

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Special Olympics Program

STORY BY: **JOHN KEILLY**

PHOTOS BY: GRETUS HOOGESTRAAT, JOHN KEILLY & LOUIE YONCE



Vicki Feeley, Gretchen & Erhard Dahm, Pat Feeley and John Keilly

Our Club's annual Holiday Party is always an enjoyable evening of socializing with fellow enthusiasts and this year was no exception. It was held at The Garage Restaurant in Northville. Yes, the building began life as a service station or "garage" as some would say. Later it was a garden and home décor store. In November 2012 the transformation to a trendy, up-scale restaurant was complete. The automotive theme is retained and the food and service are consistently excellent. Catherine and I chose this restaurant based on our personal experience and the recommendations of two friends (including a Club member).

Working with Banquet Manager Kathleen Stempel was a pleasure. She "inspires confidence" with her approach and brings to bear her extensive experience and pride in the work of her team. Kathleen and Catherine Keilly combined their talents to provide some special table decorations.

The menu offered choices and flexibility. Feedback indicated our members enjoyed the evening.

We sized the room for 70 people, based on attendance over the last five years, which ran in the 50–60 range. With only an

announcement in the P4 and a single e-mail "blast" we were sold out by December 1st! Some last minute changes enabled us to accommodate all but a few late comers.

Special guests included Peter and Lori Mauthe—who's Dad is former Porsche A.G. CEO Peter Schutz—and Erhard and Gretchen Dahm, the first Porsche dealer in metro Detroit.

Patti & Jerry Door led the charge to ensure that our Silent Auction would be a success. Following the tragic accident that claimed the life of 16 year old Miles Smith this past summer, we have adopted the Jo Brighton Special Olympics Program as our charity. Miles was active in the program, which is based right here in southeast Michigan. His parents—Gretus Hoogestraat and Victoria Wade—remain active in the Club.

All four Porsche dealers as well as many other businesses and individuals generously donated items to the Auction. In total, over \$ 2,000 was raised. We can all take pride in knowing that this amount will make a noticeable difference to a small local program. Thank you to all our donors and to those who bid so generously.

(continued on page 12)



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Holiday Party

(continued from page 10)



Peter & Lori Mauthe



Bruce Gearns and guest
with Nancy Richardson



Jim and Laurie Williams with
Fred and Kathy Young

(continued on page 14)

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Victoria Wade with her husband, newly elected Board Member Gretus Hoogstraat and Lanita and Ted Dunham



Sue & Dennis Denyer with Peggy and Neil Goldberg



Karen Pupp with two of our newer members, Jim and Adriana Angelidis

(continued on page 16)

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Tom Walton and Ed Amos



Vice President Howard Gilson
 with Pat Ambrus

2014-2015 BOARD OF DIRECTORS ELECTION RESULTS

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John Keilly
Fred Young
Marc Molzon
Michael Cohen
Gretus Hoogestraat

*Thank you to all who ran for office.
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RECAP Fall Color Tour

STORY BY **TEMPLE CUMISKEY**

PHOTOS BY: JOHN KEILLY & PIERRE CORRIVEAU

“Gentlemen and Ladies—start your engines” roared Marc Molzon and the SEMPCA Fall Color Tour was under way. Sixty one cars with 110 people lined up to depart the parking lot at the Depot Road Park in downtown Clarkston on a bright and reasonable warm October day. This, after a morning of signing in and registering, handled by adeptly by Lisa Molzon and her trusty assistant Joanne Estes. During our time in the parking lot, cars were shining and hoods were up, as the drivers showed off their prized Porsches. of all vintages and models from 356’s to 991’s.

Leaving the parking lot was an ultimate challenge of courtesy where engines revved profusely, but in the end, no “paint was traded”. Many thanks to the Clarkston Police who marshaled all of the cars onto the main route allowing us to start together. This was to be a 95 mile route through the countryside to enjoy the many fall colors still on the trees and to making sure the Porsche handling characteristics were fully appreciated while maintaining a certain amount of reasonableness for the posted speed limits. The first half of the route



An overview of the start at Depot Park in Clarkston

twisted through western Oakland County winding by Davisburg, Milford, and the GM Proving Grounds (although we could not get in—probably just as well!!) Again the colors and conditions of the roads were excellent on the way to our half way stop at the Novi Rotary Park for cider, donuts, and most importantly—a restroom facility—albeit small, but sufficient.

After about an hour of “pausing and chatting”, the tour resumed, this time led by the. Molzon’s, to ensure the participants stayed together better than on the first part of the route. The roads again were quite good along the way with bright red, orange, and yellow leaves on the trees as we travelled southwest though Livingston and Washtenaw counties. Our ultimate destination was the Portage Lake Yacht Club south in Pinckney. Once everyone arrived, the PLYC club members there all wanted to look at the cars that made the trip. Porsches were unique to an area usually accustomed to pontoon and sail boats. The Club prepared to a very nice meal with selections for all, along with the necessary libation accompaniments. President John Keilly spoke to thank us for participating and remind everyone to look forward to an equally excellent Color Tour next year. Additionally, many thanks to Pierre Corriveau and Gretus Hoogestraat for taking pictures throughout the day, plus everyone else who helped in setting up this event.



Lisa Molzon (left) helps Walt and Sabrina Crump check in



Ileana Lewis, Janet Haddad and Veronica Carmona



Diana and Michael Eblenkamp are both DE Instructors



Gani Bardha and Cindy Louiselle



Event Co-chair Greg Gallagher shares a laugh with Lynne Gladstone and Bruce Copithorne



Group photo

MORE PHOTOS ON PAGE 20



Glenny and Lucas Phan



Event Co-Chair Marc Molzon with Gary Fish, CPA, who was our Election Official again this year.



Victoria Wade looks on as her husband, newly elected Board member Gretus Hoogestraat prepares to shoot video of the Fall Tour



Porsches lines up for the cider and doughnut stop at Rotary Park in Novi



There was an excellent selection of doughnuts available

SEM/PCA Member Anniversaries - January/February 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.

