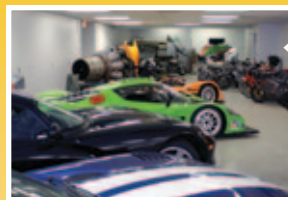




INSIDE



10
*Porsche
Auto Show
Preview*



25
*Race Car
Replicas
Recap*

- 9** *Swap Meet is April 9*
- 15** *Gilson Tech Session is March 9*
- 16** *Devil's in the Details is May 7*
- 18** *Street Survival School for Teens is May 14*
- 22** *Bracket Racing at Waterford*
- 32** *DE 101 Classroom Session is April 10*



**It's not just faster.
It's wider, lighter, sharper, nimbler, and faster.**

When you set out to improve upon greatness, you leave no stone unturned. Or in this case, no component unimproved. Built from the ground up with 90% new or fundamentally revised materials, the next 911 redefines performance as we know it. Acceleration from 0 to 60 in an astounding 4.2 seconds* in the Carrera. It's even shed almost 100 pounds for added agility and improved efficiency. The next 911 is the sports car that turns all we know into everything you desire. See for yourself with a test drive.

**The next Porsche 911.
Forever the sports car.**

Porsche of Farmington Hills
37911 Grand River Avenue
Farmington Hills MI 48335
(248) 471-0800
www.farmington-hills.porschedealer.com

Porsche recommends **Mobil 1**



**Southeastern Michigan
Region Porsche Club
Of America**



Board Of Directors



**President/
Chair of DYP Day**
Howard Gilson
248•549•4016
e-mail: President@sempca.org



**Vice President
Chief Instructor/
Club Race Chair**
Marc Molzon
248•623•0581
e-mail: Vice-President@sempca.org



**Immed. Past President/
P4 Associate Editor**
John Keilly
248•797•2439
e-mail: JohnK@sempca.org



**Michael Cohen
P4 Associate Editor**
248•227•8604
e-mail: P4@sempca.org



**Secretary/
Concours Chair**
Fred Young
586•566•3193
e-mail: Concours@sempca.org



**Ladies Drive, Picnic &
Silent Auction Chair**
Patti Door
248•661•4362
e-mail: Patti@sempca.org



**Charity Chair/
Associate Webmaster**
Gretus Hoogestraat
248•670•1761
e-mail: Charities@sempca.org



**Membership &
Insurance Chair**
Greg Gallagher
313•300•4191
e-mail: Insurance@sempca.org



Fall Color Tour Chair
Walter Crump
586•873•0557
e-mail: walterc@sempca.org

Other Officers



Treasurer
Leo Wanstreet
H: 248•887•8628
W: 248•473•9238
e-mail: Treasurer@sempca.org



National Liaison
Dennis Denyer
248•391•3268
e-mail: Nationalliaison@sempca.org



Webmaster
Erik Ohrnberger
248•515•4306
e-mail: Webmaster@sempca.org



DE Chair
Steve Carbary
248•242•6437
e-mail: De@sempca.org



DE Co-Chair
Garen Nicoghossian
248•224•9599
e-mail: De@sempca.org



Zone 4 Representative
Michael Soriano
419•843•2070
e-mail: msoriano.zonerep@gmail.com



Goodie Store Chair
Victoria Hoogestraat
313•296•6244
e-mail: Goodiestore@sempca.org



P4 Associate Editor
Alex Lundberg
313•720•9629
e-mail: P4@sempca.org



P4 Managing Editor
Miranda Christen
248•303•0477
e-mail: P4@sempca.org

CONTENTS

Directors & Officers 3
SEM/PCA Calendar 4
She’s Flying 5
Drive with Spirit 7
Advertiser Sponsorship Policy 8
Needed: Co-Chair for the Goodie Store 8
Swap Meet 9
Recap – Detroit Auto Show10
Gilson Tech Session15
Devil’s in the Details.....16
Street Survival School.....18
Bracket Race – Waterford Hills22
The Place for Porsches & Parts.....24
Recap-Race Car Replicas25
Thank You from Jo Brighton28
In the Shark Tank30
DE 101 Classroom Session.....32
What It Takes, by Tom Fielitz.....33
Around the Zone35
Ask the MC36
Index to Advertisers37
Member Anniversaries/ New Members37
Minutes of Board Meetings38

Managing Editor: Miranda Christen
Associate Editor: John Keilly
Associate Editor: Michael Cohen
Associate Editor: Alex Lundberg
Submission Deadline: 10th of the month
Address: Miranda Christen, P4 Editor
1308 Beemer Court • Oxford, MI 48371
Phone 248-303-0477 • E-mail: p4@sempca.org
*For membership information, application or change of address, contact:
Greg Gallagher, Membership Chair at: gjgallagher@comcast.net or 313-300-4191*

The P4, Porsche Pushers Private Papers, is the official monthly publication of the Southeastern Michigan Region, Porsche Club of America. Available only by subscription to SEM members as a portion of the annual National membership dues, or to other PCA members at \$18.00 per year. Statements appearing in the P4 are those of the author and may not reflect the views of the PCA, the SEM Board of Directors or the P4 editor. The editors reserve the right to edit all material submitted for publication. SEM/PCA is not responsible for any services or merchandise advertised herein. Permission to reprint any material published in the P4 is granted provided full credit is given to P4 and the author.

ON THE COVER: Porsche introduced the new 911 with an all-turbo engine lineup at the NAIAS.
PHOTO: JOHN KEILLY

Oh No...
Not You Again!

BY JOHN KEILLY

W.C. Fields once famously said, “*Work is the curse of the drinking class.*” Our beloved Editor, Miranda Christen, is currently afflicted by the curse of work, so she asked me to fill in for her, which I am delighted to do.

Somehow, we all knew that despite the recent 50 and 60 degree days, we would again be shoveling our weather before the “siege of Stalingrad” that is our winter ends. Michigan is said to have among the worst freeze/thaw cycles in the country and this latest sequence of events will not help the condition of our already miserable roads. Drivers beware!

As always, this issue is about events past and present. Looking back, Don Kleist recaps the NAIAS, where Porsche held the world debut of the new 911 with turbo engines in both the 911 Carrera and 911 Carrera S.

Pressure to meet what many believe are unrealistic fuel economy requirements have manufacturers squeezing every last bit of horsepower and efficiency out of their engines. Porsche is no exception, going with a combination of lower displacement, direct injection (DI) and turbocharging. In the process, they have achieved gains in both power and fuel economy!

Ford was trying to develop a system called PROCO (Programmed Combustion) in the mid-1970s! It required direct injection and two spark plugs per cylinder. I suspect that other manufacturers were pursuing similar technologies as well. At the time there wasn’t enough on-board computing power available to make it work.

Now, our cars are laden with microprocessors—from sophisticated engine controllers to climate control and entertainment systems. One expert told me that DI systems are now so sophisticated that the fuel charge can be injected in multiple bursts (e.g. 30%/50%/20%) during the intake stroke, if that’s what the computer determines would maximize efficiency. See your favorite mechanic or dealer if you’d like to know more about how modern engines are developing.

Long time Board Member Fred Young recaps a trip he organized to Race Car Replicas. See how some people live large with modern versions of exotic cars custom built for far less than original would cost. When an original 427 Cobra can fetch as much as \$ 2.3 million, a hundred grand or so seems cheap in comparison – especially you can order you R-C-R vehicle with modern ame-

nities (necessities?) like air conditioning!

Going forward, we will be holding the usual variety of events which are the embodiment of the expression “something for everyone.” In this issue you will find announcements on the upcoming Tech Session hosted by Gilson MotorSports (March 19th), our unofficial “rite of spring, the Swap Meet hosted by Porsche of Farmington Hills (April 9th) and a classroom session to provide a wealth of information on our High Performance Driver Education program to students and prospective students (April 10th). It will be held in the conference room of the Waterford Hills track. Just curious? Come on out and see why so many members enjoy the HPDE program.

