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ON THE COVER: Porsche has added a GTS model to the 911 Carrera – including the Cabriolet and Targa. These were shown at the recent NAIAS. Photo by John Keilly

2015 SEM/PCA CALENDAR

MARCH

- 4 Board Meeting
- 17 Registration open for Parade
- 28 Tech Session at Gilson Motorsports

APRIL

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

MAY

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

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

- 7 Board Meeting
- 18 Fall Color Tour

NOVEMBER

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

DECEMBER

- 2 Board Meeting
- 5 Holiday Party

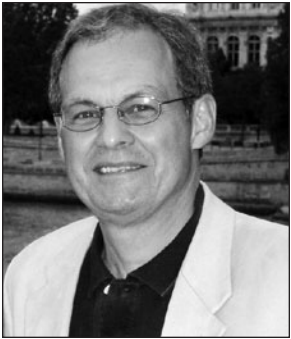
* Not a club sponsored event

BOARD MEETINGS

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

The March and April Board meeting will be held at Gilson Motorsports

Oh No...
Not You Again!



BY JOHN KEILLY

If you are also a long time fan of the Rolling Stones, you will detect that my new column borrows the name of another Stones song. That was also true of my former column, “Start Me Up.” Smart assed New Yorker that I am, I used it previously — as the unique ring tone for...you can guess who.

I chose the title for this column because “Oh No” is the likely reaction of long time readers to my being back. However, my return is consistent with our Club’s policy to never “dump” a job on anyone. Miranda Christen is now Managing Editor and Alex Lundberg is Associate Editor. To support them, Michael Cohen and I will remain involved in the P4.

Michael’s role will be informal—primarily to keep me sane. Good luck with that! Michael has had a tremendous positive impact on *The P4*—from driving implementation of the larger format to consistent upgrading of our content and editing. The best thing about his involvement has been becoming good friends. Thank you Michael...for everything!

My role will be to provide guidance, under the title of Executive Editor, which is used in some magazines to describe “the guy who has been kicked upstairs where he can do less harm.”

OK, on to this issue. The new Carrera GTS is our “cover girl” this month. As you know, it, and the rest of the expanding GTS line up was featured on the Porsche stand at this year’s Detroit Auto Show. We have a brief overview of the GTS models in this issue, but please see your local dealer for more information.

Congratulations to Porsche of Ann Arbor on your new facility. They are the latest of our dealers to open a new showroom. On a cold winter day, your local Porsche showroom is a great place to get a much needed head start on spring.

Speaking of showrooms, long time advertiser Kip Sheward Motor Sports has moved. Their new address is shown in their ad.

We are delighted to welcome a new advertiser, Turbo Concepts. As their ad says, they are “a professional turbocharger building and re-manufacturing service.” Whether you have a turbo Porsche, or one of the increasingly common domestic cars with a turbo, these folks are a valuable resource.

On page 17 we are pleased to present an Advertiser Profile on Hans Auto Electric in Wixom, MI. These guys are highly respected and very capable experts in the areas of starting and charging.

Advertiser Profiles are available to any advertiser in the P4. They are our free—as our way to provide added value for our sponsors. If you would like to run one for your business, please contact any member of the P4 team.

Our regular columnists continue to do a terrific job. Tom Fielitz has a great report from the 2015 Rolex 24 Hours of Daytona. Andrew “The Shark” Olson again dispenses wit and wisdom about the joys and frustrations of owning a Porsche 928. This month, Andrew talks about dealing with ABS. As always, Chris “The Master Cylinder” Braden provides an entertaining and informative look at a variety of repair issues.

While this winter seems interminable, spring will come... eventually. In anticipation of a much needed dramatic improvement in our weather, we have ads and “save the date” announcements for upcoming events. On page 6 we have a full page ad for the 2015 Parade. Registration opens at noon on March 17th, St. Patrick’s Day. Don’t get too deeply into the green beer until you have registered. If you have never been to a Parade, consider this one. If you have questions, please contact any Board member to get information and advice from our many Parade veterans.

Closer to home, we have announcements in this issue for a Tech Session at Gilson MotorSports on March 28th and the Swap Meet on April 11th. Both of these are indoors and are rain or shine.

Greg Gallagher is planning another New Member Gathering on April 25th. He’s also Chair of the Spring Tour—which will be held on Sunday, May 31st.

On May 2nd Munk’s Motors will again present the always popular Devil’s in the Details car care clinic.

For those eager to get onto—or back onto—the track, we also have information on our first DE of the season on Saturday May 9th and our third annual Street Survival School for teen drivers on Saturday May 16th.

In this issue Gretus Hoogestraat recaps the recent “DE 101” classroom session conducted by our team of instructors. We also recap the General Membership Dinner which was held in late January.

We hope you enjoy this issue. Your comments (positive or negative), stories, photos and suggestions are always welcome.



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Registration opens March 17, 2015 at 12:00 pm EDT
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Drive With Spirit!



BY HOWARD GILSON

Just prior to the opening of this year's North American International Auto Show, PCA held an early Saturday morning preview for 200 members of Zone 4. We were treated to a continental breakfast and we were able to see Porsche's new GTS models—911 including the Targa 4, Cayman, Boxster and Panamera. PCA's Executive Director, Vu Nguyen, spoke about the upcoming Porsche Parade celebrating the club's 60th Anniversary and introduced representatives from the host venue, the French Lick Resort.

In late January, Porsche announced the new Porsche Cayman GT4, a 385-horsepower, six-speed manual, mid-engine sports car that has clocked a 7-minute and 40-second lap time around the Nürburgring Nordschleife. The 3.8-liter flat six is basically a detuned 911 Carrera S engine. But despite having 15 less horsepower than the 911, the Cayman GT4 blasts from 0-60 miles per hour in 4.2 seconds — 0.1 seconds quicker than the 911 S (by Damon Lowney). The GT4 will make its first official public appearance at the Geneva International Motor Show in early March. US dealerships will start receiving shipments of Porsche's newest sports car in July (by Damon Lowney).

I'd like to thank David and Debbie Miller for chairing another great general membership meeting which was held this year at 5 Tavern, with featured speaker Road Test Editor for *Road & Track* magazine Robin Warner. At the beginning of the event, the club members got a chance to meet members of the Jo Brighton Special Olympics who were most appreciative of our past and present donations to their athletic program. Gretus Hoogestraat even created an oversized check that I had the honor of presenting. Thank you, Robin Warner, for an interesting and informative presentation. We're glad you have fully recovered from that nasty fall.