Years	Name(s)	Years	Name(s)	Years	Name(s)
JANUARY					
45	Rev. Ronald Roland & Karen Roland	4	Steve & Diane Ault	14	Mark & Elizabeth Peters
39	Peter & Carol Dicks	4	Mick & Deborah Paine	14	David & Barbara Peterson
31	David & Suzanne Secord	3	Carlos & Veronica Carmona	13	Joseph & Veronica Jakubus
30	Taylor & Lanita Dunham	2	John & Ryan Trumpour	12	Frank & Elizabeth Tilli
30	Douglas & Margot Marston	2	Andrew Merth & Georg Sirowetz	11	Joseph & Marilyn Kokoszka
23	Jeffrey & Imbi McErlean	1	Todd & Reggie Goldman	9	John & Karen Crusse
23	Jack & Shelley Hundertmark	1	Albert & Anita Stephens	9	Mack & Marilyn Gaut
21	Richard Branka & Lydia Draper	1	Ken & Kristen Lingenfelter	8	Thomas & Jean Baumgarten
17	Robert & Peggy Bogart	FEBRUARY		8	Donald & Matt Garver
16	Michael & Donna Krausman	37	Mark & Jeff Langren	7	Chris & Elaine Braden
16	Brian & Cindy Chiara	30	Lori & Peter Mauthe	7	H & Brenda Graziano
16	Joe & Renee McKeone	27	Scott & Kim Elliott	7	Ron & Jolanta Pruette
15	Michael & Janice Cohen	25	John & Pamela Chatley	6	Christopher Ligi & Brian Thomas
14	David & Debra Salisbury	24	Raymond & Joann Johnson	3	Lucas Phan & Glenny Tjahgaji
14	Terrence & Anne Gallagher	23	Robert & Loretta Serge	2	Ije & Eleanor Osuagwu
13	Anthony & Linda Hulls	23	Tibor & Edith Szabo	2	Steven & Christopher Nofar
12	Edward & Debbie Reiss	22	David & Debra Miller	1	Charlie & Carol Etterman
12	Fred & Patricia Tarver	22	Dennis & Susan Szeremet	1	Apostolos & Elena Kerasiotis
11	Ernst Kassik & Birgit Wieland-Kassik	21	Peter Ventura & Cindi Quinn-Ventura	1	John Field & Judy Hudson-Field
10	Dave Wright Dawn Wright	17	Ben Salvador & Myrna Mendez	1	Roger & Katie Meiners
10	Curtis Ormiston & Brenda King	16	James & Norine Watson	1	James & Janice Acker
9	David & Mary Wood	14	Tony & Christina Amalio	1	Bill & Billy Crowe
4	Bill & Donna Pankratz	14	Clifton & Dave Patton		

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RECAP General Membership Dinner

STORY BY **DAVE MILLER**

PHOTOS BY: JOHN KEILLY

The leadership of this club tries to keep our membership dinner interesting and social. The goal is to invite a speaker that brings the automotive passion we all seem to have, with an interest that not only connects to Porsche, but to the very cars we have had in our past, may have in our future, or at least have all around us. We vary this person from those that design, engineer, market or report on and field-test these exciting cars. We were extremely fortunate to have someone in a pivotal role in one of the largest automakers in the world give us a “peek behind the curtain”. We had a very engaging, dynamic speaker on November 15th with Kip Wasenko, as well as a look into the GM in which we have not known.

Kip has been involved with the CTS V race program at Pratt and Miller, but has a long history of performance cars at GM. He has been racing a Corvette for the last 2 decades. However, he spent his professional career at General Motors. His past roles in GM design have included:

- Director of Specialty Vehicle Design
- Director of Design for Performance Division
- General Motor’s Director
- Chief Designer Cadillac

CHOOSING TOOLS

Kip joined GM in 1969, when design computers were more than 20 years into the future, and spent most of the 1970’s at Opel



Bill Molzon, Ricca Gonzales, Kip Wasenko and Chris Young

in Germany and Holden in Australia. “The misconception is that everything is done on the computer, but that just isn’t the case,” Kip has been quoted as saying, “at least not at GM.” Design ideas can be found in sketches done on restaurant napkins or beautifully rendered computer images. “Then there are guys like me who still do everything by hand,” Wasenko adds. “It depends on which tool you are comfortable with, and how you choose to express your creativity.” We saw great examples of both hand and computer generated work

Wasenko’s insistence that every artist expresses himself in the medium they see fit has at its base the understanding that more than one set of eyes, or one set of hands, takes a design from concept to reality. Which means the modern designer’s toolbox encompasses pencil, clay, and the computer screens.

ALL KINDS OF PERFORMANCE CARS

Kip, while GM Performance Division director of design, was the creative mind who proposed the Trans AM 421 SD/TA show car, coordinated the project, and upon its completion, proudly displayed the Trans Am at the Woodward Dream Cruise in August 2003. This was followed by a wide-body version of the 2004-2005 Pontiac GTO. These are vehicles that followed a long line of performance-themed GM cars thru the years.

DESIGNING CADILLACS

Kip was strongly influenced (and attracted to GM) by Bill Mitchell.

(continued on page 26)



Dave Miller plays the proverbial “thorn between two roses, Victoria Wade and his wife, Deb

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General Membership Meeting

(continued from page 24)

William L. Mitchell (July 2, 1912 – September 12, 1988) was an important General Motors designer from the late 1930s to the late 1970s. “Mitchell always talked about having design ele-



Ruth and Jim Frazier

ments that were like, ‘a crease in the pants of a freshly pressed tuxedo,’ in order to signal formality,” reminisced Wasenko. This look, he stressed, can be bold or subtle, and stretch from the entry-level CTS. Kip’s involvement in the “art and science” design of the CTS carries on into all of the Cadillacs from that point through the current models

HIGHLIGHTS

We were fascinated to hear about Kip’s career-long commitment to build a mid-engine vehicle at GM. We also learned of the way he ultimately gained approval by management to do it (PPG Pace car). Kip lead the design on the Cadillac Evoq. The Cadillac Evoq was a concept car created by Cadillac and unveiled at the 1999 Detroit Auto Show. The design led to the production of the XLR. A project begun under then General Manager of Cadillac, John



More than 100 people attended

Smith, before entering production as the XLR . The Evoq concept car, and Cadillac its distinctive creased look.