Our events in May include our first HPDE of the season on-May 6 at Waterford Hills, the Devils in the Details car care clinic, hosted by Munk’s Motors (May 7th) and the Street Survival School for teen drivers, which will again be held at Faith Christian Assembly in Melvindale.

The SEM/ PCA calendar on page 4 shows all the events planned for the year. Check back regularly because additional events are sometimes added, if the schedule permits.

You can – and should-- register for most SEM/PCA events on www.clubregistration.net As with an invitation to dinner at a friend’s home, letting the organizers of our events know early helps them plan a high quality event that’s enjoyable to all. It’s also just common courtesy.

Our events “don’t just happen.” They require the involvement of good people. Volunteers for all events are always welcome. You need not be an expert. Veterans will be on hand to guide you. For example, Street Survival requires a lot of people. The instructors are typically our DE instructors and their advanced students. However, we still need help with registration, lunch and people to act as course marshals. If this or any other event interests you, contact the event chair or any Board Member. You will be warmly welcomed.

This issue also includes another opportunity to get involved. We are looking for a Co-Chair for our Goodie Store. It’s not hard work and it’s another opportunity to both help out and meet more members. We hope you enjoy this issue and look forward to seeing you at a Club event soon. Come out and let us show you that what they say about PCA is true, “It’s not just the cars, it’s the people!”

2016 SEM/PCA CALENDAR

MARCH

3	Board Meeting	
5	Lingenfelter Event	Gretus Hoogestraat
19	Gilson Tech	Howard Gilson

APRIL

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

MAY

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

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

6	Board Meeting	
16	Fall Color Tour	Walter Crump

NOVEMBER

3	Board Meeting & Calendar Planning
TBD	Membership Dinner

DECEMBER

1	Board Meeting
TBD	Holiday Party

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

BOARD MEETINGS

Board meetings are typically held on the first Thursday of the month at various locations.

The March board meeting will be held at Gilson Motorsports. Contact any Board member if you wish to attend.

Porsche of Ann Arbor



*We invite you to visit our brand new
Porsche showroom.*

*Let us help you find the new (or used)
Porsche of your dreams.*



Come visit our brand new Porsche building:

PORSCHE OF ANN ARBOR

2575 S. State Street • Ann Arbor, MI 48104
Take I-94 to State Street, Exit #177, go North
1/2 mile...Porsche of Ann Arbor is on the right.

Porsche Sales: 734-761-3200
www.porscheannarbor.com



Drive With Spirit!



BY **HOWARD GILSON**

Well you are almost certainly as pleased as I am that Michigan has had a very mild winter. I enjoyed driving my Boxster late in the year. For the most of season, it has been dry and uncharacteristically warm. It wasn't until the second week in February that I've been able to drive sideways.

I would like to again thank Eitel Dahm, his family and the Eitel Dahm Motor Group for hosting and sponsoring our 2015 Holiday Party. What a wonderful night everyone had at the Grosse Pointe Yacht Club and the silent auction raised money for Jo Brighton Special Olympics.

The club's first 2016 event was the Zone 4 gathering Detroit Auto Show in January. Tickets were sold out a half hour after going on sale! If you are interested in attending next year, please plan ahead of time. I wasn't able to attend the Detroit Auto Show is year, but from the videos and photos I saw, I was still a little disappointed with the color choices at the Porsche display. Porsche did do a good job on expanding the display, but my suggestion is they need more colors. Gray, white and silver are great, but we all know Porsche has some other great colors to offer. Why are they not showing off these wonderful hues? If someone from Porsche is reading this, please add color to next year's Detroit Auto Show.

Of course the big news from Porsche was the new 3.0-liter turbo engines for the iconic 911 – producing 370 HP in the 911 and 420 HP in the 911 S. The engineers in Zuffenhausen continue to find ways to seemingly defy the laws of physics; once again, their more powerful engines provide improved fuel economy compared with the prior model. How do they do that? Experience indicates that these marvels of engineering have to be experienced firsthand to be fully appreciated. See your local Porsche dealer soon.

The only event in February is the tour of Race Car Replicas' facilities. Race Car Replicas specializes in next generation super cars, light weight and yet engineered for strength, power and handling. Again this was a limited attendance event and it booked up fast. With the new small manufacturer law which the government just passed for companies producing up to 300 cars per year, this may be a start of something good. You can get that old school vintage car with modern drive train and not have to worry about breaking down as much.

With spring right around the corner, members of Southeast Michigan/PCA will have a variety of opportunities to enjoy events this year.

Our first charity program of the year, a tour of the Lingenfelter Collection on March 5th, 2016 chaired by Gretus Hoogestraat. If you have not been to Ken Lingenfelter's collection, you are missing out. There are about 150 cars from all years and manufacturers. Being a Porsche club member, Ken also has some impressive Porsches as well as Ferraris, Lamborghinis and even a Bugatti Veyron. We will again donate to the Jo Brighton Special Olympics. Please sign up on clubregistration.net or call Gretus for more information.

The club's next event in March is the Gilson MotorSports Tech Session from 10 a.m. to 2 p.m. on March 19th. We will have food and refreshments for attendees. We will pick a good topic that will

be informative for the Porsche club members. Please RSVP to Howard Gilson for this event.

On April 9th, the club will have its annual multi region Swap Meet, Car Show and Tech Quiz at Porsche of Farmington Hills. Please contact Dave Burton or Howard Gilson to reserve a table for the swap meet and or to RSVP for the event.

The next day, April 10th, the club will host the HPDE 101 Classroom Session at the club house at Waterford Hill Raceway. This is an opportunity to learn more about our High Performance Driver Education events, ask questions and meet some of our many friendly and talented instructors. Please contact Steve Carbary or Marc Molzon for more information on the Classroom HPDE 101 event.

In May the club will have its first HPDE at Waterford Hill Raceway. Registration and more information is available at <http://www.clubregistration.net>

May 7th is the annual Munk's Motors Devils in the Details event. This is always a great opportunity to learn how to clean your Porsche for a weekend drive or to get ready for the club concours event in August. Come and get tips from the pros!

On May 14th, the club will be hosting a Street Survival School for teen drivers. This will be the club's third time running this nationally recognized school for teens. It provides lots of hands-on/ in-car experience developing skills that can help teen drivers avoid accidents and injuries. Each year it's been a great experience for the students as well as parents who want to get out and learn new skills. It's interesting that a lot of adults still use ABS incorrectly; most adults learned to "pump" the brakes. With ABS, when the brake pedal pulsates, just keep constant pressure on the brake pedal. ABS is intended not only help to stop in a shorter distance, but also to enable you to turn under hard braking - without skidding out of control. If you are interested in volunteering for this event or have a teenage driver you would like to attend, please contact Don Kleist d.kleist@att.net or 586-247-8178. Registration is online at <http://streetsurvival.org>.

In the news, Jerry Seinfeld's Porsche to be sold at auction on Amelia Island. Seinfeld will be sending 15 of his prized Porsches to auction. The list is pretty impressive and consists of 1973 Porsche 917/30 Can-Am, 1955 Porsche 550 Spyder, 1959 Porsche 718 RSK, 1958 Porsche 356A 1500 GS/GT Carrera Speedster, 2000 Porsche Carrera GT Prototype, 1990 Porsche 962C, 1974 Porsche 911 Carrera 3.0 IROC RSR, 1998 Porsche 993 3.8 RSR, 1963 Porsche 356B 2000 GS Carrera 2 Coupe, 1994 964 TurboS Flachbau, 1957 356A Speedster, 2012 Porsche 997 GT3 4.0 Cup "Brumos Commemorative Edition," 2011 Porsche 997 Speedster, 1989 Porsche 911 Speedster and his 1966 Porsche 911.

