



INSIDE



25

Lightning Strikes Twice?



26

Spring Tour Folio

- 6** SEMPCA Progressive Dinner is July 19
- 8** Family Day at the Races on June 8
- 10** Driver's Education at Waterford July 12
- 12** Rain Dance Victory at Waterford
- 14** Base vs. Optioned by Tom Fielitz
- 17** My first DE by Andrew Olson
- 32** Devil's in the Details Recap
- 36** BBQ and Tour Scheduled For August 23



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They may also hold other offices in the club.

CONTENTS

Directors and Officers2

Calendar4

Editorially Speaking.....5

Start Me Up7

Family Day Announcement8

Driver’s Education10

Rain Dance at Waterford12

Base vs Optioned14

My First Driver’s Ed17

Lightning Strikes Twice?25

Board Minutes31

Devil’s Recap32

SEM/PCA BBQ Party36

Around the Zone.....37

The Master Cylinder.....38

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ON THE COVER: Merritt Scott Collins charging through the rain and hail to her first victory.
Photo by Mark Windecker

Editorially Speaking



BY MICHAEL COHEN

I haven’t had much experience with diesel powered vehicles. Most of it has been at stop lights next to a monstrous Ford F350 or similar, clattering it’s diesel heart away, followed by a racket when the light turns green and the driver accelerates away. My only direct diesel experience was in the early 1980’s when I test drove a diesel powered prototype Renault 18 station wagon while working at American Motors. This was an “improved diesel” emitting less noise and less smoke. The operative word here is “less”... it still clattered, smoked and smelled.

Recently, I had the opportunity to ride in and drive a new Porsche Cayenne turbocharged, intercooled 3.0 V6 diesel. What a difference! As a passenger, I would not know that the Cayenne was diesel powered. The engine was quiet, smooth, refined. Driving, the SUV continued to feel and sound luxurious. Acceleration was instantaneous and forceful, due to 406 foot pounds of torque. However, due to maximum torque at only 1,750 rpm and max revs at a low 4,600 rpm, driving it aggressively was somewhat frustrating. The eight speed automatic transmission would shift to the next higher gear just about the time I expected to hit peak acceleration. The offset of course is the ability to get 766 miles per tank full of diesel fuel. EPA mileage estimates are 19 mpg city and 29 mpg highway.

Image wise this vehicle could be considered the anti Porsche. It is not a sports car. It is not sporty. 0-60 mph takes 7.2 seconds – not exactly 911 territory. Yet, despite all the purists complaining that the Cayenne would ruin the Porsche image and reputation when it was introduced in 2003, it didn’t and a diesel Cayenne won’t either. True, the Cayenne and the Panamera can’t be considered sports cars, although Turbo and GTS versions are definitely sporty. Nevertheless, these cars have not tarnished the image of the 911, Boxster and Cayman sports cars. The press loves the latest versions of these models and they are selling like hotcakes. Plus the soon to be released 200+ miles per hour 918 supercar and the LeMans entered 919 racer will perpetuate Porsche’s image as one of the world’s greatest sports car manufacturers. The Cayenne

and the Panamera have created more awareness and allowed more buyers to purchase Porsches. Profits generated from these high sales volume products continue to assure more and more exciting new vehicles from Porsche.

Now, on to the P4.We have some interesting stories for you to read in this issue. On page 12, a joyous Merritt Scott Collins describes her first race car victory. Monthly contributor, Tom Fielitz discusses the proliferation of available options in today’s electronic wonders we call cars compared with what was offered on his 1972 911 on page 14, while Don Kleist shares his twice in a lifetime experience of being in the right place at the right time purchasing his super cool 50th Anniversary 911. Finally, on

page 17, our Shark Tank 928 columnist Andrew Olson writes about his first DE day experience, driving his supercharged 928 beast. For their efforts, both Merritt and Don Kleist are this month’s prize winners and will get a gift from the Goodie Store. Congratulations–nice job! You too can be a winner. Submit an article and photos to me and if your story is chosen we will publish it and you will get a prize from the Goodie Store.

Plan to get to Waterford Hills Raceway in June.

Family Day will be held on Sunday, June 8, so come out, see the races, cheer on Merritt, meet the racers and see the cars up close for only \$5. Check out the details on page 8. Our second DE will follow on Thursday June 12. We had a great turn out for our first DE, so register and get your car teched early. July 19 is the date for our annual Progressive Dinner. Carlos Carmona has a great itinerary planned, so reserve the date now. The details are on page 6.

We would like to welcome two new sponsors, Jay’s Auto Detailing located on 12 Mile Road in Berkley and Marty Mazzara of Hans Auto Electric in Wixom. Jason Shanker of Jays specializes in detailing highline and exotic cars, high quality painting and vehicle repair. Hans focuses on high performance starters and alternators. Both have ads on page 24.

Enjoy your cars and make plans to attend our summer events now.



2014 Cayenne Diesel

2014 SEM/PCA CALENDAR

JUNE

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

JULY

- 9 Board Meeting
- 18-20 Pittsburgh Vintage Grand Prix and Car Show*
- 19 Progressive Dinner
- 25 Autobahn Car Show at St. Johns*
- 27 Concours d’Elegance of America - St Johns*

AUGUST

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

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DECEMBER

- 3 Board Meeting
- 6 Holiday Party

**Not an SEM/PCA sponsored event*

BOARD MEETINGS

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

The June Board meeting will be held on Wednesday, June 4 at Gilson Motorsports

SEM/PCA *Annual Progressive Dinner*

SATURDAY, JULY 19, 2014

FIRST COURSE

Our feast starts at 4 pm with appetizers and beverages at Patti Finnigan's Pub and Grille 2200 N. Squirrel Rd, located on the Oakland University Golf Course in Rochester. (Use the Adams Road entrance south of Walton Road)

SECOND COURSE

The second stop scheduled for 5:30 pm will be at Ristorante Lino on 50 West Tinken Road in Rochester (248-652-9002). We will be treated to a family style Italian feast starting with Salad with special house Italian dressing plus Antipasto with meat and cheese followed by entrees including Penne with Meat Sauce, Chicken Marsala and Broiled Pickerel served with Green Beans and Red Skin Potatoes. There will be a cash bar.

DESSERT

A host home for the dessert course is still needed in the Rochester, Birmingham, Bloomfield Hills area. Why not yours?

Cost: \$40 per person. Please rsvp by July 12.

To volunteer your host home, register, and coordinate your dish to pass, please contact Carlos Carmona email: ccarmona@combine.com or call 248-515-6030.

Start Me Up!



BY JOHN KEILLY

As our spring events get underway, it apparent that our region epitomizes the PCA tag line, *"It's not just the cars, it's the people."*

Many of our key members have already run popular events. Past President Dave Burton ran the Swap Meet. He and our hosts, Porsche of Farmington Hills, have made the Meet a popular destination for DIY enthusiasts from near and far.