THINKING POLARIZATION & PERFORMANCE

The look of the Evoq/XLR (and, by extension, all the new Cadillacs) polarized people to the point where they either loved it or hated it. There is no middle ground. “That was understood and agreed to from the start,” Wasenko explains. “To have something controversial wasn’t an accident, it was part of our strategy.” And the strategy had at its core a look that appealed to an American audience, didn’t copy the competition, and placed Cadillac on the consideration list of the next generation of buyers. It worked. Says Wasenko: “A research event conducted using three Cadillac concepts—the Evoq, Imaj and Vizon— showed the division had a surprisingly strong appeal to the next generation of drivers, those between 16 and 30.” A good thing since, at the time, Cadillac had almost no appeal to their parents.

All said, we enjoyed a view of concepts never built,



Adriana and Jim Angelidis

built for show, and built for production. We learned about pace cars and race cars, corporate politics and personal passion. It was a very interesting view of what it was like to be there in the glory days, in the dark days and in the dawn of a new day. If you ever doubted there was gas in the veins of some of the GM designers of the past 40 years, you would wonder no longer.



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MEMBER ESSAY

A Tale of the Dragon

STORY & PHOTOS BY MARK VANDER EYK

Road trips are always fun and a great adventure. Over the years, whenever I saw an article in an automotive or Sunday newspaper magazine about the best drives or roads in America, I would cut it out and save it in a folder. My hope was that over time I would be able to experience many of these routes. Luckily, over the years that I worked at GM, my assignments allowed me to participate in many powertrain/vehicle development and validation trips all over the country. So that, in conjunction with various vacations, allowed me to check off a sizeable number of the drives on my road trip bucket list. One route that I wanted to take for a long time, but never had the opportunity to, was the Tail of the Dragon. In early October Rene and I took a one-week trip to North Carolina to visit my sister-in-law. Since we did not have any time constraints this was finally my chance to drive the Tail of the Dragon. This would have been a wonderful trip to take in our Porsche, but for practical reasons we had to rely on our Cadillac SRX SUV. As an aside, on the way down we had a nice overnight stay and dinner at the historic Boone Tavern in Berea, Kentucky, which is on the campus of Berea College. This was on our places to stay bucket list, so we were able to check that one off as well.

If you are not familiar with the Tail of the Dragon it is a section of US Route 129 that runs along the south side of the Great Smoky Mountain National Park near the Tennessee and North Carolina border. The route is a marvel of road engineering running through steep, undeveloped and forested terrain with 318 curves in 11 miles. It is a well-known and popular route for both sports car and motorcycle enthusiasts from around the world. Initially, we ran the route in reverse starting at Radar Straights and even though the speed limit is only 30 MPH, due to the dangerous curves and chronic speeders, both my wife and I were starting to feel a little queasy by midway. Since it was Tuesday, traffic was light; we saw a few Miatas, a Mini, a Nissan Z and many motorcycles but no Porsches. The Harley riders seemed to be primarily senior citizens with their spouses (proper biker terminology would be “old ladies”) and the younger crowd was on sport bikes; some with helmet cameras.

There is no passing allowed along the route, but there are an ample number of turnouts to pull off. Occasionally we noticed hunters

stopped in the turn outs, so we stopped and talked to a couple of them and found out that it was the opening of wild boar and bear season—my wife got right back in the car! I also received a brief lesson in ultra conservative Tennessee politics, the hunters’ families had settled in this area long before statehood.

It was great that traffic was light so we could proceed at our own pace; no one held us up or pressed us from behind. The road is rhythmic to drive; it is smooth with many of the turns banked. Some of the curves are deceiving and they come at you relentlessly. From one of the turnouts we stopped to watch a few of the motorcycles come through the twisties. It was easy to see that the sport bike riders had the guts and glory market cornered. At the Tail of the Dragon store we heard that one of them had crashed earlier in the day. If you wipe out, it is common practice to hang your damaged vehicle or motorcycle parts on the Tree of Shame at Deal’s Gap Motorcycle Resort.

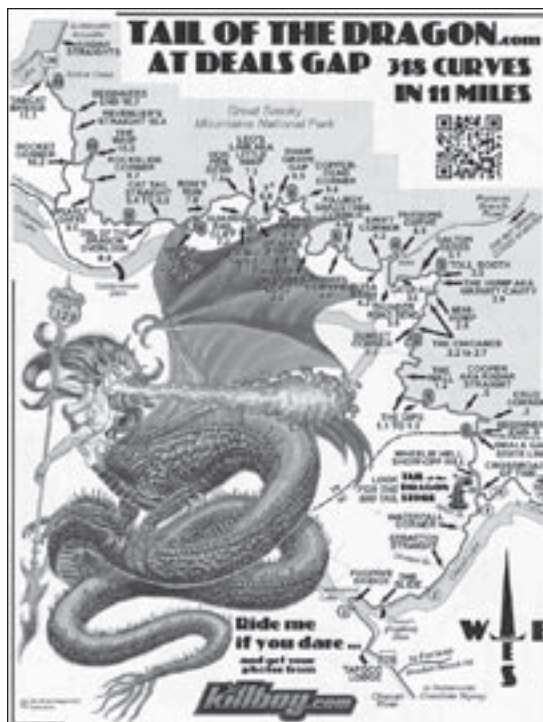
Several enterprising photographers were staked out along the route and would take your picture as you passed through. Of course you can go to their website and purchase your action photo if you so desire. You can see us at killboy.com, on 10/1/13, under cars and trucks, on page 4 at 11:37 AM (a couple of other websites are 129slayer.com and 129photo.com).

You can view the photos on these websites and get a feel for the daily traffic volume and variety of vehicles passing through.

In the afternoon we had an enjoyable drive on the Cherohala Scenic Skyway, which is another one of America’s best roads. If you are looking for something less intense, the Skyway has significantly fewer curves than the Tail of the Dragon and runs through 40 plus miles of unspoiled mountain scenery at altitudes varying between 900 and 5400 feet above sea level at its summit. Fall foliage was just beginning to appear and the wild flowers were abundant in their purple, yellow and white hues. Although we only had one day here, all in all it was a great time. There are so many great roads, hiking trails, waterfalls, dams and other sights in this area that you could easily spend a week here.

Lastly, on the way home we stayed in Marietta, Ohio. When we awoke on Sunday morning we discovered that the West Pennsylvania

(continued on page 30)



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Tale of the Dragon

(continued from page 28)



This sign indicates fun ahead...