If I had my choice of three of these to purchase, they would be the 1973 Porsche 917/30 Can-Am, the 1998 Porsche 993 3.8 Cup RSR and his white 1989 Porsche 911 Speedster. This is a rare chance to own one of Jerry Seinfeld's Porsches, but I'm sure it will cost more than my arm and leg. The auction is at the beginning of March, so I will try to include the results of the auction in the next issue.

SPONSORSHIP POLICY

We have an Opportunity for Our Advertisers

In the past, many of you have asked about the possibility of sponsoring a Club Event. In response, we have recently created a Sponsorship Policy and have posted it on our web site, sempca.org. If you have an interest in being an event sponsor, check out the information on the web site. After reviewing it, if you have questions or would like to become an event sponsor, please contact one of our Board of Directors members listed on page 3 of the P4.

CLEAR AUTO BRA

A virtually invisible alternative to bug shields or vehicle bras

www.NoRockChips.com

734-259-0021



Larry Millen
larry@3mguy.com

Michigan's most experienced **3M** paint protection installer

We are
in need of a
Goodie Store Co-Chair!
For questions and
to volunteer
please contact
Victoria Hoogestraat
GoodieStore@sempca.org.

PCA Multi-Region Swap Meet, Car Show & Tech Quiz!!! Saturday April 9th, 2016 10:00 am - 2:00 pm



Presented by the
SEM, RSR & Motorstadt Regions
Featuring the 356 Motor Cities Gruppe
Western Michigan, Michiana & Maumee Valley Regions are also invited.

Hosted by Porsche of Farmington Hills
37911 Grand River Ave. Farmington Hills, MI 48335

This event is rain or shine (or even snow)...It's inside!!!
For tables contact Event Chair Dave Burton: djburton@sbcglobal.net or
248-882-0231

*Set-up for swap participants begins at 9:00, the event opens at 10:00
and runs through lunch (provided by Porsche of Farmington Hills).*

RECAP Auto Show

STORY BY **DON KLEIST**

PHOTOS BY GRETUS HOOGESTRAAT & MIRANDA CHRISTEN



There was quite a large crowd for the event!

In early February, P4 Editor Miranda asked me to write a few words about this year's Detroit auto show, officially known as North American International Auto Show. A month after the show, the details have faded, but here goes.

First, and foremost, no highlight sticks in my mind. There was no Ford GT, Nissan NXS or Porsche 918. Missing were Ferrari, Mini and Tesla. The displays were just a lot of what I would call the evolutionary and ordinary. Were there cars I would love to own? Sure. But the wow factor was missing. While writing this article, I asked Nancy and Fred Young what they thought of the show. Both agreed with me, nothing stood out. The show was a lot of the same sorts of displays, with emphasis on small cars and hybrids.

As in past years, Nancy and I arrived at Cobo Hall at about 7:30 A.M. on the first Saturday for the early viewing at the Porsche exhibit. I'm not a big fan of rising early on Saturday morning, but the real advantage is parking. We were able to park on the main level of the adjoining parking structure, a mere 75 feet or so from the entrance. We left our coats in the car and quick walk later we

were inside.

The Porsche exhibit was in its usual location and we easily found it, there being few visitors in the exhibit area that early. We entered a sea of shiny new Porsches, representative of the current line-up of vehicles. The featured cars were a graphite grey 911 Turbo and 911 Turbo S. I first saw this color on the 50th Anniversary 911s. Not my favorite, but it is growing on me. These 911 Turbos varied little from previous models, having modified front-end bodywork and some odd longitudinal strakes on the engine covers. They seemed to me add-ons inserted just to be different. Beyond these a keen eye would be needed to differentiate these from previous models.

The most interesting Porsches to me were a Boxster Spyder and the Cayman GT4. These embodied what I look for in Porsches, probably as close to the missing wow factor as anything at the show. Missing from the Porsche display were the new twin-turbo 3.0L 911 Carreras and the new 718 Boxsters. My question to Porsche...why? With the audience the Detroit auto show gener-

ates, I expected at least one of these new models to be displayed.

When the show opened to the general public Nancy and I left the Porsche exhibit and took in the rest of the show. Lots of bright shiny cars and an army of people contending with the inevitable onslaught of fingerprints and smudges. After not much time, all the displays seemed to have a sameness about them. As I wrote earlier, small cars and hybrids. Blah, Blah, Blah. Of all things, the highlight of the show, if you can call it that, was a Buick concept car called Avista.

I was intrigued, however, by a race car simulator in the Dodge

exhibit. A mockup of the driver's station of a new Viper was secured on an articulated mound that faced a large screen showing a racecourse. The driver in the simulator "drove" the car and the results showed on the screen. The person driving while I watched was inept at driving under those conditions and "hit" the Armco guardrails several times. But it looked like great fun. I have just the place for one in my basement.

A huge car show and the best I have to write about is a Buick concept and a simulator, one can only hope that next year's show will be better.



The 2017 911 Turbo Coupe with Porsche members.



The 2017 911 Turbo S Convertible.



The 2017 Porsche Cayman GT4.



The 2017 Porsche Panamera.

MORE PHOTOS ON PAGE 13



M1 CONCOURSE™

YOU WILL SOON HAVE GARAGE ENVY!

PRIVATE GARAGE COMMUNITY ON WOODWARD AVENUE
 1.5 MILE PERFORMANCE TRACK
 MOTORSPORTS CLUB
 OPENING SPRING 2016

Don't be left in the dust...

Check out www.m1concourse.com to learn more.



Porsche club members checking out the new Boxster Spyder.



SEMPCA member Fred Young and Greg Gallagher (drivers seat) wishing they could take the new 911 out on the open road.



Attendees gathered to hear what's new from Porsche.



The Warnke's, from RSR, are getting their daughter's Porsche excitement started early!



Gretus Hoogestraat (SEM), Mike Stanesic (Upper Canada Region), Thomas Behr and a member from RSR.

Expert Auto Detailing

248 - AUTO SPA (288-6772)

"Voted Best Auto Detailing Center in
2009 & 2010 on WDIV's Vote 4 the Best"

\$20 Off
Complete Detail Package

"For That New Car Feel"

901 W. 11 Mile Rd • Royal Oak
www.motorcityautospa.com



AUTOMOTIVE TECHNIQUES

40500 Grand River Avenue, Suite J • Novi, MI 48375

tel 248 • 615 • 8964

fax 248 • 615 • 8929

www.automotivetechniques.net

alpatango911@hotmail.com

Jeff Jones

specializing in
PORSCHE, BMW, & AUDI
service & tuning



Burton Brothers
GENERAL CONTRACTORS, L.C.

INSURANCE REPAIRS • BUILDING CONSULTANTS • SINCE 1922

**Commercial & Residential
Alterations and Repairs**

Website: www.burtonbrothers.net
eMail: djb@burtonbrothers.net
Office: 248-357-7000
Fax: 248-353-5638
Cell: 248-882-0231

Dave Burton

"Your Performance Printer"



30503 Gratiot Avenue • Roseville, MI 48066

586-774-0006 • Fax 586-774-2792

www.copyriteprinting.net

Leather Interior Restoration

911 / 928 / 944 / 968 / 930

Dash Boards • Seats • Console • Carpet

Leather and Vinyl Coverings Available in Kit Form or Installed



Read about our work in the
September 2008 issue of *Excellence* Magazine
"Same Difference" (p.75)

Shop Hours by Appointment

Classic 9 Leather Shop

7250 Drexel St. • Dearborn Hts., MI 48127

www.classic9leathershop.com

info@classic9leathershop.com

313-682-1983

Paul's Auto & Boat Interiors

Award-Winning Original & Custom Interiors

Serving Michigan for over 50 years

"When only the best will do!"