SEM/PCA Vice President Howard Gilson and his team at Gilson Motorsports ran an informative tech session on the IMS bearing. This can be a vexing problem on some 1999-2008 Boxsters and 911s.

Past President Dave Miller and his wife Deb arranged a tour of Ken Lingenfelter's impressive car collection, which raised money for the Jo Brighton Special Olympics Program. Board Member Fred Young arranged an interesting tour of the Piquette Avenue plant where the Ford Model T was made.

Chris Braden and the team at Munk's Motors hosted the 10th annual Devil's in the Details clinic. This event is for anyone interested in car care or concours competition. Multi-time Parade Concours winners Bob Amano, Bruce Gearn and Fred Young shared their expertise, as did many others.

The High Performance Driver Education season kicked off on May 8th under the direction of DE Co-Chairs Steve Carbary and Garen Nicoghiosian and our new Chief Instructor, Board Member Marc Molzon. The entire DE team works year-round to enhance our events. Two form Chief Instructors, Jeff Amos and Michael Eblenkamp, remain actively involved. All instructors deserve special thanks. Would you cheerfully get into the passenger seat of a high performance car with someone you had just met and take some laps around a race course?!!!

Forty one students, including many newcomers, attended this first DE of 2014. Jeff Amos regularly conducts a detailed track walk to show students of all skill levels the intricacies of the course. Andrew Olson – author of our "In the Shark Tank" column – attended his first DE. If you're thinking about trying a DE – and we encourage you to do so – Andrew's recap of his experience, which appears in this issue, will provide useful insights and tips.

Although the first DE of the season is known as "Beginner's Day" beginners are always welcome at all DE events. Our next session is on Thursday, June 12th. Spectators are also welcome at no charge.

On May 17th, we conducted another form of driver education – Street Survival School. This was the second time we have run this "graduate level" course for new drivers. It's a national program designed to give teen drivers hands on experience with the fundamentals of car control. Marc and Lisa Molzon and Don Kleist did another superb job. Other SEM/PCA members who devoted their Saturday to the day's events included Jeff Amos, Bruce Copithorne, Merritt Scott Collins, Jerry & Patti Door, Tom Fielitz, Howard Gilson, Bill Molzon, Andrew Olson, Jerry Valka, Leo Wanstreet and me. It's an important way to share our automotive enthusiasm and help young drivers develop the skills to become safer, more capable drivers.

The next day, May 18th, Board Member Greg Gallagher led us on what many regarded as among the best tours ever. The weather was per-

fect and the event attracted several new members and first timers, as well as many "regulars." Thanks Greg for another job well done.

Other members are already working on future events. On Sunday June 8th you'll have a choice. Board Member Fred Young is organizing a Family Day at Waterford Hills Raceway. Come see racing up close at a challenging track with excellent visibility for spectators. Cars ranging from Formula Vs to American muscle cars, Porsches and other imports race there. Admission is only \$5.00 and you can get a pit pass for another \$5.00.

The Garden Party is that same day. While not an SEM/PCA event, is a charitable function at Meadowbrook Hall, featuring classic and exotic modern cars, and excellent food and wine from top local restaurants and vintners. Kip Sheward of Kip Sheward Motor Sports is on the committee. As he correctly said, "The wine alone is worth the price of admission."

On July 19th, Carlos & Veronica Carmona will again chair our annual Progressive Dinner. This year the first two stops will be at restaurants. However, we still need a dessert home – somewhere near Rochester, Birmingham or Bloomfield Hills. Please contact Carlos at ccarmona@combine.com or call 248-515-6030 to volunteer your home.

Looking ahead, the Concours at St. John is on July 27th. There is also an informal Autobahn Night on July 25th.

In August, there is a Saturday DE on the 2nd. The Picnic & Concours is on August 17th. After well over 30 years, Dennis and Sue Denyer have passed the Picnic torch to Past Presidents Patti & Jerry Door and to Don Kleist. Fred Young remains Concours Chair. Then on August 23rd, Board Member Gretus Hoogestraat and his wife, Victoria Wade, will host a new event, the Barbeque and Tour.

September will again see Patti Door chairing the Ladies Drive on the 6th and Howard Gilson running Drive Your Porsche Day on the 14th.

Board Members Greg Gallagher and Marc Molzon will conduct the always popular Fall Color Tour on October 6th. The 2014 Holiday Party will be held at the beautiful Orchard Lake Country Club on December 6th – thanks to Erhard and Gretchen Dahm.

Behind the scenes, Michael Cohen and Alex Lundberg make the P4 happen each month, Lanita Dunham keeps track of Membership and related issues, Erik Ohrnberger and Gretus Hoogestraat keep the website humming, Gary Fish is our election official and tax accountant, Victoria Wade runs the Goodie Store and Leo Wanstreet ensures that we remain on a fiscally sound footing.

We really have a great team of smart, personable and friendly enthusiasts who devote their time, expertise and enthusiasm to putting on the quality events for which we are known. All are eager to help novices and welcome newcomers. All deserve our thanks for making membership in SEM/PCA so enjoyable.

Their work for the club is a labor of love. However, help is always appreciated. It is not a life sentence; just try something or help with something. If you enjoy it, great; if not, you can switch to something else. There is enough variety in what we do that any Porsche enthusiast ought to be able to find a way to contribute.

We hope to see you at an event soon. Come out and let us prove to you that at SEM/PCA, *"It's not just the cars, it's the people."*

Waterford Hills Road Racing Course

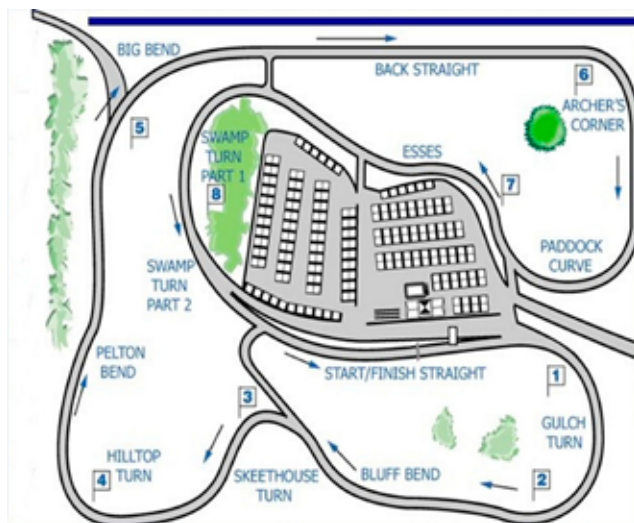
Porsche Club Family Day

at the Races

Sunday, June 8th – 10 a.m. to 5 p.m.

4770 Waterford Rd., Clarkston, MI 48346

ADMISSION \$5.00
PIT PASSES \$5.00
 Children 16 and under
FREE
PARADE LAPS
\$5.00 per Car



Racing Starts at 10 a.m.
Parade Laps at Lunchtime
Racing ends at 5 p.m.