Last month I told you about my first experience with Porsche. This month I will tell about my first Porsche. In the spring of 1995, I came across a 1975 911S Targa Silver Anniversary Edition with a sport-o-matic transmission. I became a PCA member and started to attend events. Two early events come to mind. My first Drivers Education event at Waterford Hills was where I boiled the brake fluid in my brakes. There's no way to describe the feeling of coming up to a corner and applying the brake only to have the pedal go to the floor. After pumping the brakes, I was able to slow down enough and remembered what I was taught. Go off the track in a straight line and do not force the car back on the track. I safely returned to the pits where a bunch of club members and track guys helped me bleed the brakes. I was back on the track the next session. "It's not just the cars, it's the people."

My second event, which is still a favorite for club members, is the Progressive Dinner. I spent two eight hour days cleaning my 1975 911S Targa for the event. I went as far as taking off the wheels and cleaning under the fenders and engine, etc... I was so proud of how

much time and effort I had put into cleaning the car and it looked beautiful. For those who have never been to the Progressive Dinner, let me share with you why it's so popular. Approximately fifty people meet at a club member's home for appetizers. Then we travel to another club member's home to enjoy a potluck dinner. After dinner, we all travel to the last member's home for desserts. Well, at my first Progressive Dinner during one of the stops, we got lost and ended up on a dirt road. I was heartbroken that the car was filthy but I still had a great time and met new members.

Take note: this year's Progressive Dinner is July 11th. The club is always looking for members to volunteer their homes for a stop during the Progressive Dinner. You need not have a large home... especially if you have a porch, patio or deck. Members bring the appetizers, side dishes and desserts. The club provides the entrée, tables & chairs, if required, soft drinks and most everything else. If you are willing to host a stop on this year's Progressive Dinner, please contact Event Chairs Carlos & Veronica Carmona at 248-515-6030 or ccarmona@combine.com for more information.

I would like to remind members that at noon on March 17th registration opens for the 60th Porsche Parade in French Lick, IN. It will run from June 21-27th. For details about everything related to Parade including tours, visit the Parade website: <http://parade2015.pca.org>.

I will be hosting a Tech Session at Gilson Motorsports from 10 a.m. to 2 p.m. Saturday, March 28th Lunch and refreshments will be provided.

The club has its Annual Multiregional Swap Meet at Porsche of Farmington Hills from 10 a.m. to 2 p.m. Saturday, April 11th If you are interested in selling, please contact Event Chair Dave Burton prior to the event date. There will also be a car show and tech quiz during this great event.

May 2nd is the Devils in the Details event at Munk's Motors in Waterford from 10 a.m. to 4 p.m. Come learn about caring for and cleaning your Porsche and learn from our many experts about things you can do to improve you score in the Parade Concours or at the Summer Picnic Concours.

I would like to thank Marc Molzon and Steve Carbary for their presentation at the DE 101 classroom session in February. There were around thirty people who attended this event and most of them have not yet been on the track for a Driver's Education school. I hope all that attended the classroom event will at least get out to one of our Driver's Education sessions this summer. Saturday May 9th is our First Driver's Education, which is also traditionally Beginner's Day."

Last but certainly not least, we all owe a debt of thanks to Lanita Dunham. She has been a big part of the SEM/PCA for longer than I've been around. I would like to thank her for all the work she has done for the club as Secretary and Membership Chair over the years, as well as, most recently, as a Board Member. Thanks Lanita!

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Porsche Expands GTS Lineup, Adds Carrera 911 GTS

STORY BY JOHN KEILLY



The 911 Carrera GTS lineup includes the Targa (above) and Cabriolet models

Arrgh, More Power! Remember that mantra of Tim “The Tool Man” Taylor, which was the name of Tim Allen’s character in the TV show “Home Improvement?”

Well, “more power” is just the beginning of what Porsche offers in their GTS models. As I recall, it begins with the Panamera, where the GTS model now offers a 440 HP V8, compared with the 420 HP twin turbo V6 in the Panamera S. The Panamera GTS also includes adaptive air suspension, larger diameter brakes, a larger fuel tank and adaptive sport seats, among other features.

Last year, GTS models were added to the Boxster and Cayman lineups. Once again, the differences begin with “more power.” In this case, it’s an increase of 15 HP over the S model, to a total of 330 HP. In the Cayman, the 15 HP increase takes the GTS from 325 to 340 HP. Next come 20 (versus 19) inch wheels, the Porsche side impact protection system, GTS front fascia with specially designed air intakes, sport seats plus with a “GTS” logo in the

headrests, along with numerous other distinctive interior and exterior accents.

Most recently, a GTS model was added to the 911 Carrera, including both the Cabriolet and Targa. Here again, there’s “more power,” with an increase of 30 HP over the S model, to 430 HP. Wheels remain at 20 inches, but are a half inch wider in front and rear. The Bi-Xenon headlamps add the Porsche Dynamic Lighting System (PDLS). The body is 1.7 inches wider in the rear and features a SportDesign front fascia with body colored spoiler lip. Sport Seats Plus with embroidered ‘GTS’ logo in black, are standard.

All GTS models are loaded with appealing features and design elements. Those listed here are just a few of the highlights. Please see one of our four local Porsche dealers for complete information. See for yourself why the tag line for the new Carrera GTS is... “The perfect car for unfiltered driving pleasure.”

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SEM/PCA Member Anniversaries - March 2015

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

YR	Name(s)	YR	Name(s)
42	Fred & Lois Howard	8	Jason & Allison Cardew
37	Ted & Nancy Schwartzfeld	8	Mark Brewer & Claudia Pisa
36	Peter & Rita Heydon	8	Macauley & Cathleen Nash
27	David & Marguerite Kimball	7	Shawn & Annette Bartush
19	Joel & Randee Miller	7	Steve & Nancy Chavez
17	Anthony & Ernest Mac	5	Edward Dawda & Alice Buckley
16	P & Marta Trimmer	5	Dale & Marilyn Goby
16	Greg & Geoff Rouke	5	Lothar & Ann Bauer
16	Thaddeus & Thaddeus Shegos	5	Bruce & Lynne Gladstone
15	Dave Patton	4	Richard & Marcy Ford
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ADVERTISER PROFILE

Hans Auto Electric-
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STORY BY JOSEPH N. MAZZARA



Have you ever felt your heart sink while watching a Corvette C7.R pass a beloved Porsche 911 RSR at Daytona or LeMans? If so, you might want to blame my brother Marty Mazzara, owner of Hans Auto Electric in Wixom. OK, that might be a bit of an exaggeration, he just builds their alternators. For sure, Marty also does starters and alternators for all Porsche vehicles, but he has had the special privilege for several years now to build the alternators for the world class Pratt & Miller Engineering Corvettes and Cadillacs at the top levels of racing. Pratt & Miller is not the only high profile race engineering firm to use the services of Hans Auto Electric. They also work with RM Motorsports, the Pratt & Miller Restoration and Specialty Vehicles component, Robinson Racing of Wixom, Detroit Speed of Mooresville, NC, Sterling Performance Racing Engines of Milford and Ilmor Engineering of Plymouth. SEM/PCA Past

president Ted Dunham is a frequent visitor as is Jeff Jones of Automotive Techniques. Hans Auto Electric first opened in 1963 on Plymouth Road in Detroit. As business grew, they relocated to an oversized building in New Hudson and finally in September of 2012 to their current location on Grand River Avenue in Wixom. The modern and efficient 3,000 square foot facility contains all of the high tech equipment needed to make that starter from your old 356 look and run like new. Marty has worked for Hans Auto Electric for 37 years, and has been the owner since 2012. While the business already had a longstanding reputation for quality work and loyal customers, Marty intends to enhance that reputation in the coming years. One change that long-time customers may have already noticed is the

(continued on page 18)

black and yellow racing style shirts worn by both management and employees. Marty believes that the uniforms are an outward symbol of the professionalism and attention to detail which customers can expect from everyone within the business.