We are a family-owned and -operated business currently
run by the second generation of the Riemenschneider
family. Combined, our techs have over 125 years of experience
and expertise.

From small projects to large, from high end to low,
we do it all:

- Award-Winning Original & Custom Interiors
- Hotrod & Antique Design
- Convertible Tops & Rear Windows (Both Plastic & Glass)
- Boat Tops, Interiors & Covers
- Vinyl, Cloth, Leather & Exotic Interiors
- Heated Seats & Custom Embroidery
- Motorcycles, Snowmobiles, & Aircraft, too.
- And Much, Much More!

700 Cesar E. Chavez

Pontiac, MI 48340

ph. 248-334-9936

fax 248-334-9937

www.paulsautointeriors.com



Presents

Tech Session

10 a.m. – 2 p.m.

March 19, 2016

1208 E. Maple Rd. Troy, MI 48083

Food and refreshments will be provided by Gilson MotorSports. Join us for an automotive
service and tech information session for your Porsche.

Email hgilson@gilsonmotorsports.com or call (248) 549-4016 to RSVP.

You're invited to the 12th annual
The Devil's
in the
Details™



*If you appreciate driving a clean,
 polished and well cared for Porsche,
 this event is for you*

Sponsored by Munk's Motors and SEMPCA

Saturday, May 7 from 10 am to 3 pm
 at Munk's Motors in Waterford

Featuring:



**PRECISION PAINTLESS
 DENT REMOVAL**



Stoner

**PAUL'S
 Auto & Boat Interiors**

M1 CONCOURSE



**Pasteiner's
 COLLECTABLES AND HOBBIES
 FOR THE AUTOMOTIVE ENTHUSIAST**



...and still more to come!

Due to popular demand, we recommend that you RSVP to:
devil@munks.com

Goodie bags • Food & drink • Raffles

DO YOU HAVE HOLES IN YOUR COVERAGE?



- Choice of Body Shop
- Agreed Value Coverage
- OEM Parts
- No Depreciation



There are insurance agencies,
 then there's Cambridge.
 Let's talk.
734-525-2432
 tworley@cambridge-pc.com

**A Performance Sports Car Deserves a
 Performance Collision Center.**

**That's Why There's
 AutoMark.**

AutoMark specializes in body work for virtually every brand of sports car. Whether your Porsche needs collision work, paint repairs or any other cosmetic changes, AutoMark is there to accommodate you.

When your Porsche's appearance isn't meeting expectations, bring it to our state-of-the-art facilities for the quality care your car deserves—and you expect.



24750 North Industrial, Farmington Hills, MI 48335
 Phone: (248) 473-8100 • Fax: (248) 473-0800
 Hours: Mon. - Fri., 7:30 am - 6:00 pm
www.automarkcollision.com

**AutoMark
 collision center**





**The Tire Rack Street Survival® school
is coming to your area!**



SEM/PCA Proudly Presents STREET SURVIVAL SCHOOL

May 14, 2016, 8:00 am – 5:00 pm

Only \$75.00

Faith Christian Assembly

25201 Outer Drive

Melvindale, MI

**Help young drivers to survive behind the wheel by learning their
cars' handling limits and how to deal with them**

This program gives young drivers experience with the
basics of car control in common, real world situations.

It enhances their enjoyment of driving and improves their driving skills and competence.

Classroom instruction and plenty of "hands on" driving with an instructor

Register Now at <http://streetsurvival.org>

Limited Availability

For details contact Don Kleist

Tel: 586-247-8178

Email: d.kleist@att.net

CROSSROADS PLAZA

At 16 Mile & Van Dyke Ave.



**Phantom Fireworks -NEW-
-\$5 Crunch -NEW-
-Ding Ho Chinese Food
-U.S. Cleaners
-John's Coney Island
-Ludwik's Mens Wear
-Pet Haven
-Anita's School of Dance
-Chicken Shack**

**Retail Space Available.
Office: 586-939-2211**

P4 Advertising Rates per Calendar Quarter

(Requirements for digital ads)

- PDF -- preferred, highest resolution
- TIFF -- 600 dpi
- EPS -- all fonts converted to outline

Two Page Gatefold \$ 525

Full Page \$ 299

½ Page (back cover) \$ 299

½ Page \$ 172

¼ Page \$ 105

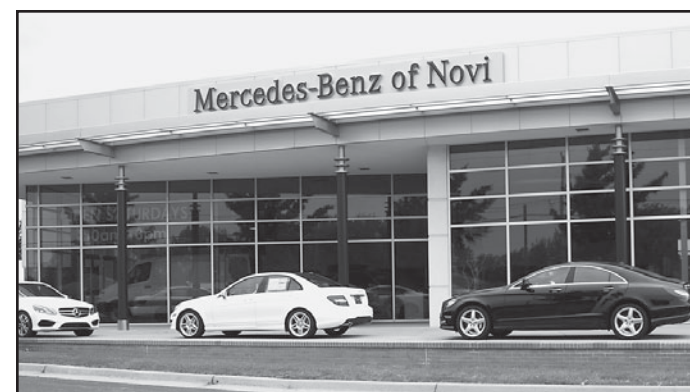
Business Card \$ 68

(COLOR 50% EXTRA)

MINIMUM AD RUN IS ONE FULL CALENDAR QUARTER

E-mail your ad to: mjchrist30@gmail.com — *Thank you!*

Miranda Christen, Editor 248•303•0477



Eric Wheeler
New & Pre-Owned
Sales Representative
AMG Specialist
Master Certified

Mercedes Benz of Novi
39500 Grand River Avenue
Novi, MI 48375
248 • 426 • 9600
www.mercedesbenzofnovi.com
eric@novibenz.com



Mercedes-Benz

**Proudly Serving
Oakland County
for 30+ years!**



Steve's European Automotive

4920 Pontiac Lake Road

Waterford, MI 48328

248.674.2770

StevesEuropeanAuto.com

OUR HEART RATE JUST WENT UP. PORSCHE JOINS THE EITEL DAHM MOTOR GROUP.



SALES HOURS

Monday and Thursday:
9 am - 9 pm

Tuesday, Wednesday, Friday:
9 am - 6 pm

Saturday:
10 am - 4 pm

Sunday: Closed

SERVICE HOURS

Monday - Friday:
7:30 am - 6 pm

Sunday: Closed



VALET SERVICE TO YOUR DOOR.



PORSCHE OF THE MOTOR CITY

24717 Gratiot Ave.
Eastpointe, MI 48021
586/435-8200

www.porscheofthemotorcity.com



Four Great Brands. One Standard of Excellence.



BAVARIAN
BMW

www.bavarianmotorvillage.com



AUDI OF
ROCHESTER HILLS

www.audirochesterhills.com



PORSCHE OF THE
MOTOR CITY

www.porscheofthemotorcity.com



MINI
MOTORCITY MINI

www.motorcitymini.com

Waterford Hills Road Course Bracket Race Competition

STORY BY **MERRITT SCOTT COLLINS**

PHOTOS BY JIM KIDD



Racers Jonathan and Matthew Rogers.

Are you looking for more ways to have fun with your Porsche on track? A Bracket Race competition is specifically designed for you to have fun on track with no more risk to your car than at a DE day. There's no wheel-to-wheel racing, but unlike at a DE, your consistency and improvement from lap to lap can be rewarded with a trophy. Basically, it's an intermediate step between an open track day and full-on road racing. Think bracket racing similar to quarter-mile tracks.

As with a DE, you need your car, a valid driver's license, closed-toed shoes, and a current helmet. Waterford Hills also offers rental helmets if you don't have one. Long pants and long sleeves are also recommended.

Bracket Races have their own group on race weekends, so you experience the full excitement of a Club Race. The track provides training and space in the paddock, and chances are good that you'll be surrounded by race-prepped cars and drivers. Waterford Hills Bracket Races are open to all makes and models that can pass a basic safety inspection, though convertibles require a roll bar, or other factory rollover protection.