Refreshments Available
at Concession Stand
Pop, Beer, Hamburgers,
Hot Dogs, Chips, etc

Here is your chance to enjoy an exciting day with family, friends and relatives at a modest cost. Most activities sponsored by the Porsche Club are usually based on two people attending in those little cars. So at this event you can load up the station wagon. We will have a special place to park your Porsche however. All types of cars race here from formula V's to Corvettes and Porsches. On the back straightaway they can hit up to 120 mph. Talk about excitement! To top it off, there is not a bad seat in the house. From most vantage points you can see over half of the track. At lunchtime you may take Parade Laps in your car and show everyone the track you took driving school on. If you haven't been here before, after a few laps you will want to take high performance driving school with the Porsche Club.

Check out the action and directions for Waterford Hills Road Racing
at their web site www.waterfordhills.com

For further information please contact Fred Young at (586) 566-3193
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The Rain Dance, My First Win & The Water Wet-Down

STORY BY MERRITT SCOTT COLLINS

PHOTOS BY MARK WINDECKER

Waterford Wet-Down is a decades-old tradition in which corner workers red-flag a first-time winner at every corner station and soak him or her with whatever water they have handy. As required upon seeing a red flag, a driver brings the car to a safe, controlled stop within sight of each station...where they douse the driver and the car.

I've heard that a Wet-Down feels pretty good on a 95 degree day, but May 3rd topped out at 52 degrees and windy. As I shivered in our paddock wearing a race suit, scarf, fleece, windbreaker, and gloves, my crew joked before the race, "Would you *really* want your first win on a day like *this*?"

We'll cross that bridge if we come to it, I thought.

In six seasons of road-racing, all of my poles and most of my podium finishes have been earned in the rain. They call rain the great equalizer. They can call it anything they want, but it's where I've had the most success. If I were a racehorse, they'd call me a mudder.

In other words, when it rained on the first race weekend of the 2014 season, it wasn't news that I qualified on the ITB pole. There were three cars from other classes in between me and the next ITB car, a VW Golf driven by our class champion. To challenge for the lead, he'd first have to pass *them*, which would be no problem for him on a dry track. He's fast.

I kept my fingers crossed for a full day of rain and tolerated the "doing your rain dance again, I see?" jokes.

But it wasn't in the cards. It dried up in the early afternoon, much to the delight of the open-wheel drivers. By the time my group went to grid, the local weather forecast showed only a single-digit chance of rain despite an ominous dark cloud the weather service insisted was going to miss us. We gridded up on slick tires and I said out loud, "maybe it'll start pouring, and they'll delay us long enough to switch over to rain tires."

Turns out that wasn't in the cards, either. It started to sprinkle

with one minute to go on grid. Lightly. *Could it be...?* It was, indeed, raining by the time we went green. *Oh, yes; the rain dance worked!* I thought. A few laps later, it was pouring. There we were, all on dry tires. *I can handle this.* I smiled inside my helmet like the Grinch Who Stole Christmas. Then came hail. *Is that hail?! What tires does Hoosier recommend in a hailstorm, anyway?*

Rain and hail came down so blindingly fast that conditions went from dry to standing water on track within a handful of laps. The rain line at Waterford will keep your car away from the slickest of cement, but the rest of the track is still as slippery as any other wet road. *Just hang on... and drive!*

I maintained the lead for about half of the race, but our class champion is a first-class competitor who never let up. He spent most of his laps breathing down my neck, right up until I lost control coming through swamp turn and skidded wide into the grass. He blew by easily, and opened up a substantial gap. I got back on track, slightly shaken mentally but not deterred in attitude, and got back on the throttle. It took a lap and a half to chase him down, and I caught him in Skeethouse turn just as he made an ambitious move on an IT7 car. It didn't go as he planned. He dug a wheel in the grass and the car bounced up in the air, enough for me to get a clear view of the Golf's undercar-

riage. His sudden and unexpected error handed the lead back to me. The Golf spent the rest of the race filling my mirrors, but he never got a good run.

The punchline is: I won the race. The guys at start/finish handed me a checkered flag and sent me out on a victory lap. Corner workers threw red flags, and drenched me and my car. Yes, it was cold, but admittedly, it felt great. Besides, my left side was already soaked from being out there in a downpour.

My team and sponsors put together a great car every weekend, and this time I didn't let them down. Thank you to my crew; and

my sponsors: Munk's Motors; Ideola's Garage; 4M Industries; and Mo Makki of Gulf Oil. I would be peddling a bicycle if not for all of you.

I invite everyone to SEM's Waterford. Family Day on June 8th and look forward to seeing you there. The track is a family-friendly, dog-friendly place to spend the day. There'll be some

exciting racing all day long, plus, for a \$5 donation to the worker fund, you can turn parade laps on track at lunchtime in your own car. And you have my word of honor: nobody will throw water in your window.

EDITOR'S NOTE: You can watch Merritt's race at <https://vimeo.com/95471438>



Merritt on the grid



The 924 at speed



...and the winner is Merritt Scott Collins!

Base vs Optioned

STORY BY **TOM FIELITZ**

PHOTOS BY TOM FIELITZ & MICHAEL COHEN

I am told that it is very exciting to sit down with a car salesman and fill out an order sheet to order a new car exactly as you want it. Of the six new cars I have bought, all were already in dealer stock so I never knew that feeling. The one time my father actually got to order a car that way, the dealer came back to tell him he was just a few days late before model changeover and had to accept what they could find in stock. The other thing I am told is that it is impossible to buy a base car without any options. The story is that dealers would keep one base car in stock just so they could advertise a low-priced car to suck in gullible customers. I have never seen one of those cars, but the one time my father tried to order a new car the dealer tried to take a base car and add the options themselves and repaint a white car to the color he ordered. Since I rode my bike to that dealer every day hoping to see our cars come in I caught them in the act and we ended up with the

loaded dealer demo instead.

New cars delivered several decades ago did not have the long list of options that are common today and the options that were available then came with relatively small price tags. Attached a picture of the sticker from my 1972 911E. Even if I had bought a loaded version of that car, the sticker would still have had only a short list of options. The 1972 911 came in three base models, T for Touring with carburetors, E for Einspritzung indicating it was the fuel injected model, and S for Sport.



The actual differences between the three models were not that great, mostly centered on the tune of the engine and minor trim differences. If you wanted a sportier model you did not check off option boxes you simply bought the higher level model. That was pretty much standard practice until very recently. Cars were usually delivered from stock because it took several months for an ordered car to be built and delivered. It was far easier to search other dealers stock for the model and options you wanted and dealers would trade cars from stock rather than refer you to another dealer who actually had your car. As you can see from a photocopy of the original sticker from my 911E there were not many options.