From small starters for snow plows and golf carts to those used on heavy machinery, Hans Auto Electric does them all. Broadly speaking, they are experts at “rotating electrics.” Anything with a DC motor is fair game. On my recent visit to the shop, there were two monster-sized locomotive starters in for service, as well as a strange, square Rube Goldberg type contraption that turned out to be a combination starter and generator from a 1920 Hudson! The rare piece was in for a show-quality restoration.

Hans Auto Electric also services fire trucks (\$3,500 for an alternator), lawn mowers (\$60 for a starter) and virtually anything in between. In days past, they also worked on aircraft components – until lawyers advised them against it due to liability concerns. Still, after informing their loyal aircraft customers that they could no longer serve them, an occasional flier or mechanic would show up with an alternator sporting a *Lycoming Aircraft* tag and claim, with a straight face, that “It’s from my lawn tractor.” Marty’s reply would typically be along the lines of “You must have very high grass.”

In addition to Marty, Hans Auto Electric employs his wife Sue Mazzara to handle the books and record keeping, as well as mechanic Joe Iaquina, an all-around nice guy, to handle much of the direct labor. Each employee brings their own unique skills, professionalism and friendliness that keep the loyal customers happy. Marty says, “I probably have more friends here than customers.

They come back year after year because they know I am honest and do a good job.” On some days, Marty’s pudgy little Chihuahua, “Rocco” can be seen guarding the premises by way of sleeping soundly in his comfy doggy bed.

The auto electric business has changed in noticeable ways over the past few years, and Hans Auto Electric is up for the challenge. Technology has advanced, and the machines used to analyze and repair electrical components have changed as well. Computers, oscilloscopes and other high tech equipment in the shop might be unrecognizable to auto electric technicians from just a few years past. Marty has worked on alternators that require a computer just to turn them on.

The other change affecting the business is the growing influx of cheap foreign parts, mainly from China. The parts are generally of lower quality and the suppliers lack a support system for the customers. When a part breaks, people often just throw it away and start over. Nonetheless, Marty believes that there will always be a need for skilled rebuilders of quality parts.

Hans Auto Electric advertises in several local publications, but still gets the bulk of its business from word-of-mouth and return customers.

The shop is located at 28003 Center Oaks Court, Suite 109, Wixom, Michigan 48393. Hours are Monday through Friday 7 A.M. to 4:30 P.M. and most Saturdays (call first) from 8 A.M. to 1 P.M.

For additional information, please contact Marty Mazzara at (248) 349-7600 or check their website at:

www.hansautoelectric.com



Marty Mazzara, Owner of Hans Auto Electric

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Michael Cohen, Editor 248•227•8604

PLEASE SAVE THE DATE

Saturday April 25, 2015

New Member Gathering

9 a.m. – noon

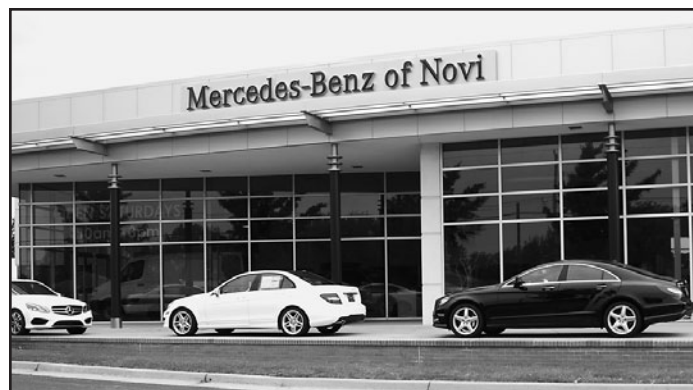
Coffee and Donuts will be served

This event is to welcome new members – or those whom we haven't seen in a while. All members are invited. It's an opportunity to celebrate spring, show off your car and meet other members, as well as our Board Members, Officers and Event Chairs.

Location & other details to follow

Event Chair: Greg Gallagher

(313) 300-4191 or email: gjgallagher@comcast.net



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SAVE THE DATE

Sunday, May 31, 2015

Spring Driving Tour & Dinner

Although we didn't pick this date to be sure the snow would be gone...right now it appears to be a wise choice.

Plan to join fellow enthusiasts for an always interesting tour, followed by a casual dinner