Newcomers to the track are provided detailed instruction on track etiquette and safety. "If you've done a DE or run an Open

Track Day at Waterford Hills, you already know most of what will be covered," said Ed "Clutch" Frank, steward of the Bracket events at Waterford. "Walk-up registrations are welcome, though the field is limited to 12 cars per day, and in recent years our Bracket races have sold out quickly. If you're interested in competing, I suggest you register early."

They'll zip-tie a transponder to your vehicle during the on-site Tech Inspection, you'll attend a 30-minute meeting to learn the event format, and then you get started. There are timed practice sessions, and you choose your target lap time based on the timed practice runs. Cars are released onto the track by order of fastest to slowest to minimize traffic. There are strict rules about blue flags and passing in order to keep the whole field safe.

The object of Bracket Racing is to try to get as close to your chosen time as possible. Your 3 best times will be used to score your runs. The lower the differential, the better your score. There's even an Annual Bracket Race champion trophy for the driver scoring the most points over 6 races!

Complete Time Trial rules are available at www.waterfordhills.com. If you have any questions, don't hesitate to contact Ed Frank at otd@waterfordhills.com.



A racer celebrating a great run.



A bracket racer waiting in the pit.



Lining up and getting ready to hit the track.



Gary (engineer) with sons and racers, Matthew and Jonathan Rogers.

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: 1986 PORSCHE 928: Burgundy exterior, dark red leather interior. Automatic trans. 74,000 miles. Straight body. Sharp looking car. Runs well. \$11,500. Contact Matt Fenster 248-496-3004 or email matt@sellyourssportscar.net (11/15)

FOR SALE: 17 MM WHEEL SPACERS (2) - Porsche part number 000 044 500 10 with (10) ball seat nuts - Porsche part number 999 182 006 31. Nuts are aluminum with silver finish. Used on the rear of my 05 Boxster S. Fits other Porsche models. Boxster sold & no longer need these. \$175. Contact Ken Waller@ 248 344-0986 or kwaller@peoplepc.com (11/15)

WANTED: Chumps/Lemons Car team is looking for 1-2 team members and a rear wheel drive vehicle for next season. Anyone interested in joining our team or if you have a race ready car for sale please contact Thom at 248-318-3262. (11/15)

FOR SALE: 1987 PORSCHE 944 S2 red/black 5speed, 4 valves per cylinder, engine seized, nice condition with s/r excellent project

car only engine work needed. Has 150 k, good rubber on car. Make an offer a reasonable offer, would like to rid car ASAP. Stored in Eastpointe, Gratiot and 9 mile area, indoor building. Call Tibor 313-882-0039 or cell 313--617-1718. PCA member 24 yrs. (1/16)

FOR SALE: 2002 PORSCHE BOXSTER Midnight blue, blue leather, new blue top with glass window. 5-speed manual, Immaculate condition. IMS bearing, rear main seal, clutch replaced. Kenwood navigation and premium sound. 59,000 miles. Asking \$15,900. Contact Michael Cohen 248-227-8604 or email michael@sellyourssportscar.net (1/16)

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

FOR SALE: 1992 968 COUPE. Black/Grey 6 Spd. Stoddard repaint, excellent interior, everything works. New rod brg, pan mods. Torsen

LS. Bilstein coil overs Frt/Rear. Racers Edge control arms, rear bushings, castor blocks. S4 frt calipers. New OEM water pump, engine mounts, chain tensioner, cam cover. 17” cup wheels, new S 04s, much more. Beautiful car, runs great, perfect compression. No disappointments. \$14,900. Contact Chris Krauser for more pics, info or records at 419-215-8453 or cpjm-krauser@gmail.com. Car is in Toledo. (3/16)

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

Vintage Munk's Spring Projects for Your Classic

Sunday, April 17th
10 am to 4 pm

How to wake up your car from hibernation & more.
Bring your questions!
RSVP recommended
events@munks.com



3088 Huron St. (M-59)
Waterford, Michigan
service@munks.com
248-355-5424



WWW.SELLYOURSPORTCAR.NET

“Helping You Sell Your Porsche and
Other Fine Automobiles”

Showings and Consultations by Appointment

Matt Fenster
matt@sellyourssportscar.net
248.496.3004

Michael Cohen
michael@sellyourssportscar.net
248.227.8604

2001 Centerpoint Parkway • Pontiac, MI 48341

NOTE: We have changed our name to better reflect our rapidly
expanding business and more diverse inventory.

Cars, Motorcycles and Donuts

STORY BY FRED YOUNG

Our sincere thanks go out to Mr. Fran Hall of Race Car Replicas for opening his shop to us on a frigid Saturday morning in February. Hot coffee and donuts furnished by him helped ward off the chill. For over two hours Mr. Hall regaled us, with his proper English accent, with stories of his personal life and how he came to manufacture a variety of sports cars.

Racing since the age of five, he has a great passion for motorcycles. From the Isle of Man in jolly old England to here in the states he has held his own with the best. Racing at 170 mph with someone in the sidecar takes a lot of moxie. He tells of losing the sidecar person in a turn gone bad, picking him up on the next lap and winning the race. Do you believe? Need I also mention he and a partner also own a MIG 15 jet fighter? The jet engine sits in his shop and the plane is in Dayton. Before Jesse James was famous, he was building sport bikes for a variety of clients in a Ferndale shop. After an unfortunate episode where he faced the business end of a gun barrel, he decided to work for General Motors as an engineer in a safer environment. There he worked on Corvette and Indy car engine development. Then in 2002, Fran decided to open his own business building Superlite cars and reproduction sports cars. These are authentic reproduction bodies with modern engineering that are sold worldwide.

After examining a GT40 chassis in the lobby and checking out the TIG welding, the tour started with our thirty or so Porsche club members looking at a variety of motorcycles collected by Fran. One of his favorites was an 86 year old BMW. In total he had about fifty bikes scattered around the plant of various makes and models. From there we saw a few of his personal vehicles he has collected over the years. The shop was the main focus next. Attention to detail on partially assembled cars throughout the shop was evidenced by the welding on various aluminum components and attached structures.

R-C-R makes most of their parts used in building aluminum monocoque chassis and suspension components. Yes, they even make their own wheels at times. They have their own machine shop with a variety of CNC machines. With a team of twelve

skilled individuals they assemble these next generation “super cars”. The body molds are from original cars and sometimes modified to fit larger individuals up to 6’5”. Niceties such as air conditioning, heaters and other options, not available years ago, can be added to make them street worthy and comfortable.

The Superlite cars are an original design. They weigh around 2400 pounds and can have a variety of engines up to 1500 horse power with twin turbos. These cars have broken many track records and won a national championship. They range from \$40,000 for a chassis to \$80,000 to \$100,000 for a finished car.

Other cars in various stages of production included the GT40, T70, Apex, Jag Xj13, 917, P4 and LM1. Delivery times start at

about sixteen weeks or more depending on the car and equipment on the individualized tailored car. A large variety of engine and gearbox combinations are available. GPS traction control is one of the newer innovations offered on their cars. All can be made to be street licensed. Even the low to the ground cars can be equipped with hydraulic lifts. All cars are certified safe and up to worldwide standards. Radical dune buggies are also available to be custom built. R-C-R has shipped over 800 cars of seventeen various models. Customers come from all over the globe including Russia and India.

When asked why Fran chose the Detroit area instead of the California marketplace where a greater number of his cars might be sold, he replied “We have the greatest engineering and manufacturing facilities here in the world. I can get any part or resource I need in a matter of hours”. What a plug for the men and women of our car industry in this area!