Author's driver, but his heart is in the right place



Rene making friends with the Dragon

Miata Club was staying at our hotel. It was interesting talking to some of their members and comparing our clubs and activities. A number of their members are railroad enthusiasts, so they normally plan an overnight fall road tour that includes a steam train excursion. This year the club decided to come to Marietta for a riverboat cruise. So, fire up that Porsche, or an alternative, and get out there and explore some of America's great roads!



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There are as many motorcycles as cars that cruise the Dragon

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Has TV Killed Racing?

BY TOM FIELITZ

Auto racing is facing a serious challenge in decreasing fan attendance and ticket revenue. Track owners are blaming the down turn in the economy but I suspect that there might be another reason, the advances in camera technology used to broadcast auto racing on TV.

TV coverage of auto racing has come a long way as documented by Wikipedia. Beginning in the 1960's TV racing coverage was very sparse. The occasional sports broadcast such as the TV series "Road & Track" would have taped coverage of the occasional stock car or sports car race. Shell sponsored short movies of European races such as the Monaco Grand Prix or Le Mans. In 1965 ABC would show taped highlights of the Indy 500 and the first taped Grand Prix was the German GP of 1967. The first live broadcast of a stock car race was not until 1971 from the Greenville-Pickens Speedway. The acknowledged big break for TV race coverage was the live broadcast of the 1979 Daytona 500 ending with a post race fist fight in turn four between Cale Yarborough and Donnie Allison. After that point auto racing began to become big business on TV, growing to 7.85 million viewers in 2007 and NBC paid the staggering sum of \$2.8 billion dollars for six years of exclusive coverage. Now it is essential for a race series to have TV coverage to justify the huge sponsor investments. In cases such as Formula 1, Indycar and Grand American, the race sanctioning body became the TV coverage promoter.

But if you look closely at the TV images of the major races you will see that the grandstand seats are virtually empty. Combined ticket revenue at the major race tracks has dropped 44 percent over the past three years. Tracks and events such as the Daytona 500 and even the Indy 500 and Brickyard 400 have seen major drops in attendance. At Daytona they have even resorted to removing 57,000 seats and whole grand stands. Major races have taken to closing certain grand stands so that the TV coverage will appear to have a large crowd in attendance. Tracks have also changed to add non-racing attractions such as fan zones called "social neighborhoods" with family friendly activities such as amusement rides and free live band entertainment. Also prominent at major tracks are mammoth TV screens strategically placed so grand stand attendees can follow the race around the portions of the track not in front of them.

Our generation has often been described as the instant gratification generation, seeking instant response from everything in our lives. We want our sports packaged the same way. Races that last three and four hours can't hold the interest of the casual en-

thusiast. Attending a race live is a much larger commitment of a full day to a long weekend. Travel, tickets, lodging and food can cost nearly a thousand dollars per seat for a major out of state event such as the Daytona 24 Hour and the Indy 500 that I attend every year. Even the local Belle Isle Indycar race can be hundreds of dollars to view live. I love the drama of watching a live race but I have to admit that I tape the TV coverage to watch when I get home so that I can find out what really happened in the race.

But the biggest advance in TV coverage are all the in-car cameras that now give us the driver's eye view of the race in spectacular fashion. Cameras have become so small and of such high resolution that it is almost unmatched in any other sport. The thrill of racing is right in our face and in some cases the view can even be selected by the viewer through special computer applications. In many cases the TV cameras are motorized to scan the track situation and even watch the drivers in action. Live attending of a race can't compete against in-car camera action.

So where is auto racing headed in this era of a wide choice of TV racing coverage in high definition and drivers eye views of the action? Race track promoters need to leverage the advantages of live attendance such as pit access, special viewing areas, and lower priced souvenirs such as an event t-shirt. They need to create ticket packages with travel and lodging. They should reduce seat and food prices and assure easy parking access and efficient traffic control before and after the race. They need to provide better communication about the race with scoring lights on cars to mark the leading cars as well as multiple scoring pylons and large screen displays. They should also supplement the cost of headsets to listen to race coverage as well as driver to pit communications. Recognizing the new capabilities of phones they could provide Internet access to the closed circuit TV coverage including choice of in-car cameras. The competition for the entertainment dollar is wide open and creative thinking can preserve live race attendance.



Can Your Rod Really Be Too Big?

STORY & PHOTOS BY ANDREW OLSON

Just when I thought I had everything taken care of on my 1985 Euro 928, I decided to investigate why I always had difficulty getting the car into first gear or reverse when it was cold. The clutch always seemed to drag. It was so bad that I would actually start the car in first gear or reverse with the clutch pedal fully depressed. This was not an ideal arrangement. Whenever I needed to back out of a parking spot, I would always have to shut the car off, put it into first gear with the pedal fully depressed, then re-start and head out. If you were on the fall color tour, you may have witnessed this first-hand.

The first thought when one has a dragging clutch is that there is air in the hydraulics. I bled, power bled, and even reverse bled the system to no avail. I replaced the rubber line between the master and the slave as it looked pretty bad and was bulging. Still, there was no improvement. After some research I found that the issue might be the master cylinder, which made my heart sink a bit. It is one of those PITA things nobody wants to do on a 928.

The position of the 928's clutch master cylinder is not one that endears itself to anyone. It's nestled underneath the brake booster and next to the fender. It is virtually impossible to see or get at even with the engine out, let alone with it in. A few are able to perform alchemy and get it installed without removing other items. Most, however, resort to pulling the brake booster and master cylinder to gain access. I did neither.

I was "lucky" because a previous owner must have already replaced the clutch master cylinder, because I found an access panel cut in from the driver's side wheel well. I would never advocate



The piston-rod length is 80mm--that is 5mm too long

cutting a panel to access the master cylinder, but since this is not a show car, so I'm okay with it. Plus it's already there, so why not take advantage of it.

I opened the panel and pulled the unit out. What I found is that within the past couple years, the replacement clutch master cylinders are slightly different from the original equipment. Them master cylinder has a depth-limiting rod on the piston. With the current inventory, these rods are longer than the original equipment. This prevents you from getting a full stroke and fully disengaging the clutch. With some minor surgery you can quickly correct this design flaw.

I should point out that it appear only the pre-1987 928s seem to be affected by this. The master cylinder is the same for all years (except some very early 1978 cars), but in 1987, Porsche switched to a single disk clutch that may be more forgiving to the changes in the master cylinder.