Details to follow

Event Chair: Greg Gallagher

313-300-4191 or email: gjgallagher@comcast.net

RECAP **General Membership Dinner**

STORY & PHOTOS BY **JOHN KEILLY**

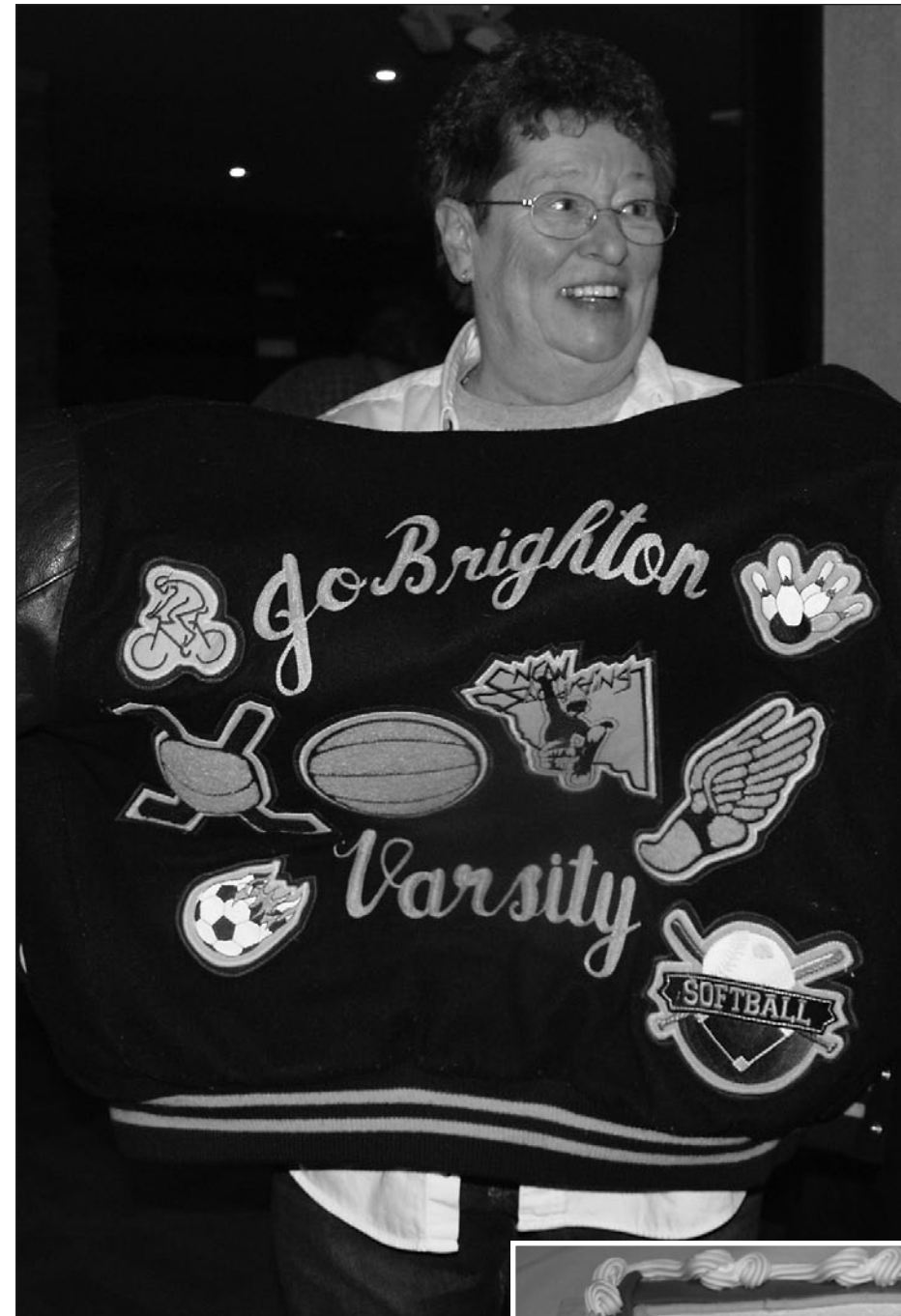


SEM/PCA President Howard Gilson presents replica check to Jo Brighton Athletes as Program Coordination Maggie Gibson looks on

On Friday evening, January 30th Dave and Deb Miller chaired another first rate General Membership Dinner. They chose a new location, 5th Tavern in Bloomfield Hills. Subsequent comments about the food and service were consistently positive. Once again, they also arranged to have a first rate speaker. This time it was Robin Warner, Road Test Editor for *Road & Track* magazine. As you can imagine, he had a number of interesting stories. One of these was a serious accident. It was not in a car, but rather he fell of a bridge while taking a photo, and landed on rocks 30 feet below! Thankfully, he is fine today, albeit after a lengthy recovery.

Staff members and athletes from our favorite charity, Jo Brighton Special Olympics, were on hand. They showed off some of the clothing and equipment they were able to buy with our donation. We used the occasion to have SEM/PCA President Howard Gilson make a ceremonial presentation of a check for the proceeds from the Holiday Party and Silent Auction. You may recall that it was a significant amount, thanks to the gracious generosity of Erhard & Gretchen Dahm and family, who sponsored the Holiday Party and of our members, none of whom requested a refund.

Please see page 26 of this issue where we have reprinted the “thank you” letter we received from Jo Brighton.



Jo Brighton parent Virginia Bartnikowski shows off one of the varsity jackets bought with funds donated by SEM/PCA



One of the talented Jo Brighton bakers brought a homemade “Porsche” cake for dessert



Jo Brighton Special Olympics
 4460 18th Street
 Wyandotte, MI 48192
 Maggie Gibson, Local Coordinator
 734- 759-6340

Southeastern Michigan Region
 Porsche Club of America
 5445 Hickory Ridge Rd.
 Holly, MI 48442
 January 28, 2015

Dear Ladies & Gentlemen,

Thank you for your donation to our Special Olympics program. As you know, Jo Brighton Special Olympics receives no funds from federal, state or school districts. All of our funds must be raised by fundraisers or donations. Our coaches all volunteer, too. But we need funds to attend competitions, overnight stays, transportation, uniforms and equipment, training fees, etc

We train and compete in Soccer (3 teams), Cycling, Poly Hockey (2 teams), Basketball (6 teams), Swimming, Bowling, Track & Field, Snowboard, Snowshoe, Alpine Ski and Cycling. Our program has almost 100 athletes with cognitive impairments, ranging in age from 15-26, living in the 17 downriver school districts.

With your donation we have purchased new helmets / goalie pads / hockey sticks and pucks for our Poly Hockey Team. Poly hockey started over 12 years ago, and the equipment, especially the helmets, have worn out. For safety of our athletes the purchase of new helmets was essential. You have not only provided game equipment, but safety equipment !!

We also purchased some beautiful warm ups. These will be used for many sports. And we look good !

We are growing and have just started Kayaking. We look to this program to learn a lifelong recreation activity that can involve the whole family. We are the first team in the State of Michigan to begin Kayaking for Special Olympics. In fact, the Jo Brighton Kayak team put on an exhibition at the Special Olympics State Summer Games last June.

This fall we also began Power Lifting training. We have been able to purchase singlets and weight training belts for our athletes, because of your donation.

Without Special Olympics, our athletes may not have the same opportunities as other young people in our community to train, compete, and just have fun. Our program provides social outlets for our athletes with cognitive impairments. Our goal is to teach sportsmanship, to teach the game, and teach our athletes to love the game. We give opportunities to make friends & have fun, not just for our athletes but parents and volunteers as well.

Thank you again for your support of our program. God Bless you and your families.