New cars delivered today are almost unique from one another even within the same model line just from the extensive options that can be selected. With today's computerized assembly line it is possible to custom build each car. Beyond the list of standard options it is possible, with enough money, to have a car painted to sample colors and upholstered with sample materials. As one of my friends found out, certain exterior and interior color combinations may result in the dealer telling you that you do not have the option to refuse the car upon delivery. One of my dealer friends told me that the manufacturer refused to build a basic model without additional options. The unfortunate part of this options extravaganza is that the final delivery price may be twice what the base sticker price of a given model. Is a key fob painted to match the exterior color of the car worth several hundred dollars? Will that thousand dollar, almost invisible option add to the future value of the car or perhaps even detract from the value or make it harder to sell? Cars that once held to a high resale value because of the rarity of num-

bers produced almost become irrelevant when each car becomes a unique one of one creation. The future predictions are for cars with exchangeable exterior panels and interior configurations so that an older car can be reconfigured and for vinyl paint wraps to replace spray painted colors which would greatly simplify the build process and allow the owner to change car color at a whim.

This transformation of the car has almost brought us full circle

from the early days of car manufacturing. Early high priced cars such as Lincoln, Duesenberg, Rolls Royce and the like were ordered from the dealership as a bare frame with no body work. The car was delivered to a coach builder to add body and any special options. Each car was practically a unique work of craftsmanship and a reflection of the tastes of the owner. The same could almost be said of the modern car being ordered and built today.



Author with his 1972 911E

COMING SOON!

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 (\$15.00 per person if you register after August 9)
Children under 16 eat free / Please bring a dish to share - Appetizer, Salad, Vegetable, or Dessert

Call Patti Door (248) 661-4362 or Don Kleist (586) 247-8178
to reserve your spot and to coordinate your dish – your early reservation will help us produce a first rate event!
DEADLINE FOR REGISTRATION – AUGUST 12

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My First High Performance Driver Education Event

STORY BY **ANDREW OLSON**

For years, I thought just because I had a fast Porsche with lots of upgrades and such, that somehow the Porsche pedigree magically transferred into my body by osmosis or some other mysterious means, and therefore I am an awesome driver with exceptional skill. I know there are others that also have the same feeling. As good as it is to own and drive a Porsche, it does not make you a better driver.

Owning a sports car does not confer driving skill. If anything, the engineers at Porsche have done such a good job for so many years (on all models), that it is the car that makes your driving appear to be good, not your driving skill that makes the car look good. This fact became abundantly obvious to me on the first lap of my first HPDE (High Performance Driver Education) event. But let's back up a little, because there is a lot that goes into getting ready for a day at the track.

Getting ready to participate in a HPDE event takes a little preparation. Luckily there are lots of people who can help you get ready. You really don't need any special equipment. You just need a car with no mechanical issues, fresh brake fluid, with plenty of brake pad life and tread on the tires. A couple weeks before the HPDE day, you need to take your car to one of several shops in the area to get tech inspected. It's a good thing too. You never know what they might find that could damage your car or become a safety hazard to you or others. If you have a newer car, you may only need to change your brake fluid. For older cars, it might be a little more involved. But if your car can't go on the track, do you really want to drive it on the streets?

In my case, I had a loose exhaust, a loose right front wheel bearing and a loose battery. All three were easily remedied, but all could have been potentially dangerous if I had not taken care



1st time 928'ers Dave Kowalewsky and author Andrew Olson

of them. I fixed them and then made sure I was signed up for the event. Since this was my first event I opted to rent a helmet from SEMPCA for an additional \$25.

The night before the event I spent the evening taking everything out of the car. That means EVERYTHING! I pulled things out of the center console, door pockets, glove box, spare tire well and every other nook and crevice. This also means all carpets and floor mats. I was amazed at how much crap was in there, but you want every loose item out because in an accident, those items become projectiles.

Then, after you have everything out of the car, you fill it back up with a bunch of other junk. In my case I had a tub with paper towels, extra oil, brake fluid, WD40, rubber gloves, some snacks, and a few other odds and ends. I also had a tool kit, torque wrench, a blanket, a couple chairs and a canopy. I also brought a cooler with lots of water! After I checked everything off the list, I went to bed and tried to sleep. It's harder than you think because you're so excited for the next day.

The morning of the event I got dressed in the required long sleeved shirt and long pants. Closed-toe leather shoes are also required. I hopped in the 928 and headed off to the track. I left my house at 7 a.m. with the intention of arriving at the track at 8 a.m., but traffic was a nightmare and I arrived almost 30 minutes late. Next time, I will leave at 6:30 a.m.

When I arrived, my instructor was there waiting for me and did the secondary tech inspection on my car. He commented that my brakes might not be up for the task. That made me a bit nervous. He looked over the car and made sure it was ready to go while I unloaded all the stuff I put it in from the night before. I checked in, picked up my helmet, and met a bunch of very nice people.



Greg Gallagher cleans the rear window of his 924 track car

At 9 a.m., Jeff Amos took everyone on the track walk. Waterford Hills is about 1.5 miles long, so it takes a little while to complete the walk. The track was still damp with dew. Jeff pointed out the placement of the cones and what they meant. He also gave a good illustration of where you want to be on the track at any given turn. This was extremely helpful. Jeff also made sure we noticed the fresh errant tire marks and their likely cause, and then he basically told us to not do the same. It brought both some levity and some seriousness to the conversation. Jeff identified the corner worker stations. All the while, the closer I got to the start/finish line the more I could feel my heart beat in my chest in anticipation. Immediately after the walk we had a mandatory meeting for all drivers to go over track rules and flags. Then the driving began. Because I was in the Green group, I had some additional classroom instruction. Michael Eblemkamp walked us through the meaning of the cones again, the track rules, the three inputs to driving a car (throttle, steering, and braking), and finally he went over the flags and answered our questions.

Immediately after the classroom instruction, it was our turn to



Chief instructor Marc Molzon reviews the flags with DE participants

line up on the grid and get on track. The nerves started and I could really feel my heart pound now. My instructor, Jim Stevens, met me at my car and we got strapped in and went to the grid. Jim gave me concise instruction while letting me make some mistakes and helping me learn from them. The first couple laps were just getting familiar with the track, finding the best line, and getting a feel for the car on the track. Then we began to increase speed and worked on specific aspects of my driving. For a novice like me, the biggest difference between street driving and track driving is that on the track (as a beginner) you should do all you braking in a straight line. We have a tendency as street drivers to brake and turn at the same time. If you try and turn while braking on the track, you lose much of your front end grip and can end up going off track because the car wants to go straight, but the track curves. Luckily, I did not go off track, but I did have a couple of moments where I felt like I was not fully in control. Lesson learned.

The other aspect of driving on the track is learning the track: What's the line. When to shift. When to brake. When to turn in. There is so much going on, it takes a little time to get comfortable



First time participant Bob Krzeminski with his 996 C4

with all those elements. Just as you get into the rhythm, it's time to come in. I had four sessions or heats. Each was 20 minutes long which allowed for about 12 laps each session. That doesn't sound like much, but by the end of the day I was quite tired. After each session my instructor, Jim, made sure to recap one or to key elements for me to work on in the next session. It was hugely valuable. Each time I got a little more comfortable and a little faster, and generally made fewer mistakes.