To disassemble the master cylinder, all it takes is the removal of a snap ring. The piston and rod comes right out. The 928 community found that on the original units this plunger plus rod length was about 75mm. This one measures 80mm. 5 mm doesn't sound like much, but it is, especially on a dual disk clutch like on this car.

With a cutoff wheel, I took 5mm off the end and smoothed it so there were no burrs and chamfered the end like the original. I also put a small groove on the end. This is to allow fluid to enter and exit the cylinder when the pedal is fully depressed.



My lucky access panel

(continued on page 34)

The next step is to take a couple coils off the return spring. Without doing this, you could end up with a coil-bind situation and run into further problems. Re assembly is pretty straight forward, but it helps to have an extra set of hands because you are fighting the return spring. My son helped me. Then you need to re-install and bleed the system.

At this point, it is critical to check the routing of the infamous “blue hose.” This hose, besides being blue, carries fluid from the brake fluid reservoir to the clutch master cylinder. If it is routed in such a way that traps air from escaping the system, it may never bleed properly, and you may never get the clutch to operate.

I was able to bleed the system 90 percent in a few minutes. It can take a little time for all the air to find it’s way out of the master. The pedal will fall to the floor several times. You just have to pull it back up a few times manually. Eventually it will return on its own. Once you can get it into gear, a short drive exercising the clutch (and getting a little heat into it) will finish the job and the pedal will be back to normal.

Since this operation, the clutch on the Euro works great and I can easily put it into any gear.

If you have any specific questions about 928s or suggestions for future articles, please send me an email at andrewmolson@yahoo.com or call my cell at 734-837-7908. The 928 group gets together on the second Wednesday of each month for a beer night. If you are interested, send me a note and I can get you on the mailing list.



Here you can see the clutch master cylinder



My two 928s. The one on the lift is my 1991 GT, the other is my 1985 Euro-spec



Also take a couple coils off the return spring so you don't coil bind it

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2014 Event Sign Up Using Clubregistration.net

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

The advantages to this new procedure include:

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

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

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

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My Weekend at the 2013 F1 Grand Prix

STORY & PHOTOS BY JACK HAYNES

My son, Ben, and I were repeat spectators deep in the heart of Texas at the F1 Grand Prix at the Circuit of the Americas in Austin, Texas, having been to the inaugural race at the brand new facility in 2012. The track is located on 900 acres in rural southeast Austin, two miles from the Austin airport. It is 3.4 miles in length, with 133 feet of elevation variation. The steep upward incline after the start-finish line was described by Jensen Button as “spectacular”.

Races are run counter-clockwise, one of only a few among F1 circuits. The many left-hand turns put greater stress on driver's bodies which are more adapted to right hand turns. The review of the track by drivers, however, has been praiseworthy. The asphalt track has wide runoffs in several spots, and was built for a variety of racing. The stands have a capacity for 120,000 spectators. In addition, it has many adjunct facilities, including a 250 foot observation tower which includes stairs in a double helix leading to a partial glass floor observation platform. This year parking on-site was possible. The lots held a variety of cars, including a surprising number of Porsches, Ferraris, Lamborghinis, Maseratis, and Bentleys.

This was Ben's and my seventh out of town F1 race, encompassing four F1s at Indy, the two at Circuit of the Americas, plus Silverstone 2009. Additionally we attended two F1s in Detroit in the '80s when Ben was a child. Each race we have attended has an international, celebratory, spontaneous feel, the Circuit of the Americas included.

As we did last year, Ben and I opted to stay 80 miles from Austin in historic San Antonio, both for the less stratospheric hotel room rates but also because the choice afforded the opportunity to rent a fun car for three days for the spirited drives back and forth—this year a Hertz E-class Mercedes and last year a retractable roof Volvo. At one point this year we were passed in quick succession by a Porsche GT3 and a Ferrari 360 apparently chasing each other. We had been doing 85 mph (in a Texas 85 mph speed zone), the others enjoying something like 110 mph on a flat new highway outside Austin.

F1 practice is on Friday, qualifying Saturday, the race is on Sunday. There also is the Ferrari Challenge qualifying, practice, and race during the three days which is also lots of fun. There also was a vintage F1 car expo—not quite a race. We had great seats



Eventual winner Sebastian Vettel leading in his Red Bull car

again near Turn 12 of 20 turns, at the end of a long straightaway which last year saw Hamilton's pass of Vettel for the lead, which Hamilton then kept. This year was different for Vettel.

Red Bull again was very strong, Sebastian Vettel again on the pole. Vettel charged away and did not look back, winning what was his twelfth (eighth straight) victory of the 2013 F1 season. Vettel's teammate Mark Webber was in hot pursuit, but was not close.

Austin is the second to the last race of the F1 season, before Brazil, where Vettel again won. Mario Andretti was the master of ceremonies on the podium after the race. The video broadcasting facilities are excellent. The track could benefit from a radio station, as at Indy.

Last year the winning pass in the race took place right in front of us. This year Adrian Sutil crashed about 200 feet from us on the straightaway, on lap one. This year a track walk was allowed for about one hour after the race. About 10% of the track was open, and that experience also was lots of fun. The track seemed much wider when standing on it.

An added event for me was Ben's treat of two tickets to see what was then the new Ron Howard F1 race film *Rush* in San Antonio, focused on the rivalry between James Hunt and Niki Lauda during the 1976. We felt it was a well-done and solid movie. We saw the movie on Saturday after F1 qualifying, always a quick, intense, thrilling hour. You could say the weekend went fast.