Sincerely,

Maggie Gibson
 Special Olympics Coordinator
 Jo Brighton Center

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FOR SALE: 2005 PORSCHE 911 TURBO S CABRIOLET: All stock. 3.6 liter twin turbo 444 hp engine with 6 speed manual transmission, all wheel drive, Bose stereo, all leather interior, triple black. 17,500 non-abused adult miles with fresh oil change with Castrol 5W40. Original window sticker and Porsche maintenance manuals. \$63,500. Contact Chris at 586-873-3857 (10/14)

FOR SALE: 1989 PORSCHE 928 S4: Grand prix white with burgundy leather seats and custom sheep skin covers. 5 liter V8 w/ 316 hp, auto trans.excellent condition. Cold a/c. Complete documentation from new. Feature in 2009 Automobile Magazine. 95,000 miles. \$19,500 or best. Contact Michael Cohen 248-227-8604 or michael@sellyour-sportscar.net (10/14)

CAR STORAGE: heated, secured. \$550 up to 6 months. Call Clem Weierstahl (810) 636-2840. (11/14)

FOR SALE: 2000 PORSCHE BOXSTER TIPTRONIC: 2000 Porsche Boxster Tiptronic, 39,000 miles, Arctic Silver exterior, Black Interior, wind stop, 18 inch Turbo Twist wheels, carbon fiber shifter, Stereo with CD player, new top, rear window in excellent condition, Asking \$13,750.00. Contact Michael Cohen 248-227-8604 or email michael@sellyoursportscar.net (11/14)

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FOR SALE: 2013 BOXSTER S: \$61,900. Two years still on warranty, Exterior - White, Interior / Top - Black, Bose surround sound, Premium Package, Heated Seats, PDK, Power Steering Plus, Sport Steering Wheel, New front & rear snow tires, Weather Tech custom fit floor mats, Clear Bra (front half of vehicle), 16,000 miles. Contact Michael Cohen 248-227-8604 or email - michael@sellyoursportscar.net. (3/15)

FOR SALE: 2013 911-CARRERA: \$79,900. Two years still on warranty, Exterior - Agate Grey Metallic, Interior Black, PDK, Heated Seats, Power Steering Plus, Multi-function Steering Wheel, New front & rear snow tires, Weather Tech custom fit floor mats, Clear Bra (front half of vehicle), 25,000 miles. Contract Matt Fenster 248-496-3004 or email - matt@sellyoursportscar.net. (3/15)

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RECAP

DE 101

Classroom Session

STORY & PHOTOS BY GRETUS HOOGESTRAAT

Our DE Team held a “DE 101” Classroom Session on Saturday February 7. The program is designed to explain our High Performance Driver Education program to the DE novice, but our expert “faculty” is ready to take questions from drivers at all levels.

Attendance was great and the session helped people who have never participated in a DE prepare for their first day on the track - from start to finish. The opportunity to drive your car on a race track is both exciting and a bit intimidating. DE 101 takes the mystery out of it and explains to first timers what to expect.

Participants learned what they need to know leading up to the big day and how to do their best at the track. The classroom session covered safety measures, car control, the rules for driving on the track, including safe passing. In short, it explained all that's done to keep everyone safe, while learning and having FUN driving high performance cars.

A day at the track begins well in advance with a Technical Inspection. That needs to be done well before the event; it ensures that you car is safe (e.g. sufficient tire tread, brake pad depth and relatively new brake fluid).

The Grid Inspection at the track ensures you have had your Tech Inspection done, and that objects which could create problems have been removed from your car (e.g. owner's manual, floor mats, and loose items in your glove box, console or back seat). Students were advised to top off their gas the night before (fuel is NOT available at the track), and told about the appropriate



Chief Instructor Marc Molzon welcomes participants...

clothing—long pants, sneakers or street shoes with a thin flat rubber or crepe sole—as well as other important items like sunscreen, a baseball cap, glass cleaner and towels to clean your windows, an accurate tire pressure gauge and last but not least extra motor oil.

The requirements for safety equipment like helmets, seat belts and seats were also covered as well as removing the aforementioned “everything loose” from the car the day before. You need not have your own helmet. SEM/PCA has helmets available for a modest rental fee, specifically for novices who want to “try” DE before spending the money for a helmet of their own.

Another bit of good advice was to get a good night's sleep, eat a good breakfast and lunch, and drink lots of fluid (e.g., water, Gatorade, etc.) to keep yourself hydrated. Know your limits! If you start to become fatigued, pull in and rest. A tired driver makes mistakes and is a hazard to himself and others. To drive at high speeds in a safe and controlled manner, everything has to be tuned for maximum performance; that includes both the car and the driver.

By the end of the session, students had been told all they needed to know to prepare themselves and their cars for a successful and fun DE-Day. Our first DE of the season—which is traditionally Beginner's Day—is Saturday, May 9th.

Thank you DE-Team for this very interesting and informative session; thank you Howard for letting us use your facility and for sponsoring lunch.

If you missed this session and are still interested, there

(continued on page 30)



...as prospective DE students listen

is a lot of information about DE on our club website, www.sempca.org. Also, feel free to contact DE Co-Chairs Steve Carbary or Garen Nicoghosian, Chief Instructor Mark Molzon or DE Registrar Howard Gilson. Their phone numbers and e-mail

addresses are on page 3 of this and every other issue of the P4. Or, just come on out, watch and ask questions. Spectators are always welcome!



DE Co Chair Steve Carbary (second from right) makes a point



There were opportunities for students to take a break



Lunch was also provided



Students comparing notes regarding the DE Tech Inspection

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Swimming with the Sharks

STORY & PHOTOS BY **ANDREW OLSON**

928 ownership is a disease. Perhaps a fungal infection, because once you're infected, it grows on you. Little by little you gather parts, and then you gather another car, then another...it really is an affliction. I'm on my fifth 928, and currently own three. One of our other members had six but has since thinned the herd down to five. Several others have two. So where do we keep all these cars? In a Shark Tank, of course.

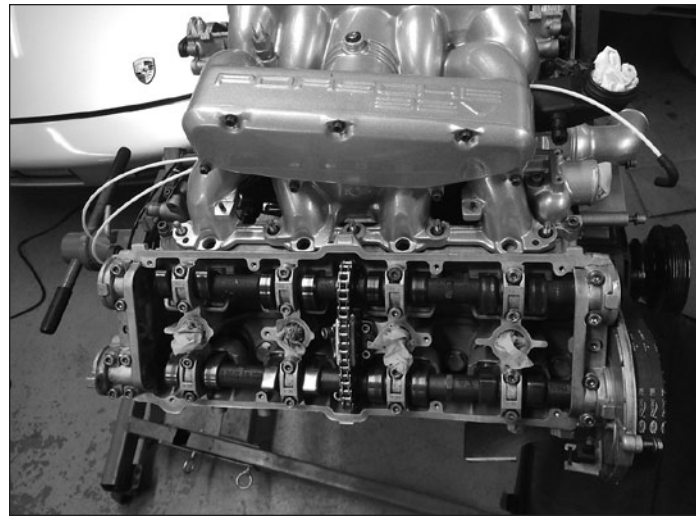
In a remote corner of the metro area sits a little industrial warehouse park with 2,500 sq. ft. units. One of the units is now affectionately called the Shark Tank. We had talked for years and years about getting a place together, but it just never happened. Finally, about a year ago one of the guys took some initiative and got a unit. From then on, it has become the 928 club house.