For the last session, I was allowed to go out on my own. It was a blast. Although I was driving solo, I could still hear Jim in my head coaching me to turn here, brake there. I knew it when I made a mistake too.

I did get black flagged twice. When I made left turns, gas would come up the filler neck of the tank and spill out. I'm pretty sure it's a faulty gas cap. I'll swap it out and come with less gas in the car and see if that fixes the issue. I wasn't upset. I'm actually glad they pointed it out, so I can take care of it.

The best part of the day was making new friends and getting to drive my car as fast as I wanted. If you have ever wanted to drive on a track or take your car on spirited drive, I suggest going to a HPDE day. It's far cheaper than a speeding ticket and way more fun.

I have a short video showing two laps of my last session posted on YouTube. You can see it by following this url: <http://youtu.be/dqf7hcbg2AM>.



Skeet house turn to Hilltop

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.

WIN A PRIZE

Tell us about an adventure with your current or previous Porsche, and if your story is chosen for publication, you will win an item from the Goodie Store.

Submit 500-600 words and one or two quality digital images to

Congratulations to Merritt Scott Collins and Don Kleist, our June, 2014 winners!

Michael Cohen at fastkarz2@aol.com
Thanks and good luck!

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Lightning Strikes Twice?

STORY BY **DON KLEIST**

As the old saying goes, “lightning never strikes twice in the same place,” but that might not be true. Read on. This tale starts in the spring of 2001 when I needed a new car to replace an aging Infiniti I30. My first choice was a BMW M5, but upon visiting local dealers, I learned that there was about a two-year waiting list. I settled on a BMW 540i, a car similar to an M5, but with a smaller, less powerful V8 engine. My thought at that time was perhaps I could buy the M5 from the next Detroit Auto Show.

Forward to January, 2002. I went to the Detroit Auto Show on the first Sunday, hoping to learn which local dealer would get the M5 from the display. I spoke with Regina Dahm, daughter of Eitel Dahm, owner of Bavarian BMW. She said that they did not yet know where the M5 was headed, but that she had another M5 on her showroom floor which had been ordered by someone who decided not to take delivery.

I asked her what color was the car. She replied, “Black.” I then said to her, “Lady, you just cost me a lot of money!” I traded in my 540i and took delivery of a shiny new M5 the next Friday. I love this car and it is still my daily driver.

Now to Traverse City and Parade 2013. The first activity was the Sunday Pig Roast, held just outside of the clubhouse of the Grand Traverse Resort’s golf courses. During the introductory remarks the speaker described a special edition 911 to commemorate the model’s 50th anniversary. Porsche will build 1963 of these cars, the number coming from the year of the first 911.

He then directed our attention to the cart path and we saw a beautiful, cream-colored 911 driving towards our area. Porsche calls this color Geyser Gray

Metallic. What a beautiful car! It was love at first sight. Porsche had flown this car in from Germany to introduce it at Parade. The next day the car was moved to the lobby of the hotel, where it was drooled over for the rest of the week. It had to be one of the most photographed cars at Parade. This car also appeared at the Concours d’Elegance and St. John’s later that summer.

Although I lusted after this car, I needed another car about as much as I needed to trade my Boxster S in for a well-used Yugo. Still, the thought remained.

In early December, 2013 my Boxster needed some repairs. I took it to Porsche of the Motor City and planned to stay while the staff made needed repairs. Out of curiosity I decided to ask about the availability of a 50th Anniversary 911. I expected to learn that all of them had been spoken for.

To my surprise, Eric Conrad, the salesman, said they had one available and that it was en route to the dealership. The car had been ordered by a client who, “decided to go another direction.” Eric printed out a spec sheet for me and I figured that would be the

end of the story. I returned to the waiting area and a few minutes later a car hauler arrives and off comes that very car. It was as if fate had said that the car was meant to be mine. That was a Monday. I took delivery of 50th Anniversary 911, Number 589, the next Thursday.

Now about lightning: Both of these cars are limited production. Both are black. Both were originally ordered by someone else. And both came from the same building. Since 2002, Bavarian BMW moved to Shelby Township and Porsche of the

Motor City now occupies the building. Great coincidences and two great cars!



Don's BMW M5 at the track



His new 50th Anniversary 911

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Autobahn Night Concours of America at St. Johns Friday July 25th

Mark your calendar for the first annual Autobahn Night at Concours of America at St. Johns, held on Friday, July 25th from 7-10PM in the parking lot in front of the St. John’s Hotel, 44045 5 Mile Rd, Plymouth Township, MI 48170.

Join German Car Clubs and enthusiasts for a *WUNDERBAR* evening including food, music, along with People’s Choice awards while meeting new friends and connecting with old ones. Cost is just \$15, and you can sign up here: <https://www-concoursusa-org.ticketbud.com/www-concoursusa-org>.

Get your Autobahn Cruiser buffed and polished, and come help celebrate legendary German automotive engineering with an evening of fun and camaraderie.

Space is limited, so early sign up is encouraged.

Autobahn Night

Event Chair: John Briggs – johnrb@comcast.net

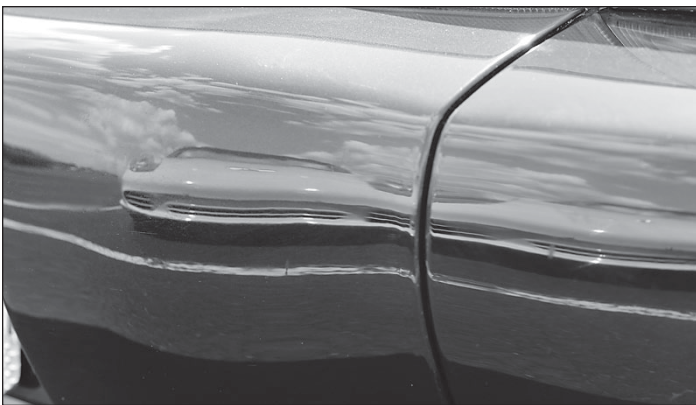
- Friday, July 25 • 7 pm to 10 pm
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- See attached aerial map of St. John’s
- \$15 per car – includes one meal (no entry charge for car owners’ guests)
- Other meals will be on sale at the event for guests and spectators

REGISTRATION

<https://www-concoursusa-org.ticketbud.com/www-concoursusa-org>.