Ferrari Challenge race prior to main event



Author and his son Benjamin



Entertainment wasn't confined to racing

MORE PHOTOS ON PAGE 38



This is how to watch a race



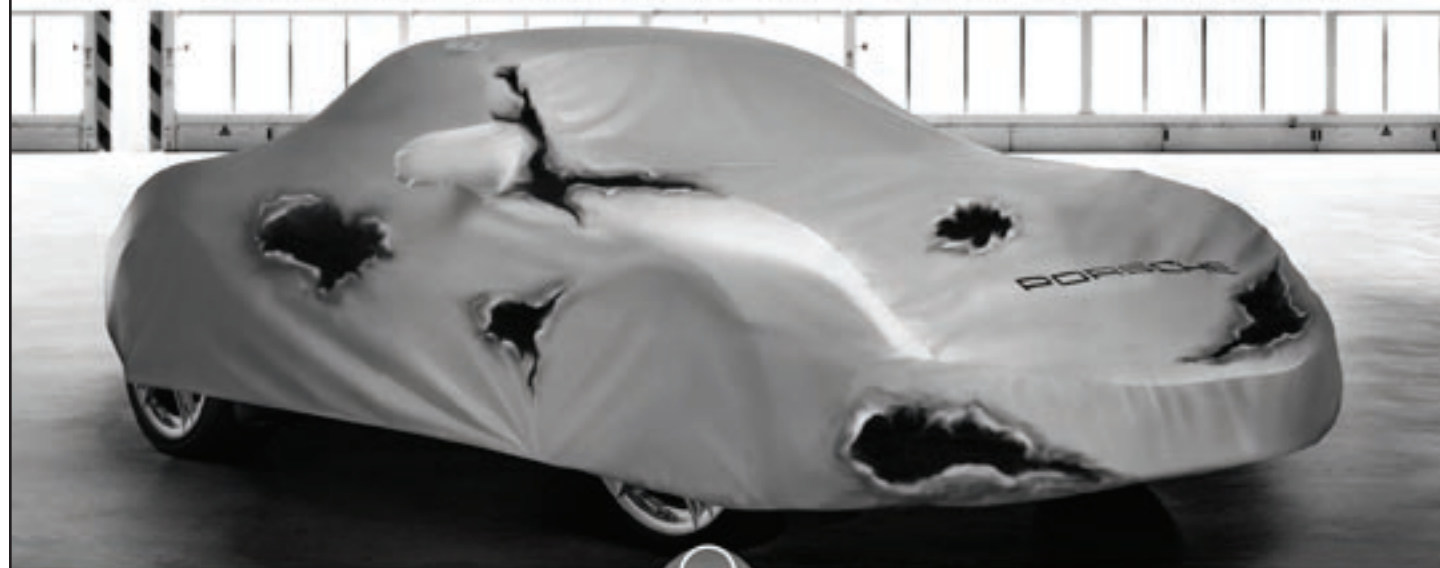
Now, this is a burnout!

Germany Trip?

Several members have expressed an interest in a return trip to Germany such as was taken seven years ago by Porsche club members. It included visits to the Porsche complex, Mercedes museum, BMW museum, the Schlumph museum, wineries, a castle, and several small towns and villages. We stayed at different small hotels and lodging venues with a real sense of German hospitality. This is a preliminary inquiry as to the level of interest in a similar venture. The tentative schedule would include some of the same activities and last about 8 to 10 days. To make the trip feasible we would need about 25 to 40 people to sign up at a cost of \$3,500.00 per person based on double occupancy. It would be scheduled in September, 2014 and possibly include Oktoberfest.

All of the arrangements would be handled by a travel agency, including any money transfers. On the last trip, airfare, bus transportation, most meals, lodging, museum admissions and tours were included in the overall prices. We had our own tour bus and translator which also worked out well. Several people also extended their stay and traveled on their own. Until a tentative plan is put in place and costs determined there is no obligation on any one's part. If you think you might be interested, please call Fred Young at (586) 566-3193 or e-mail at frederickyoung@knpanel.com.

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The Western Michigan Region would like to thank its members, the members of other SCCA Regions and the many others who participated in our events in 2013. With your prolonged support we will continue to hold some of the best Club Racing and Solo events in the area.

Our passion for our sport is best captured in Claudio Giovenzana's acclaimed short film, shot at the 2013 Runoffs. Enjoy: <http://vimeo.com/77072338>

Verne Wandell
 Regional Executive, Western Michigan Region SCCA
<http://wmr-scca.org>

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: Hey MC, my 944 needs help. This winter, while I am not driving it, I wanted to work on my “wish list”. Here goes; The inside hood insulation is falling off in chunks and it looks terrible, the left turn signal does not cancel after I make a turn, the windshield washers stopped working, heat pours out constantly, the parking brake lever pulls up too far, radio reception is terrible, the gas gauge reads about ¼ tank lower than it should, the dashboard lighting is too dim, and my headlights seem a little dim as well. I love this car and I want it to work like it should but I am not sure that it is worth spending a lot of money on it. —Teri

A: Wow, that is quite a list but nothing on it is horribly expensive. Some things you can do to keep your expenses down but some you will have to leave to the pros, here goes:

1) The hood insulation is not very expensive as a part, but the labor is a pain. I think that most folks could tackle this job themselves but you had better set aside several hours for removing the old glue from the hood. Use only a plastic scraper, otherwise you may damage the paint. A very mild application of heat, using a hair-dryer turned on “low” and held several inches away from the hood, can help soften up stubborn glue. No matter how you approach this, it will be a messy and annoying job! By laying an old blanket across your engine, you can catch most (if not all) of the crumbs of old foam and old glue. Bear in mind that some of the aftermarket pads do not match the Porsche pads so be careful that you check them before you apply them. Once you are ready to apply the new pad, make reference marks with tape with north/south, east/west coordinates to line it up well. Get two friends to hold the pad once you remove the adhesive backing in order to line it up well. Once you press it in place, there is no going back.

2) Turn signal cancelation is activated by a tab that extends from the bottom of the steering wheel hub (where you can’t see it). That tab engages a little finger that extends from the turn signal lever, into the steering column. Occasionally the steering column, which is adjustable, might be too far away from the steering wheel to allow the tab to engage the finger. You need to check that first. But if that is not the case, you will need a new switch; these are readily available but are somewhat pricey.

3) The windshield washer pump sometimes fails so start there. If you cannot hear the pump motor run when you pull the lever, it may be dead or may not be receiving power. It is fairly easy to test for power with a voltmeter. Have your assistant pull the lever back while you listen and test. If the motor runs, but there is no squirt, you might have a faulty valve, valves, or clogged nozzles. The hoses have check valves that keep the squirter lines full of fluid for instant flow when you pull the lever. After many years, the rubber sealing washer inside the valve degrades into a gooey mess, which can clog the valves or nozzles. The nozzles, and check valves are inexpensive, readily available, and you can replace them yourself. My advice is to warm the hoses up with a hair dryer before you try to pull them off or you may find it impossible. Another common problem is squirt nozzles clogged with wax. Wax clogs can be avoided by using masking tape before waxing. You can clear them out and adjust the spray angle by using a small pin or needle. When you are working with the nozzles, don’t forget to wear safety goggles!