Currently there are 10 cars in the unit, with two Mercedes Benz, one Porsche 911, and seven 928's. Within the 928s, we have quite a variety:

- 1982 – Gold 928 Weissach Edition – 5 speed
- 1985 – Red 928 Euro with a super charger – 5 speed
- 1985 – Silver 928 Euro (naturally aspirated) – 5 speed
- 1987 – White 928 S4 – 5 speed
- 1991 – Teal 928 S4 with 6.4l stroker motor
- 1991 – White 928 S4 – auto
- 1993 – Silver 928 GTS – auto

We have a couple lifts that we use for storage and for work. We pull and rebuild motors, torque tubes, suspensions, etc. It's a very hands-on group and we all benefit from each others' strengths.

For example, this past fall, my red '85 Euro's ABS was not



A closeup view of the GTS motor

working. Every time I drove it, the ABS light would come on indicating it was not functioning. Through some investigation we jacked up the rear end and spun the wheels, and the ABS light didn't come on. We concluded it must be one or both rear wheels. We looked at the wheel speed sensors, and they both looked really rough. Exposed wires and lack of insulation turned out to be the least of the issues. These ABS wheel speed sensors are NLA (no longer available) and there is no other sensor that can take its place.

I took both off and tried to test them. Dave K. instructed me how to hook up my digital multi-meter and wave a screwdriver across the sensor. It should register something – I believe it's some kind of square wave. One of the sensors seemed to test okay, the other one was dead.

Luckily I have a few other friends in this world. I put out the word that I needed one of these sensors. A guy in Australia said he had not one, but two of these "hen's teeth." He lives in Australia, and the price was \$250, plus shipping. So \$280 later, I got one of the sensors. I hooked it up and I still got the warning light. We compared the new one to the old "good" one. The signal was really weak in the old one. So another \$280 and three weeks later, I got what probably was the very last ABS speed sensor available for that car in the entire world.

We hooked it up and the ABS light still came on. We were scratching our heads now. We decided to start testing for signal from the four corners at the ABS ECU unit. Luckily, some years back, Dave had instructed me to build a little oscilloscope for my

(continued on page 34)



Bob and Brian hanging out in the Shark Tank



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PC. We hooked it up to look for the “square wave” from each wheel. Both back wheels were good (albeit slightly different signals) and the passenger front was good too. The driver side was dead. I looked at the sensor, and it looked fine.

I started following the loom back to the ECU and found a junction that was a bit loose. We cleaned up the plugs, re-assembled things; lo and behold the ABS light was off! I took the car for a quick spin, and the ABS now works, as it should. It was a team effort. I find it is a lot more fun to work on these projects with oth-

ers helping you solve the problems you encounter along the way.

We have a number of projects going on at the Shark Tank and people are usually there every weekend. Join us for a beer night and we’ll be happy to have you come over and join in the fun. The 928 beer night is held on the second Wednesday every month at Sneaker’s Pub in Ferndale. If you’d like to get on our mailing list, send me an email or a text and I’ll get you on it. You can contact me at andrewmolson@yahoo.com or 734-837-7908.



Bob, Dan and Dave looking over the white 1991 which is getting some TLC



The interior on the 6.4l stroker is over the top!



My 1995 Red Euro



The silver 1985 Euro and the 93 GTS. The motor is almost ready to go into the GTS

Porsche Returns to Daytona

STORY BY **TOM FIELITZ**

The 53rd running of the Rolex 24 Hours at Daytona was an exciting and dramatic race. It marks the kickoff to racing in 2015 as the first race in the Tudor United Sports Car Championship. Porsche is the most successful manufacturer at this race with 22 overall wins and 78 class victories. Heading the Porsche contingent this year was the return of the two car factory team of GT3 RSR cars numbered 911 and 912. Supporting them was the Falken Tire entered GT3 RSR. The factory entered GT3 had won the GTLM championship in 2014.

The weekend leading up to the big race started off on Friday with the Continental Tire Sports Car Challenge. This 200 mile race for modified street based cars has a Grand Sport class contested between Porsche, BMW, Camaro, Mustang, Aston Martin and Nissan. In the lower powered Street Tuner class are Caymans, Honda, Mazda and BMW with Caymans being the most popular entry with 13 cars. The finish saw Matt and Hugh Plumb winning the GS class in their Rum Bum sponsored 911 and Spencer Pumpelly winning ST class in a Cayman sponsored by Rennsport One.

In the Rolex 24 the GTLM class GT3 RSR cars qualified at the tail of the 11 cars and nearly 5 seconds off the pole record setting time. But the beauty of this 24 hour race is that the pace during the race is often more a factor of the talents of the drivers. During the race the Porsche teams turned race laps equal to their qualifying speeds and led the class several times. As Patrick Long said be-

fore the race “The more often you contest this race, the better you understand what really matters. Don’t try to make up positions in every corner, but instead pull back sometimes and conserve the car. Then shortly before the finish you’re ready and in a good position to fight for victory.”

But disaster struck at the eleventh hour. While running in the top five of GTLM and only a second apart on the track the cars 911 and 912 wrecked each other. In the tricky 120 mph kink corner of the infield they came up to lap a slower GTD class Aston. The number 911 car of Marc Leib nipped past but number 912 of first time Daytona driver Earl Bamber dropped his outside wheels into the grass and was off on a several hundred foot sideways slide through the grass. As Marc negotiated the next corner he was hit broadside by Earl. After extensive repairs both cars rejoined the race. The Falken Tire GT3 took up the chase only for Patrick Long to drop out at the 17th hour with engine failure. The GTLM class was won by the factory Corvette C7R which also was fifth overall and just 15 laps behind the overall race winner Scott Dixon in the Target Ford turbo Daytona Prototype.



The GTD class with nineteen cars had nine 911 GT America Porsches and two 911s qualified third and fourth in class. Cooper McNeil in his Weather Tech sponsored 911 GT finished just seven seconds back of the winning Viper. The winning Viper had started last in the field.

The Porsche Coral at the track was its usual packed and bustling PCA hub for the whole 24 hours. This year Porsche had a large display of 1 of only 60 of the 60th anniversary 911 GTS Club Coupe. The hospitality tent was a welcome respite to sit and relax right next to a prime viewing grand stand at the kink turn of the infield. The Coral always attracts some unique cars. This year I spotted a white Carrera race car in full flared trim. Equally spectacular was a GT2 RS in bright orange. The race season has started off in fine style once again.

SEM Board Minutes (1/7/15) by Fred Young

In attendance: Board Members: Howard Gilson, John Keilly, Michael Cohen, Gretus Hoogestraat, Fred Young, Greg Gallagher and Walter Crump. Officers: Leo Wanstreet and Alex Lundberg. Guests: Lanita Dunham and Tom Christen. Absent with notice: Mark Molzon, Patti Door and Miranda Christen.