Reflections From Our May 18 Spring Tour

PHOTOS BY RAY MASSA



SEM/PCA Member Anniversaries - June 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)
42	David & Christine Renner	10	Gisele & Darryl Dennis	3	Chris Martella
39	John & Carroll Thomson	9	Stephen & Janet Malerman	3	Chuck Haas
39	Neil & Peggy Goldberg	9	James & Gerald Saelens	3	John Keen
38	Dennis & Susan Denyer	9	Greg & Stacey Dyer	2	John & Carol Falk
26	Bob Amano & Marilyn Amano	6	Nick Priest	2	Paul Zlotoff Terese Sante
22	Philip & Patricia Kubik	5	Jared Rundell & Nikki Kaller	2	Dave Pereira
20	Carole & Richardo Kilpatrick	5	Eric Gonzalez	2	Koji Funabashi
18	Robert Count & Nancy Ellis	5	John Boruta	1	Brian Jenkins
17	Thomas Turkin	4	Ken & Julie Gola	1	Greg O'Connell
16	Nick & Nelda Moskatow	4	Ron Kagan & Susie Vestevich	1	Michael Acho
16	Gary De Martelaere	4	Ernie & Staci Moosherr	1	Sandon Voelker
14	James & Sally Garner	4	Lou Shoha	1	Michael Scheid & Will Bass
13	Roy & Virginia Smolky	3	Joe McHale	1	Brad & Tia Deuel
13	Ralph & Julie Kandt	3	Horst & Helene Reinhardt	1	Hans Weess
11	Ron & Darlene Geb	3	Leon & Ileana Lewis	1	Andy & Loretta Yakima
10	Alan & Aaron Wagner	3	Jan Kramer & Melissa Henry	1	Larry & Leslie McClure

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Index to Advertisers – June 2014

Ameriprise.....	23	Jay's Auto Detailing.....	31
Automark Collision Center.....	27	Kip Sheward Motorsports.....	28
Autometric Collision.....	9	Mercedes-Benz of Novi.....	28
Automotive Techniques.....	29	Motor City Auto Spa.....	28
Burton Brothers.....	29	Munk's Motors.....	16
Cambridge Property and Casualty.....	23	Nikolas Motorsports.....	Back Cover
Clear Auto Bra.....	9	Paul's Auto & Boat Interiors.....	29
Copyrite Printing.....	29	Porsche of Ann Arbor.....	11
Crossroads Plaza.....	9	Porsche of Farmington Hills.....	2
Eitel Dahm Motor Group.....	20-21	Viking Insurance.....	28
Fred Lavery.....	39	Vintage Munk's.....	35
Gilson Motorsports.....	22	www.sellyoursportscar.net	35
Hans Auto Electric.....	31		

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**Region will be assigned based on where you live, however,
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Your local region can accept and endorse the application to send to the national office.

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Relationship to Member _____

Affiliate Member Name _____

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

Porsche Car Information

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

Car #1 _____

*Year _____ *Model _____

*Body Type _____ *Color _____

*Vin# _____

License Plate # _____

License Plate State _____

Car Used: ☐Daily ☐Pleasure

Maintenance Performed By:

☐Self ☐Dealer ☐Independent

Average number of miles driven annually _____

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

Payment Information

Term of Membership

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

☐Check enclosed #

☐Visa ☐MC ☐American Express

Card Number _____

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Signature _____

How did you learn about PCA? _____

SEM Board Minutes (5/7/14) by L. Dunham

Attending members: Greg Gallagher, Lanita Dunham, Howard Gilson, Fred Young, Gretus Hoogestraat, Michael Cohen, Leo Wanstreet, John Keilly, Patti Door, Marc Molzon.

Call to order at 7:00 PM by President, John Keilly.

Roll taken & Minutes of April. meeting approved.

Financial: Reviewed e-mailed copy, report approved.

Membership: 579 members, 406 affiliates = 985.

Insurance: Greg has certificates for DE, Devils in the Details and Street Survival School.

P-4: Michael reports he has two new advertisers for June issue, Hans Auto Electric and Jay's Auto Detailing. All are very pleased with color and quality of issues.

OLD BUSINESS:

Apr 5 Swap Meet: Held at Suburban Porsche of Farmington Hills. Good turnout and many items sold & bought. Also had lunch for guests. Carlos Carmona won the wash & shine trophy, RSR member Ernesto Rodenbeck won the Porsche quiz.

Apr 12 Model "T" Plant Tour:35 members attended. Fred received many comments and e mails, saying how nice the event was. Tour guides were very knowledgeable.

May 8 DE: Marc reports they have 20 beginners signed up and many good helpers. They will have 16 helmets available for use. We now have 30 Porsches coming to the track event.

May 10 Devil's in the Details: Munk's is hosting this detailing event for Porsche owners. Several venders will be on premises.

May 17 Street survival School: Preparations are continuing, hoping for many students and volunteer workers.

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

May 26 Novi Memorial day Parade: John asked members to participate.

Jun 8 Waterford Family Day: Cost will be \$5 at the gate, an additional \$5 for pit pass.

Jun 14 New Member event: Location yet to be finalized.

July Progressive Dinner: Date not finalized yet. Carlos Carmona is seeking homes for event, which determines the drive sequence.

Aug 17 Picnic: Patti, Don & Nancy held a meeting and determined the caterer and menu. Sue Denyer gave Patti a long list of supplies she will need, and Sue feels they are well prepared.

Sept 22-Oct 2: Germany Trip: Fred continues to get activities confirmed with Bernice Hicks of Pastorius House. Cost continues to be approx. \$3,500 inclusive of some meals and lodging, taxes & fees, Detroit to Frankfurt.

Badge Maker: Gretus has one chosen and on his laptop, gave us the specs. Approval was given for him to make the \$600 purchase plus material and magnetic backs.

Microphone: Gretus also had this researched and found a very useable and versatile product. Approval for this \$203 purchase was given.

Charity: Looking at charity prospects for this year events.

Web Master: Erik was approached with an offer of outside advertisers. The board feels this is not something we should do.

Goodie Store: Victoria had sales of \$308 at the swap meet.

Event Reports: None needed.

NEW BUSINESS:

St. John's is hosting an Autobahn night on Friday July 25. There will be Porsche corral. There will also be Porsche corral Sunday for the Concours.. Fred Young is to check on a membership tent for Sunday.

PCA is considering a Porsche corral for the Belle Isle Grand Prix. Contact John Keilly for more information.

Meeting location & Refreshments / June: Patti Door.

Meeting adjourned at 8:45 pm.

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RECAP **Devil's in the Details**

STORY BY **ALEX LUNDBERG**

PHOTOS BY GRETUS HOOGESTRAAT



Host Chris Braden presenting a door prize to a guest

There was bright sun, fresh wax and more than a million dollars worth of German steel in the parking lot as Munk's Motors sponsored the 10th Annual SEM/PCA Devil's in the Details Porsche car care event on May 10th.

Almost 40 people of all ages attended the event, making it the most successful DID since its inception in 2004. Chris "Munk" Braden said he got the idea for the detailing event from his own desire to make his Porsche shine. From there it was a short jump to bring various vendors together for a comprehensive tech session that would be a good use of time and of value to club members.