4) 944 heaters have a plastic clip in the dashboard which always breaks. When it does, usually in July or August, the heat comes on full blast. This is one of the cheapest Porsche repairs ever. The clip costs almost nothing, compared to other Porsche parts you’re probably all-too-used-to; the labor to replace it is not very expensive either. Pay a pro to do it, it won’t hurt too badly.

5) Parking brakes are cable operated and they do not self-adjust as do the normal disc brakes. If you forget to release it a few times and drove with it applied, it might need adjustment (or you can burn it out). Since it is just a parking brake and we live in Michigan as opposed to San Francisco, I would recommend an adjustment first. If you need rear brake work done in the future, or if an adjustment does not work, to access the mechanism requires removal of the rear calipers and rotors. Underneath the rear rotor “hat” are the cute

little brakes shoes, bits and pieces that occasionally need to be replaced. If you are handy and well equipped with tools, servicing the system is a potential D.I.Y. process.

6) The radio reception issue could be caused by the antenna connection at the windshield or an internal radio problem. Once connections are verified, you can plug in a known good radio and see if reception is improved. If the problem is the radio, I would spend very little to figure it out since higher quality replacements are both inexpensive and easy to install in the factory “DIN” mounting spot. The only tricky part on a 1986 car is the lack of an accessory position to power the radio up and more importantly power it down when you exit the car. There is a circuit in the ignition switch that can be tapped into to accomplish this however. With this modification, your battery will not go dead if you forget to shut it off.

7) Fuel gauge inaccuracy is generally caused by connections between the dashboard instrument pod and the sending unit in the fuel tank. Based on ease of access, I would start at the sending unit and make sure the wiring connections are tight. You can also test the “full” calibration by grounding the signal wire which replicates a full tank. If the problem is not there, checking grounds at the instrument pod would be next. Finally, there is an adjustment for gauge accuracy on the back of the pod. That was even a surprise to me since the last time I saw an adjustable fuel gauge was on a 1979 VW Beetle.

8) Dashboard illumination on a 944 is accomplished by spreading the light from a few bulbs to a much broader area by the use of diffusers. Diffusers are little clear plastic trapezoids strategically placed near the bulbs and attached to the pod. Two things happen that dim the lighting over time. Bulbs burn out or degrade, the grounds may corrode which reduces the available voltage and the diffusers lose their reflective coating that directs the light. I have had success repairing the diffusers by removing the remaining finish and covering them with reflective chrome tape. With good grounds, fresh bulbs and highly reflective diffusers, your dash lights will be back to normal. If you want more light, L.E.D. bulbs are available that work amazingly well. They are brighter and the color truer than normal incandescent bulbs. Everyone I have spoken with loves this upgrade. They are not very expensive. You can also upgrade your interior lighting to L.E.D. You can do that yourself although the dashboard work should be left to a pro.

9) Headlights on 944s are inadequate in stock form...just my opinion. Installing Euro H-4 headlights have been the modification of choice for years and there are many different wattages available. Stock bulbs were “45/55”, the low beam was 45 watts and the high beams are 55 watt. Other sizes available include 45/80, 45/100, 55/100, and some as bright as 85/135! The problem is, the wiring on the car was not designed for higher wattage bulbs and to use them safety involves adding load relays wired directly to your battery to prevent overheating. The other disadvantage is the extra load that is placed on the alternator. Many years ago, high intensity discharge (H.I.D.) lighting was introduced to provide brighter, truer lighting with reduced electrical loads. You have seen them and if you have them, you would never go back. They are that good! For years it was cost prohibitive to retro fit older cars. But now, HID lighting is available at a reasonable price. The units are also compact enough to allow the ballasts to be mounted directly on the headlight bracket of the 924/944 which makes for a very clean installation. So for stronger lights, we suggest phase one or two depending on your budget. But don’t forget, have you had the headlight aim checked? Even with the brightest bulbs, if they are poorly aimed, you won’t be happy.

Regarding your last question, whether it is worth it depends on your love for the car. Rarely is it a good investment to spend more money on a car than it is worth but that has never stopped me. I do it all the time because I am a fan, not an investor. Most people I know who own 924s and 944s love them. My first Porsche was a 944 and two of my brothers have them, one of each. So it boils down to is this: if you love the way the car drives and there is no other car that make you feel as good to be behind the wheel, do it for yourself, not your investment counselor. These cars continue to be one of my favorite test drives. If I could afford one of every Porsche, another 944 would be on my list. —MC

Letter from Capt. Grieco

From: Daniel.Grieco@cvn71.navy.mil
To: johnkeilly@live.com
Date: Mon, 2 Dec 2013 11:31:46 -0500
Subject: Thanks

John,

Received the package today of P4s and your note. My sincere appreciation for the kind words and I hope your readers enjoy the article. It was our pleasure to have a former Commanding Officer of TR and his friends come aboard. As Day said to me, in 20 years, you’ll come back to this same bridge where you gave so much of yourself and appreciate the current Captain welcoming you aboard. My opinion, it shouldn’t be any other way. He was one of the founders of TR’s reputation for service to this country and his leadership, in no small way, helped build it. Having he and his friends aboard is simply a no brainer!

Regrettably, because I am a man of honor, must report a small error in your story and hopefully no one from First Settlers will get ruffled. I am not currently a DE instructor for First Settlers. In my years past, I was a DE instructor for Florida Crown when I was stationed in Jacksonville. Sadly, I just don’t have the time currently to support that commitment locally. Likely no one will question it but don’t want to represent myself as something I’m not and I apologize if in our conversation I led you to believe I’m currently instructing. None the less, with Navy retirement likely a few short years in my future and the P Cars still intact, it is one of my first priorities when my time here is done and my responsibilities diminish offering me the concept of “free time” again. I desperately miss my track time!!

Attached a picture of my cars if you’re curious. I’ve had my 944 since April of 1987. I bought it when it was about a year old as an Ensign going through flight school in Pensacola FL. Other than marrying my wife Donna, one of the smartest things I’ve ever done. I ordered my Boxster in Dec 1998 a few days after my first daughter was born. It was delivered in March of 99 and it has been a difficult decision on which set of keys to grab off the frig ever since!! :)

Again, my sincere thanks for getting the opportunity to meet you all, and certainly for the flattering article about TR! I hope we get the opportunity to meet again - perhaps at Parade in the years to come - but until then, if you ever find yourself back in Norfolk, I’d love to have you all over as well and enjoy a healthy dose of P Car talk!!