Call to Order: 7:04 PM by President Howard Gilson
Minutes: Motion to approve by M.C. and J.K. Motion passed.
Membership: 583 primary members +387 associate members = 970. Greg Gallagher will review the membership list for future mailings.
Financial: Leo Wanstreet reported a check is to issued to the Jo Brighton Foundation with proceeds from the Holiday Party. Motion to approve by J.K. and W.C. Motion passes
Insurance: Needed for February DE 101 Seminar.
P-4: Michael Cohen. The issues are running late because of the post office. Miranda Christen has taken over as Managing Editor. M-1 Concours is welcomed as a new advertiser.

OLD BUSINESS:

Dec 6: Classic 9 Leather Shop Open House: Michael Cohen - Rob Budd hosted the open house with about 20 attendees. His shop is utilized by many of our membership with good results. He showed the many projects he had in process along with his variety of materials used.
Dec 6: Holiday Party: John Keilly – It was a great evening with good friends, good food, and good service. It was a first class affair and we thank Erhard Dahm for his generosity. The silent auction also raised additional funds to be donated.
January 30: Membership Dinner: - John Keilly – Ad is in the P4. An email blast will be sent out as a reminder.
February 7: DE 101 Seminar: Howard Gilson -Ad is in the P4. Several Instructors will participate in the program.
March 17 – Parade Registration: Registration opens at 12 noon.

SEM Board Minutes (2/4/15) by Fred Young

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

Call to Order: 7:00 PM by President Howard Gilson
Minutes: Motion to approve by M.M. and G.H. Motion passed.
Membership: No report due to computer difficulties
Financial: Tabled to next meeting.
Insurance: OK for DE-101. Needed for March Gilson Tech session
P-4: Michael Cohen – Discussed an ad for Gilmore Museum. We have an advertiser profile for the March issue.

OLD BUSINESS:

January 30: Membership Dinner: - John Keilly – Everything went well – the food and service was good with an excellent speaker, Robin Warner of Road and Track Magazine. A check with proceeds from the holiday party was also presented to the Jo Brighton Special Olympics Foundation.
February 7: DE 101 Seminar: Marc Molzon – All set. We will need a projector
March 17 – Parade Registration: Registration opens at 12 noon. The PCA web site has all of the up to date information on what promises to be an exciting event close to home.
March 28: Gilson Tech: - Howard Gilson -Topic to be determined.
April 11: Swap Meet – Everything is in order.
April 25: New Member Gathering: - Greg Gallagher is still working on a venue.
May 2: Devil’s in the Details: – Chris Braden of Munk’s Motors will again host the event.

Members are urged to attend because of the close proximity to our area. It promises to be a great event.

March 28: Gilson Tech: - Howard Gilson -Topic to be determined.
April 25: New Member Gathering: - Greg Gallagher is working on a venue.
May 9: Driver Education: First DE of the calendar year. DE’S also scheduled for June11 and September 3. Waterford Hills
May 16: Street Survival School: -John Keilly – Motion made by J.K. and G.H. to send payment for use of the parking lot and classroom. Motion passed.
July 11: Progressive Dinner: It is not too early to start looking for host homes. It was suggested to put an ad in the P4 for interested members.
August 7-9: Club Race: - Howard Gilson – Motion made by G.G. and W.C. to send deposit check for the track. Motion passed. Will check into requirements that a PCA license is needed to race.
August 23: Club Picnic: Payment was made on the picnic site courtesy of SellYourSportsCar.Net. Gilson Motorsports will sponsor the trophies.
Charities: The check from the proceeds of the Holiday Party will be presented to The Jo Brighton Foundation at the Membership Dinner.
Web site: An alternate site is being considered because of hosting issues.
Goodie Store: The inventory was updated. The store is run as a break even as a service to members. Running ads in the P4 is being considered.
Event reports: Needed for Holiday Party and Classic 9 event.

NEW BUSINESS:

60th Porsche SEM Region Anniversary: The possibility of a committee being formed for our 60th Anniversary was discussed.
Meeting adjourned at 8:50
Refreshments and Locations: February: Gilson Motorsports – Walter Crump. March: Greg Gallagher

May 9: Driver Education: Marc Molzon - The first DE of the year will be on a Saturday, so we’re looking for a great turnout. Several discount certificates were passed out to new members interested in trying DE. Other dates for DE are June 11 and September 3. The use of motorcycle helmets was discussed. It will be taken up by the DE committee. Replacement helmets will need to be purchased in the next year.
May 16: Street Survival School: -John Keilly – Need volunteers to insure a successful event.
June 7: Waterford Family Day: Fred Young – Date is confirmed.
July 11: Progressive Dinner: Host homes are still needed.
August 7-9: Club Race: - Marc Molzon – Need an ad in the P4 calling for volunteers. A committee meeting will be scheduled for March.
August 23: Club Picnic: - We have a contract for the site.
December 5: Holiday Party – John Keilly will be visiting a possible new site for the holiday party.
Charities: The Jo Brighton Foundation was very pleased with the check they received.
Web site: No report
Goodie Store: Gretus Hoogestraat - Coffee Mugs with the SEM logo for sale in the store was discussed. Motion made by W.C. and J.K. to purchase mugs. Motion passed.
Event reports: Needed for the membership dinner.
Open: John Keilly suggested a membership meeting in November.

NEW BUSINESS:

None
Meeting adjourned at 8:30
Refreshments and Locations: March: Gilson Motorsports – Greg Gallagher. April: Michael Cohen

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: I have a bunch of issues with my '79 Carrera. I recently bought it from a restoration specialist in California who is now out of business. The car rides terribly! I feel every crack in the road and it is embarrassing to the point that I do not want to take my wife for a ride in it. Another issue is a sound that I am hearing from the rear of the cabin like there is a window open. I have checked and the windows of course are sealed and do not open! The turn signals do not cancel after a turn. The most troublesome thing of all is a knocking sound in the engine once it warms up. I paid a lot of money for the car, and the guy who did it all has evaporated so I can't go back to him. Help! —Don

A: Taking it from the top, literally, the roof of the car has an air vent for flow-through ventilation. Since your car has been restored, I would bet that the baffle for that vent is missing or deteriorated. To access it, you have to unzip the headliner near the rear window and inspect that baffle. If it is missing, you will have to make one or buy a used one since Porsche no longer offers that part. To make one, I have taken one out of a car which was intact, and replicated it using corrugated plastic and sound deadener with a self-adhesive backing. The tricky part is fabricating the retaining tabs, but that can be done with sheet metal brackets and pop rivets. That will dampen the sound but still allow air to flow though as designed.

The comfortable ride that your car had originally was a combination of rubber bushings, links and shocks. All are commonly replaced components on an older car like yours. The common mistake that people make is to replace standard rubber bushings with plastic polyurethane bushings. Not that polyurethane bushings are bad, but they are stiffer than rubber by far. I recommend four different bushing types: rubber for a normal street car, Neatrix hard rubber for better performance without a bone jarring ride, black polyurethane for street and performance driving when your car has more power than stock, and red poly-urethane for track and occasional street use. For your car, I would suggest rubber since Michigan roads are among the worst in the nation. If any composition other than rubber is used, grease fittings must be added to allow regular lubrication. The stock rubber bushings are designed to twist but stay bonded in place and they require no lube.