"I didn't really know what I was doing then, so I widened the circle of people who I would consider experts," he said. "I was able to get three Parade Concours winners—Fred Young, Bob Amano and Bruce Gearn— to assist over the last 10 years. Their help has been invaluable to me and to the members. They've helped people win at Concours."

That kind of over-the-top expertise, Braden said, is what the "details" in DID signifies. Concours cars are most often garage queens that don't get dirty, but there is a high level of fine cleaning work they still get before arriving at shows. It's that kind of atten-

tion to the fine minutiae of car care that participants get at DID.

Not that everyone is going to go to those extremes when they detail their cars at home, but they can do some of it and get a lot out of the experience. "It's something I find very therapeutic," Braden said. "I come home on a Friday night, crack a beer, and start detailing my Porsche. It's very relaxing. I get a lot of pride in having a car look great."

At this SEM/PCA sponsored event members also saw demonstrations from the good people at Radios, Knobs, Speakers and Things, Precision Paintless Dent Removal, Motor City Auto Spa, and Paul's Auto Interiors. The vendors had a good time and generated leads for their businesses.

John Thomas of Clarkston came with his son, Cole, to see what goes on at Devils. He liked what he saw enough that he got a card and scheduled some work. "The guy (Matt Lifter of Motor City Auto Spa) did such a great job on the demonstration Porsche that I got his card before I left," Thomas said. "I then went out to his place in Royal Oak and had him work on my wife's Porsche."

Merritt Scott Collins, said the event is for anyone who appreciates a well-kept car. "You can learn quite a bit at Devil's.

For example, anyone can wax or clay-bar the exterior, but some processes, if done improperly, will grind through the paint. Once you see it demonstrated, and you've asked questions of the experts, you can decide how much you're willing to tackle, and what you'd rather leave in the hands of professionals."

James Clarahan of Commerce Twp., a 16-year member of SEM/PCA, made his first visit to DID. "It was good, I'm always looking for tips to improve the appearance of my car," he said. I would definitely attend again."

DID was made possible with the help of sponsors SEM/PCA, Stoner Auto Glass, Meguiar's, Precision Paintless, Paul's Interiors, Motor City Auto Spa, Suburban Porsche, Pasteiner's AutoZone Hobbies, Hungry Howie's of Waterford (16 pizzas!), Bosch, O'Reilly's Auto Parts and Fade to Black as well as presenters Marc Molson, Erik Ohrnberger, Ryan Braden, Merritt Scott Collins, Michael Cohen, Bruce Gearn, Bob Amano and Fred Young.



Attendees check out the cars outside and listen to Matt Lifter from Motor City Auto Spa





Paul's rep sews a leather seat



Four nicely restored 914's



Radio, Knobs, Speakers and Things team



Lucas Phan takes a piece of pizza.

THE PLACE FOR PORSCHE & PARTS

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

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

FOR SALE: 2009 PORSCHE 911 CARRERA COUPE. Absolutely immaculate “as new” example with only 24,100 miles. Black/black, 6-speed manual, heated power seats, sun roof, CD, Bluetooth, auto dimming mirrors, much more. 2+ years remaining on CPO factory warranty. Clean CARFAX. \$55,900. Contact Michael Cohen. 248-227-8604 or michael@sellyourporsche.net (3/14)

FOR SALE: Koni driver's side shock tower (orange). This is a New Old Part, never installed. I purchased the front pair for my 76 911s but only needed the passenger. The spindle alignment has been checked and is not bent. Includes cap and dust cover. These are a little hard to find in this condition. I will send photos upon request. \$175. vonspor@comcast.net (3/14)

FOR SALE: 2000 PORSCHE 911 CABRIOLET. Black/Black Leather, 6 Speed Manual, Premium Wheels, Garage Kept, Excellent Condition, Never Winter Driven, Maintenance Records current, 54K Miles, Asking \$29,500. Contact: Roy Smolky at 248-375-1431 or E-Mail: smolky@att.net (4/14)

FOR SALE: 1993 PORSCHE 968 CLUB SPORT. Extremely rare, highly collectable 968 CS “Club Sport” finished in striking Speed Yellow, is 100% original and unmodified. Only 69,000 km (approx 43,000 miles) from new. Fully inspected & serviced. Ready to be driven and enjoyed! Currently located in Germany and available for import, asking \$69,900.00. Contact Wolfgang@SellYourPorsche.net or Matt@SellYourPorsche.net (4/14)

FOR SALE: 1986 PORSCHE 944. Near show room condition, always stored in winters. Only 3 owners. New Stereo, originally radio/cassette available. 82,626 miles. Personal plates “944” transferred with vehicle purchase. Serious Buyers only, asking \$12,000 negotiable. Please call 734.451.1158. (5/14)

FOR SALE: 2011 PORSCHE CAYMAN. 39K Miles. 6 Speed Manual, Platinum Silver/Black Interior. Bose Stereo Satellite Radio, Nav, Chrono, 18 Boxster Wheels/Michelin Pilot Sport. Asking \$39,500. Contact Joe McHale 586-707-2213 or email Joe.McHale@bosch-battery.us (5/14)

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@sellyourporsche.net or 248-227-8604. (6/14)

FOR SALE: DAS SPORT 996 / 997 ROLL BAR – totally bolt in roll bar; fits 996 and 997 including GT3. It will NOT fit sunroof coupes. Installation triangulates to shock towers and original seat belt attachment—no drilling or cutting. Powder coated black with all mounting hardware. Used in excellent condition: \$850.00. Jim Christopher: 810 217 1280 or jtmchristopher@comcast.net

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 jtmchristopher@comcast.net

FOR SALE: 1989 PORSCHE 944 TURBO S. This is a great DE or street car and very fast. Corbeau seats with 5 Pt harnesses, full welded in, bolt in cage, brakes, stock calipers with performance pads and slotted rotors in front, motor build 2013 with new rings, bearing, seals, O ringed head and extra oil cooler for motor cooling and baffled oil pan, Vitessee mass air flow with engine management system, Garrett Turbo rebuilt in 2013, adjustable Tial wastegate, Billet turbo bypass unit, Performance Fab Speed Lower control arms to handle 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

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Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

With the summer driving season already here, hopefully all of you have had many occasions to enjoy the beautiful weather and lots of Porsche fellowship. I have already visited a number of regions throughout the zone, and had the opportunity to spend time on the track as well as at many social gatherings and fun-filled activities, and at each event I always appreciate meeting all of the PCA members that take the time to welcome me to their region. At each of these visits, I am always reminded that for me the PCA motto is so true, It's not just the cars, it's the people!

There are a lot of improvements being made within PCA to help get information to our members more easily. If you have not had a chance to visit the new PCA website, it has been completely updated.

This month many of us will travel to Monterey, CA, to participate in the 59th annual Porsche Parade, a nationally organized week long extravaganza of competitive events and spectacular sightseeing, but for those of you not venturing west, there are a multitude of events to keep you entertained. This information is readily available in your region's newsletter and website.