Our visit wrapped up in a couple of hours with Mr. Hall answering a variety of questions for his guests. Don Kleist summed up the tour this way, “Our host is quite a guy. His enthusiasm and pride in what he has done is infectious”. It was a nice way to take us out of the doldrums on a frosty winter morning for all involved. Thank you Mr. Hall.



SL-C race car

MORE PHOTOS ON PAGES 26-27



A new old model in the making!



An original Lotus, not a replica.



An SL-C replica and a Lotus replica.



SL-C race car (replica of a McLaren).



AN SL-C replica of a Martini Porsche 917.

Race Car Replicas



An SL-C replica of a Gulf Porsche 917



SL-C race car, with a jet engine in the background

Hans Auto Electric, LLC

Starters • Alternators • DC Electric Motors

We Specialize in
High Performance!

- **Heavy Duty Industrial**
- **High Amperage**
- **Marine**
- **Racing & High Performance**
- **Small Engine**
- **School Bus & Fleet Specialists**
- **Golf Cart Starter Generators**
- **Snow Plow Motors**
- **DC Electric Motors 6 to 80 Volt**

A red and gold award plaque with a black border. At the top, it says "1963 - 2013". In the center, the number "50" is written in large, bold, gold letters. Below the number, it says "YEARS OF EXCELLENCE" in gold capital letters. At the bottom, it says "Hans Auto Electric, LLC" in gold capital letters.

248-349-7600

www.hansautoelectric.com

28003 Center Oaks Court • Suite 109

Wixom, MI 48393



CLOVERLEAF
Fine Wine

**HUNDREDS
OF CRAFT BEERS**

Bring this card to receive a
10% DISCOUNT*

*Retail Only



**Detroit Area's Premium
Fine Wine Store
Now in Downtown
Royal Oak**

Knowledge • Selection • Value
Beautiful New Cellar Location
Large Selection of Craft Beer Single

711 S. Main, north of Lincoln
Royal Oak
248.357.0400
www.cloverleafwine.com



Special Olympics Michigan

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 10, 2014

Dear Ladies & Gentlemen,

Thank you for your donation to our Special Olympics program from your charity auction. As you may 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), Swimming, Bowling, Track & Field, Snowboard, Snowshoe & Alpine Ski. Our program has almost 100 athletes with mental impairments, ranging in age from 15-26, living in the 17 downriver school districts. We have grown to 7 basketball teams this year.,

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 mental impairments. Our goal is to teach sportsmanship, to teach the game, and teach our athletes to love the game. We also give opportunities to makes friends for not just 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

We are just beginning our winter sports season. We look forward to meeting everyone and skiing/snowboarding with you.



Independent PORSCHE® Service & Repair Facility

NEW**Tire Mounting & Balancing Machines

NEW**Formula 43 Wheels

Performance Service & Maintenance – Suspension Systems & Brake Service

Custom 4 Wheel Alignments

FabSpeed – Exhaust Systems – Air Intakes

LN Engineering Intermediate Shaft Bearing Installation

PORSCHE® OBD & CAN Software

Pre-Purchase Inspections

FREE Tech Inspections for Track Events

FREE Brake Fluid Water Content Test (DOT 4)

PCA Discounts

location

1208 E. MAPLE RD.
TROY, MI 48083

phone #

Shop: 248.549.4016
Fax: 248.549.4022

website & email

www.GilsonMotorSports.com
hgilson@gilsonmotorsports.com

IN THE SHARK TANK **Care and Feeding of Sharks**

STORY & PHOTOS BY **ANDREW OLSON**

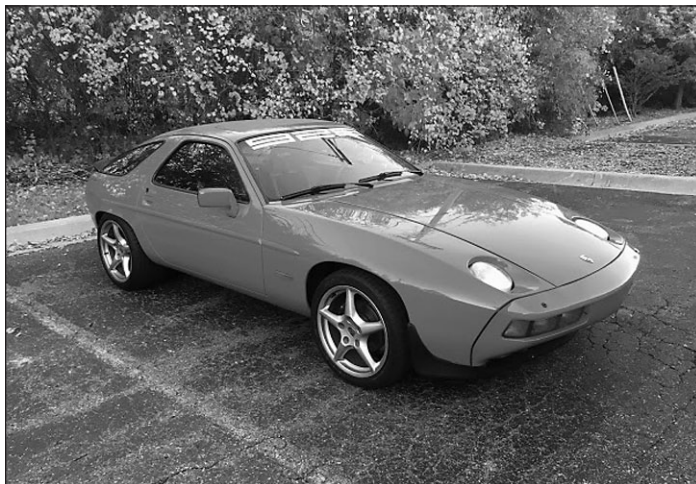
PART TWO

This is the second installment in my “Care and Feeding of Sharks” series. In the last article, I gave some tips on the timing belt system and the water pump. In this article, I’ll walk you through changing fluids in the 928.

There are five main fluids that need attention in the 928: engine oil, coolant, brakes, power steering, and transmission. It is important to check these fluids each year. Some of them need regular service like the engine oil, others not so often. You should check levels and condition at least once a year, and maybe more often in the case of engine oil.

ENGINE OIL:

The 928, despite its shallow sump, still holds eight quarts of lubricating gold. The oil is the lifeblood of the engine, so be sure you take good care of your engine and feed it the proper viscosity of oil. I’m a firm believer in full-synthetic oils. I’ve seen engines that have been run on synthetic and those that have been run on conventional oil, and they look very different. I think blends are a sham because you don’t know how much of each type are in

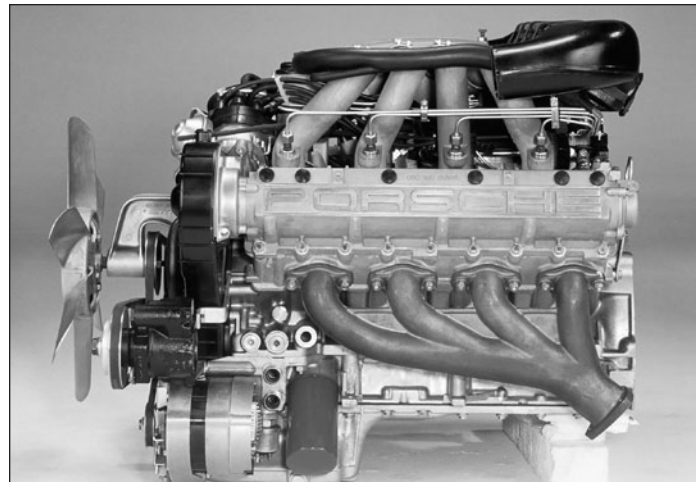


Fresh fluids make for a happy 928.

the mix. It could be 1% synthetic or 80%. Just stay away from it.

The other consideration is the level of ZDDP in the oil. Because of the flat tappets in the 928 motor, a high ZDDP level is recommended. Anything above 1,200 is sufficient.

Finally, be sure you run the right viscosity. I’ve tried several kinds, and I now exclusively use Mobil 1 15w-50. You can get it in the five-quart jugs at Wal-Mart and it has the right ZDDP and



The Porsche 928 engine side-view. You can see the oil filter and just below it the oil drain plug.

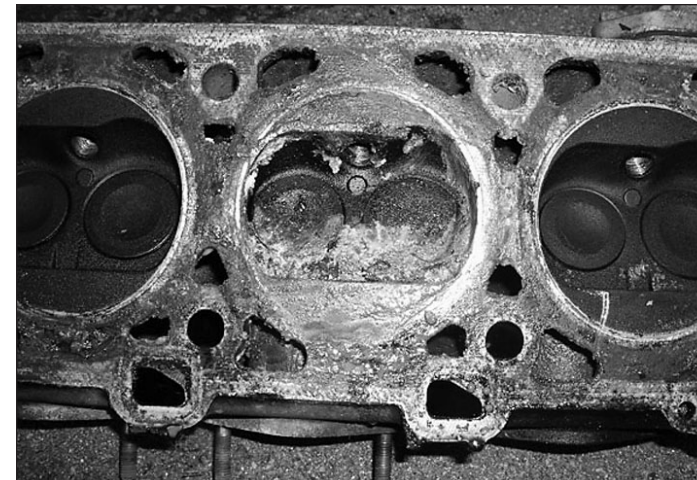
the viscosity always holds up.