It is also possible that the rebuilder installed sport shocks. Bilstein, Boge and Koni make shocks for different purposes and for street use. I only recommend standard replacements for street-driven cars since Porsche optimized the components for the best combination of ride and handling. I have been guilty, like most motorheads, of installing heavy duty or sport shocks only to discover that I turned a fine driving car into a bone-jarring go kart. Again, if the roads were smooth it would be different story, but you will have to talk to your legislators about that!

As far as the knocking sound in the engine, the common problems that I see have to do with the camshaft chain drive and tensioners. To actually see the mechanism in action, I have a pair of chain covers that have the upper section cut away. This allows one to view the chain, ramps, and tensioners dynamically to see and hear the activity. The best you can

hope for is a problem in the tensioners, since having it anywhere else will involve taking the engine out and dismantling it.

Once you listen to the engine with a stethoscope, if you cannot determine where the noise is coming from, a six-channel listening device called the “Chassis Ear” is employed to nail down the exact location of the noise. Sometimes it takes a great deal of time to investigate and confirm a noise but, based on the extreme cost of dismantling an engine, a proper diagnosis is essential.

Turn signal cancellation results from two components, the turn signal switch itself and the horn contact ring. To determine the source of failure, the steering wheel needs to be removed and the turn signal switch operated with the wheel off. As you operate the switch, a tab sticks out and as the contact ring rubs past it during the turn, nothing happens, it just moves out of the way and snaps back, but when you complete the turn and straighten out the wheel, the contact ring pushes that tab in the opposite direction and cancels the switch. If the switch is damaged, if the contact ring is missing or if it does not make contact with the switch during turns, the switch cannot cancel. I have seen the contact ring missing from some aftermarket steering wheels so this is a real possibility. —MC

Q: My '85 Targa heating system does not work well at all. Even worse, some of the wiring is melted and dripped onto other wiring! What do you suggest? —Kevin

A: The heating and AC systems on your car are a mish-mash of band aids applied to meet ever-increasing demands of Porsche buyers who wanted excellent heat and AC...imagine that! Originally, the system was very simple. There was an engine fan that pushed fresh air through the heater boxes to the front of the car and that was it! There was a fresh air fan, but the heater was powered by the cooling fan, just like a VW heater and we know about the reputation that old beetles had regarding “heat.” As time went on, more fans were added to the point that in 1985, the car has a total of seven fans! The only fan not powered by 12 volts is the main cooling fan. Start by checking the heater boxes, tubes and controls for fitness and function. The controls under the car are prone to sticking due to corrosion or broken cables and, after thirty years, service is a wise idea. The fans are all suspect based on age. Even if they do work, odds are the oil in the motor bushings has dried up and they might squeal if they work at all. Start with the fan in the engine compartment, unplug it and (with a fused jumper) try powering it up. If it works, sounds OK and does not blow the fuse, you win. Then try the two fans in the front foot wells, the fan in the fresh air plenum, the fan in the “smugglers box” and the fan in the front spare tire area for the AC condenser. Finally, after you replace all the worn out or burned out motors, you need to add fuse holders to the individual circuits which were never included in the design from the factory. As you know, unprotected circuits are like unprotected sex, it is all fun and games until that one fateful day when you get caught with your shorts down. —MC



Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members:

As we are all looking forward to the arrival of spring, many regions are offering tech sessions to get our cars prepped for the driving season. In addition, regions have found ways to encourage PCA camaraderie during these winter months. There have been chili cook-offs, membership dinners, and new member events as well as Daytona viewing parties, and Saturday breakfasts.

Last month I assembled a team of Parade experts and brought them with me to the Ohio Valley Region for 2 Parade 101 sessions in Cincinnati and Dayton. Nearly 100 members attended these informational meetings at Porsche of the Village and White-Allen Porsche. On hand to answer questions was a parade committee member, French Lick Resort management, and seasoned parade veterans who led discussions on Concours, TSD Rally, and Tech quiz. A few days later I travelled to Maryland to attend the Winter Board of Directors Meeting. In fact the entire time I was there, I

was so busy in meetings that I actually set foot out of the hotel only twice during my stay. One of those times was to attend an open house at PCA headquarters, where we were treated to the unveiling of the new Porsche Club Coupe.

Plans are being made for a combined Zone 4 and Zone 13 National Concours Judges School for the purpose of maintaining current and recruiting a new generation of Concours Judges. Information on the school's date, location, and time will be posted on the Zone 4 website as soon as details become available.

As I have previously stated, one of my goals has been for the regions to join together and work as one cohesive zone in order to provide our members with even more opportunities to enjoy our cars. To help further this goal, the Events page on the Zone 4 website will soon contain a master Zone 4 calendar.

Please be sure to check your inboxes, local region's website and newsletter, as well as the Zone 4 website <http://zone4.pca.org> for the latest details on the many events available to you. Consider attending one of the many events being held throughout Zone 4 such as:

- March 3 is **Rally Sport Region's** Member Meeting at Karl's Cabin in Plymouth, MI
- **Central Indiana Region's** 1st Saturday Breakfast will be held on March 7 at Charlie Brown's in Speedway, IN
- **Motor-Stadt Region's** Board Meeting is March 10 at Spagnolo's in Okemos, MI
- **Michiana Region's** Membership Meeting will be held on March 11 at Colombo's in Elkhart, IN
- Join **Mid-Ohio Region** members on March 14 for a Trickle Charged Saturday at Kraftwerks in Marengo, OH
- March 18 is **Western Michigan Region's** March Dinner Drive at the Grattan Irish Pub
- **Allegheny Region's** Opera Night is March 21
- On March 28, **Ohio Valley Region** is hosting an Autocross Clinic at Porsche of the Village
- **Southeast Michigan Region** is holding a Tech Session at Gilson Motorsports on March 28

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

Thanks, Michael

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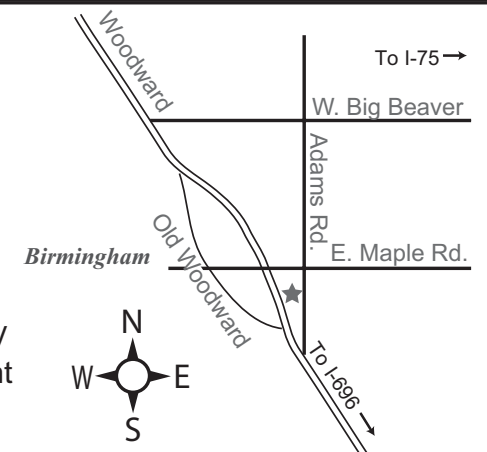


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