All the best,

Daniel C. Grieco
CAPT USN
Commanding Officer

USS THEODORE ROOSEVELT (CVN 71)

SEM Board Minutes (11/7/13) *by Lanita Dunham, Secretary*

Attending:

- Board Members Michael Cohen, Patti Door, Lanita Dunham, Matt Fenster, Greg Gallagher, Howard Gilson, John Keilly, Marc Molzon and Fred Young.
- DE Co-Chair Steve Carbary, Webmaster Eric Ohrnberger and Treasurer Leo Wanstreet
- Members Chris Braden, Merritt Collins, Pierre Corriveau, Gretus & Victoria Hoogestraat and Jim Williams.

Call to order at 8:30 PM by President, John Keilly
Roll taken & Minutes of Sept meeting were approved.
Financial: Report approved.
Membership: 574 members, 411 affiliates = 985.
Insurance: None needed.
P-4: Nov-Dec issue has been produced and is in the mail system.
It has 40 pages, with lots of photos. The position of Associate Editor remains vacant and is an urgent need.

OLD BUSINESS:
Oct 5 New Member Event: Greg Gallagher - Kip Sheward Motorsports at Grand River & Haggerty had a new member open house

event. 24 newer members attended and met many club members.
Oct 20 Fall Color Tour: Marc Molzon - 110 members turned out for a very nice day and drive, with 61 sparkling Porsches. It was a great event and the excellent format used for the directions is recommended for use on future tours.
Nov 15 General Membership Dinner & Speaker: Retired GM designer, Kip Wasenko will present after dinner at Pasquale’s Restaurant.
Dec. Holiday Party: Will be at The Garage in Northville, Sun. Dec 15. Check ad in P-4 and E mailings.

NEW BUSINESS:
1. Dave Miller asked to be replaced as charity chairman.
2. Eric Ohernberger is in need of an Associate Webmaster to help with posting to web site. Gretus Hoogestraat volunteered for this position. .
3. Patti Door made a motion to spend \$500 on items for the Goodie Store. All approved.
Meeting adjourned at 9:08
Meeting location & Refreshments: Dec. @ Patti Door’s

SEM Board Minutes (12/5/13) *by Lanita Dunham, Secretary*

Attending:

- Board Members: Michael Cohen, Patti Door, Lanita Dunham, Matt Fenster, Howard Gilson, Gretus Hoogestraat (effective 1/1/2014), John Keilly, Marc Molzon, Fred Young.
- Treasurer Leo Wanstreet. Past President Jerry Door.
- Member Merritt Collins

Call to order at 7:13 PM by President, John Keilly
Roll taken & Minutes of Nov meeting were approved.
Financial: Leo Wanstreet noted that social events and goodie store are profitable. Report approved.
Membership: 573 members, 409 affiliates = 982.
Insurance: None needed.
P-4: Jan-Feb issue is being planned for mailing early in January. All event chairs are asked to get their ads ready ASAP. Copyrite requested a price increase for printing the P4s. They are printing larger issues (more pages) and 100 copies more each month now than when the rate structure was originally approved. All agreed that Copyrite does a great job for us and the help of Roger DeLiso, of Copyrite is a valuable asset. A motion was passed to approve the increase.

OLD BUSINESS:
Nov 15 General Membership Dinner & Speaker: 97 members enjoyed the presentation by retired GM designer Kip Wasenko and the dinner at Pasquale’s Restaurant.
Dec. Holiday Party: Will be at The Garage Restaurant in Northville, on Sunday. December 15. The event is sold out and items are being collected for the silent auction. The charity is “The Joe Brighton Special Olympics Program” in honor of the late Miles Smith, son of Gretus and Victoria Hoogestraat, who was active in this Program.
Jan 18 Ski-Pine Knob: Have a few signed up, but need 20 to get a good discount.
Mar 22 Gilson Tech: To be held at Gilson Motorsports.
Apr 12 Tour of the Model T Assembly Plant - Piquette Ave: This will be a very interesting guided tour.
Apr 5 Swap Meet: Will again be hosted by Porsche of Farmington Hills. Those wishing to sell merchandise need to contact Dave Burton for tables and space.
May DE: The date will be set shortly.
May 17 Street Survival School: The contract for location (Faith Christian Assembly in Melvindale, MI) and payment were approved.

Gingerman Club Race: The Club Race Committee met just prior to the board meeting. The planned September date for our 2014 event now involves a major financial risk because PCA has added another Club Race the week before at Mid Ohio. Several alternative dates have been identified and Race Chair Marc Molzon will investigate their feasibility with GingerMan and PCA.
Membership Brochure: Merritt Scott Collins reviewed an updated version of a proposed brochure to solicit membership from “the other nines” – specifically aimed at owners of older Porsche models. Because free brochures are available from PCA it was decided that a unique brochure should not be pursued.
Sponsorship: John Keilly is working with the Board on a new strategy for sponsorship that is designed to be more appealing to advertisers and potential sponsors..
Charity: Gretus Hoogestraat will assume the chair for future charities.
Web Master: With help from Gretus, Eric Ohrenberger is continuing to improve the content and ease of use.
Goodie Store: Patti Door has ordered sweatshirts. Won’t have store at Holiday Party, but the Store will donate items for the Silent Auction.
Event Reports: One turned in, one to be done for Holiday Party.

NEW BUSINESS:
1. A discussion of meeting locations and dates, with a vote, decided to return to Wednesday nights, with the exception of meetings to be held at dealerships on Thursday nights.
2. Fred Young will run an article in the P4 to see how much interest there is in conducting another Porsche/ German Automotive related trip to Germany next fall.
3. Marc Molzon and Matt Fenster suggested other possible trips.
4. Leo Wanstreet proposed that we start encouraging members to use the www.Clubregistration.net website for all event signups and payments. This site currently works well for the Club race and DE events.
Meeting adjourned at 9:12.
Meeting location & Refreshments: January.2nd Porsche of the Motor City, Febuary 5th: Gilson Motorsports

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