Changing the oil is very straightforward. The drain plug is on the diver-side of the oil pan. Simply place a drain pan under it (remember it holds eight quarts) and pull the plug. Right above it is the oil filter. It simply spins off and the new one goes right back on. Be sure to lube the seal with some oil and only hand-tighten it. Replace the drain plug and add in your oil. Be sure to check the level on the dipstick and you’re done. Porsche recommends changing oil at 15,000 mile intervals for your 928, but if you don’t drive that many miles in a season, you should change it at least once a year.

COOLANT:

Coolant is another critical fluid in your engine. If left too long it can become acrid and etch the heads to the point that you can have a head-gasket failure. The coolant does not seem to affect the block as much as the heads. Some people say you can use the universal coolant, but having seen what can happen when the coolant is left too long, I decided to follow the Porsche recommended formula of a phosphate-free HOAT (Hybrid Organic Acid Technology) coolant and replace it once every two years. I have found that Zerex G-05 fits this, but I usually let it go to four years.

To replace your coolant, drain the radiator by removing the (blue) plug on the bottom passenger-side of the radiator. Then remove both drain plugs on the engine block. These are located about four inches in front of the bell-housing just below the exhaust ports for Cylinders 4 and 8. Be sure to run some water through the sys-



Here is a 928 head that is badly corroded from sitting in very old coolant.

tem once drained to make sure you have all traces of the old fluid out. Replace the drain plugs and add two gallons of Zerex G-05 and then almost two gallons of distilled water. You might only get the first gallon of water in at first. Start the engine and let the coolant system self-bleed the air out. Then keep adding.

BRAKES (and clutch):

The brake system is also a very important system that requires regular maintenance. Porsche recommends using a high-quality DOT4 brake fluid. The reservoir is located just in front of the firewall on the driver-side. You should always keep an eye on the fluid. As brake pads wear, the brake pistons will fill with brake fluid and push out to fill the gap. So as the pads wear, your fluid goes down. Most mechanics will recommend (as does Porsche) you replace your brake fluid every two years. This is because brake fluid is hygroscopic, meaning it attracts water. The more water content, the lower the boiling point. If your brake fluid boils then you cannot stop.

There are many ways to replace your brake fluid. It is generally recommended that you bleed the furthest caliper away from the reservoir first and work your way up to the closest one. However, the 928 is the opposite. You want to start from the driver-front tire, then passenger-front, driver-rear, then finally, passenger-rear.



Here you can see the brake fluid reservoir. You may have to pull the screen to see the level.



This is the power steering reservoir for a late-model 928. Some earlier years had an all-metal reservoir.

If you happen to own a five-speed, the brake fluid reservoir also supplies the fluid for the hydraulic actuated clutch. Make sure there’s plenty of fluid in the reservoir, then have a helper pump the clutch pedal while you release the lead screw on the slave cylinder, which is attached to the lower bell housing cover next to the starter. Do these two or three times and you should be good.

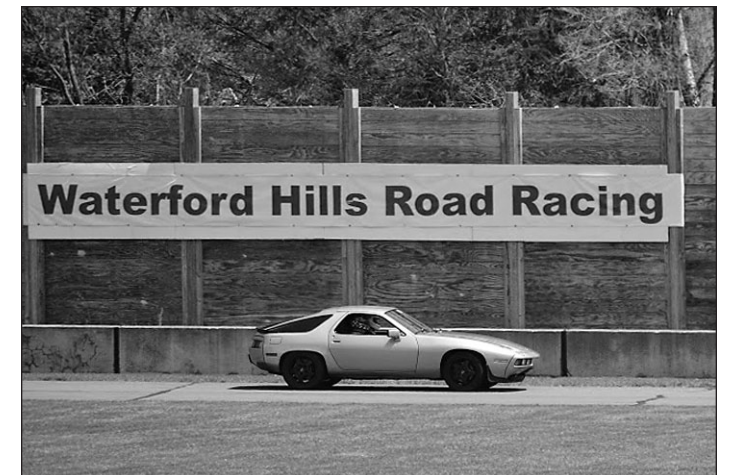
POWER STEERING:

The power steering system does not use power steering fluid. Instead, it uses automatic transmission fluid, ATF Dexron. You can find this at any auto parts store. It is the same fluid as used in the 928 transmission.

Draining the power steering system is not usually required. The reservoir is located on the driver-side fender just in front of the engine. So just make sure the fluid is topped up.

In the next installment, I will discuss transmission fluid for both the automatic and five-speed transmissions on a 928.

The 928 crew has a monthly beer night on the second Wednesday of each month from 7 PM to 10 PM at Sneakers Pub located at 22628 Woodward Ave., Ferndale, MI 48220. Everyone is welcome to join. If you would like to get on the 928 mailing list, drop me a line at andrewmolson@yahoo.com or call/text me at 734-837-7908.



Hope to see you out there!

Driver's Education 101

April 10, 2016

Waterford Hills Racing Course

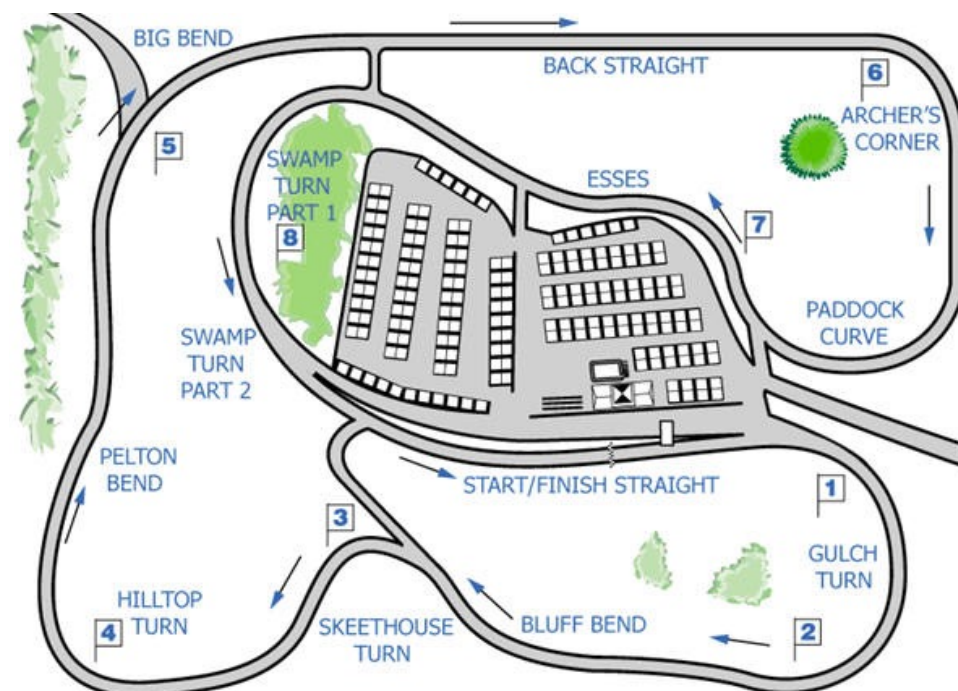
Classroom Session start time 10:00 am

A 'How to begin' for first timers

Come on out and see what a Driver's Education day (DE day) is all about. We will cover everything you need to know to have a successful first day at the track. We will cover how to register, prepping your car, prepping yourself, and what to expect.

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

Sign up on Clubregistration.net or call Chief Instructor Marc Molzon at **248-882-1759**, or Steve Carbary at **586-242-6437**.