My schedule is quite full and as I continue travelling throughout the zone visiting all of the regions, I am reminded how truly special the Porsche camaraderie is, and 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:

- **Rally Sport Region** is holding a Gimmick Rally on June 1
- June 5 **Central Indiana Region** members are attending O'Daniel Porsche night at Germanfest
- **Michiana Region** members will be attending the Vintage Races at Indy on June 6-7
- June 8 is **Southeast Michigan Region's** family day at Waterford Hills
- **Ohio Valley Region** is attending the Ault Park Concours on June 8
- **Allegheny** and **Northern Ohio Regions** are holding a DE at Nelson Ledges on June 13-15
- **Central Indiana Region's** CruZionsville is June 14
- On June 15 **Michiana Region** will be holding an Auto-cross at Tire Rack

- **Mid-Ohio Region's** 3rd Thursday Social Gathering is June 19
- **Rally Sport Region's** Driver's Education at Grattan is June 20-22
- **Eastern Buckeye Region** is hosting a dinner drive on June 21
- **Western Michigan Region's** Drive up to Traverse City is June 21
- **Motor-Stadt Region's** Porsche People and Pizza is June 26
- June 27 is **Maumee Valley Region's** Dinner and Drive-In

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

Remember,

***The P4 comes to you
through the support of
our advertisers.***

***Patronize them and tell
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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: When I went to my get my 86 Carrera out of storage it had two flat tires. So I aired them up but I wondered, did they get too cold or what? My tires are getting kind of old so I am wondering, should I plan to replace them? They only have about 10,000 miles on them but they are 16 years old. What do you suggest? —Larry

A: Logic dictates that you should replace them based on age alone. Deterioration of the rubber continues whether you use them or not. The same holds true for rubber gaskets, etc. I doubt that the age of the rubber caused the air to leak out. When the tires are dismounted you will find little pits of corrosion along the bead of the wheel where the seal takes place. Even if you purchased new tires, which you should strongly consider, the new tires may leak air prematurely unless the person doing the work cleans and treats the corrosion to stop it and prevent it from spreading. This is not a problem peculiar to your Carrera. In fact, the Fuchs wheels, which are very high quality forgings, are some of the best alloy wheels and rarely corrode. It is far more common for the later cast aluminum wheels to leak air. —MC

Q: The other thing is my alarm system on the 86'. After carefully charging the battery and testing it to be sure it was ready, the alarm really shocked me. I hit the "unlock" button but apparently the battery was dead. I say apparently since I put a new battery in and still it is blaring! I thought maybe the valet switch would shut it off but no luck. The car runs but I cannot drive it with the alarm on all the time. —Larry (again)

A: Try this Larry. Before you connect the negative cable, turn the ignition key to the "on" position then connect the cable and see what happens. I am not an alarm guy but this works on my car and a few others that I have tried it on. —MC

Q: Do you think that Porsche is making a big mistake to discontinue the manual transmission? I was shocked to hear that and I would not consider buying one if it only came with an automatic. —Larry (same Larry)

A: I think that many of the purists will be deeply offended and moan, wring their hands and lament with other purists in "how dare they" conversations of theory and purity. I understand that, and in their world, I get it. However, have they driven a PDK? I spent weeks with a Cayman R equipped with PDK. I ate the forbidden fruit. I admit I liked it. I had a ball with it, and after my extended test drive was done, I did NOT want to give it back.

The transmission shifted faster than I could, did less damage to the car than I would have done, anticipated what I was going to do before I consciously decided to do it, rev matched the down shift like no human can do and never over revved the engine or ground a gear.

When you say "I will never own a Porsche with automatic", fine, I concede the point, NEITHER WOULD I. A PDK is not an automatic, it has an automatic clutch and it has automatic shifting, but only when you want it. So really it is the best of both an automatic and a manual and is neither.

When you want to shift, you can still shift when you want to. You move your finger rather than your left foot and right hand. If you just want to relax and let the computer do the work for you it will, and as stated before, better than you could ever do. If you feel your driving ability is being attacked, talk to a therapist about it but if you want to have more fun driving your car, try a PDK. Now Larry, that is your last question! —MC

Q: My 96 Twin Turbo had a number of strange symptoms this spring. First the battery was dead but then, after I got it started, the power locks would not work. If I push the lock button it would act as if they locked but then they instantly unlock. The key would also not work to lock the car. At random, the parking brake warning light comes on even if when the lever is down. Sometimes I could force the lever down further and the light would go back on a few miles later. The light would also come on when the turbo boosted. Another oddity was the dashboard lights. At night, they surge brighter and dimmer at random. It is like the car is possessed! —Chuck

A: I wonder if you jumped the car, then disconnected the cables and ran the car with a dead battery? Yes it will run with a dead battery, but the alternator will also freak out...and not in that fun Frank Zappa way. The alternator can send a power surge to the electronics and cause all manner of corruption and chaos! You don't want that, so I hope you did not do the deed.

Let's tackle the door locks first. In the doors, the actuators (which are electronically controlled servos), move the mechanical lock rods up and down. They can sometimes get corroded and when they do, your power locks get confused. Once you take the door panels off, the actuators can be disconnected to determine if it is a mechanical or an electronic problem. You should then be able to manually lock and unlock you car temporarily. I bet you will find the problem in the connections or the wiring if you did not fry the module when you jump started your car.

The parking brake warning is another fairly simple circuit that gets complicated when the signal is sent into the "multi function instrument" where all the warning lights reside. If you are lucky, when the console is taken apart, you will find a paper clip, an ink pen, a few coins or other debris that fell through the whiskers intended to keep crap out of the console. If not, the circuit board in the "MFI" can develop cold solder joints and get a bit kinky in its old age. In that situation, a qualified instrument repair shop such as Specmo, conveniently located in Burton, Michigan can inspect, re-solder, and do their voodoo on the unit and maybe your problems will go away (they offer no guarantee on this work).

But always start by cleaning out the debris first.

The pulsing instrument lights may well but due to damage caused by a faulty voltage regulator or wiring issues. On this model, a ground fault or voltage drops caused by overcharging can cause this symptom and only testing and time will tell if there is a real problem or just an idiosyncratic light show. Stay tuned. —MC

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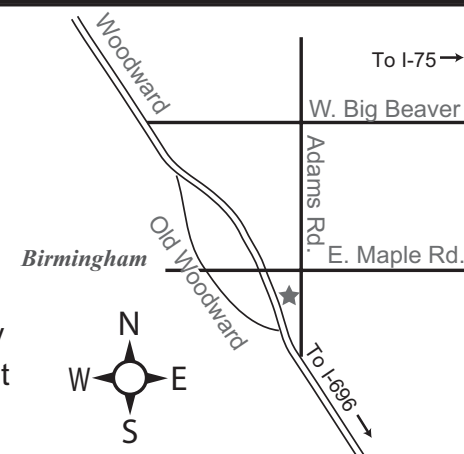
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