STORY BY **TOM FIELITZ**

Porsche, and many other sports car manufacturers, would like you to think that their latest bit of techno wizardry has exactly what it takes to make you into a super driver. The latest Porsche Turbo S boasts 580 horsepower and the technology to allow any driver to extract the full performance it can achieve. This is a far cry from the original Turbo with 260 horsepower and treacherous handling traits requiring the highest levels of driving skill. This didn't just happen; it evolved over several decades of amazing advancements in performance. They are at least partially correct in their claims. The performance capability does increase the potential to extract higher levels of driving skill. But you have to ask yourself, is it you or the car that is performing?

When I instruct students it is from many years of experience and cumulative knowledge of required driving skills. I can talk and quote and gesticulate all I want, but every person sitting behind that steering wheel has to realize within themselves, the talent it takes to drive at a high level of skill and performance. Extracting performance from a car comes from a large number of factors and the technology of the car plays an ever increasing role, but the skill comes from the driver and not the car.

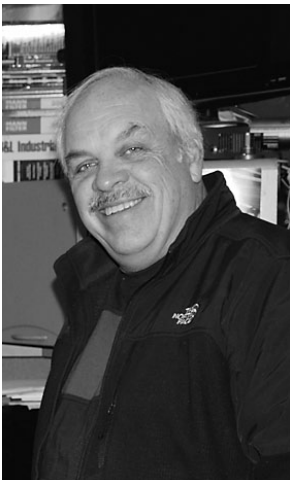
It was naive, and almost comical, what we knew as high performance driving some four decades ago. An early 911 on high performance tires was very close to state of the art race car technology and lap time speeds showed what a skilled driver could do with superior equipment and tires. Of course the high tech tire was a worn out Michelin X which approximated a semi-treaded Goodyear Blue Dot race tire. Race car suspension pieces were easily adapted to street driven cars. Safety upgrades might be a very simple single hoop roll bar. Competition, especially between manufacturers, inspired rapid advancement in race car technology and marketing competition drove that technology into street driven production cars. What isn't often discussed is how these advancements honed a new breed of driver with much advanced driving skills. The gaps between the professional racer and the average driver became as wide as the gap between a pure race car and a standard production model.

Extracting performance out of a low tech car with low tech tires is much more work and requires much more concentration and skill than say a super car with super car tires and super capacity computers. Even though driving instructors like to teach that every car is a momentum car and driving skill and smooth input is required for maximum performance, the actual facts are not that

clear cut. I have observed, and have direct experience, that pure driving speed can be achieved through many different driving styles. Adding technology can also require new skills and driving styles to achieve the highest levels of performance that new cars can offer. The driver's requirements at the highest level of Formula One or World Endurance Championship sports cars are quite intimidating and increasingly removed from street driven cars.

It is certainly true that the technology in today's modern sports car complements and enhances driver's skills. Ride along in any early generation sports car and it is obvious how much work goes into extracting speed and smooth driving. Having an off day of driving is not only slow and sloppy, but often dangerous. A modern car can compensate for some, but not all, of a driver's inattention or less skilled approach to driving. When the first Carrera 4 all-wheel drive cars came out, I could see where a driving mistake was masked by the technical capability of the car. Missing an apex was still a mistake, but the consequences were less severe. ABS braking made the skill of applying maximum braking less a matter of perfection and sensitivity. Active handling made seat of the pants feel less important, and driving on the edge took on a different meaning. Automatic or dual clutch shifting plus rev matching have obvious performance enhancing capabilities. Having huge reserves of power made smooth driving just one option to reaching amazing speed.

No one really wants to step back from the performance levels made possible by new technology. Except perhaps in racing where certain drivers aids have been removed in the interest of promoting increased competition through differentiating levels of driving skill. It becomes almost ironic that some production street cars exceed the technological performance levels of their racing brethren. What it takes to achieve high levels of performance driving will always require skilled driving inputs and skills. The upper limits of that performance is quickly reaching levels that stretch the boundaries of driving talent and reasonable safety risks.



Ready Yet? D.E. Prep/Tech Day

Saturday, April 16th

10 am to 4 pm at Munk's Motors

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

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

Bring your car, your questions about
High Performance Driver education,
and an appetite. Lunch will be provided
at this family-friendly event.

RSVP encouraged to events@munks.com

Free brake flush and alignment measurement
for D.E. instructors

NO CHARGE



Stop by for the Pothole Special: A free alignment report, while you wait.



No obligation. Any car. Valid through 3/31/16.
One special, discount, or freebie per order per visit. Call for details.



Wheels while your car heals!
Free day of rental car
for SEM Members; call for details.

Michigan's #1 Rated Bosch Service Center

3080 W. Huron St. (M-59)
Waterford, MI 48328
service@munks.com
248.681.8081

Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

2016 has already been a very busy year, with one great event after another. The year kicked off with the Zone 4 Exclusive Preview at the North American International Auto Show, which was the location for the World Premiere of the new 911 Turbo and 911 Turbo S. This event has grown from 118 tickets, 7 hotel rooms, and 20 people for dinner, to 200 tickets, nearly 40 hotel rooms, and dinner both Friday and Saturday nights. It has become so popular that the event sold out in 31 minutes, while the welcome dinner sold out even before the event tickets went on sale. The weekend began with a Welcome Dinner in the private dining room at The Henry Autograph Hotel. This year we were joined by PCA Executive Director Vu Nguyen, Panorama's Executive Editor Amy Skogstrom, as well as several representatives from Porsche including the Manager of Porsche Clubs North America Paul Gregor, the Manager of Customer Relations Christian Heller, the Area After Sales Manager Kirt Shore, and interns Jessica Geist and Carina Mesnjak. The NAIAS Preview Event took place Saturday morning from 7-9 a.m. before the doors open to the public, with attendees receiving complete access to the entire Porsche display, detailed presentations on all of the newest models, as well as a catered breakfast. Saturday evening, a number of us had dinner together at Muer's Big Fish Seafood Bistro in Dearborn.



A few days later, I was on my way to Atlanta, GA to attend the Winter Board Meeting. Although I was in meetings for two entire days, including the Board of Directors meeting, I did arrive early enough to be able to take a beautiful new Porsche out at the Porsche Driving Experience. The facility consists of several modules including a track, a skidpad, a slalom course, an area to test launch control, and the only kickplate currently in North America. After two complete days of meetings, a reception was held Saturday evening at One Porsche Drive, Porsche Cars North America's Headquarters, where the evening began with a tour. This beautiful facility consists of the Porsche Driving Experience, a Human Performance Center, Driving Simulator Center, Porsche Exclusive – Personal Design Studio, as well as the Porsche Heritage Center and Classic Gallery with changing exhibits of artifacts and classic vehicles currently housing vehicles from the Ingram Collection. Other cars on display throughout the facility included the 918 prototype, and a 50th Anniversary Rolex 24 Pace Car. Following the tour, we enjoyed a wonderful dinner in the 356 restaurant.

I was honored to be a part of a very special event, when I accompanied Vu to surprise Mark Garofoli and his wife Gretchen with the news that he

won a 2017 911 Carrera and \$25,000 in PCA's Fall Raffle. Our thanks to Porsche of Beachwood for their assistance.

I also had an enjoyable time when I joined a number of Eastern Buckeye Region members at Quaker Steak and Lube for some fellowship at the region's Rolex 24 viewing party.

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

- March 1 is **Rally Sport Region's** Club Meeting at Karl's Cabin Restaurant in Plymouth, MI
- **Southeast Michigan Region's** Lingenfelter Collection Tour Charity Event is March 5
- Join the ladies of **Maumee Valley Region** on March 5 at the Toledo Artists Center
- On March 8 is **Motor-Stadt Region's** Board Meeting at Spagnoulo's in Okemos
- **Ohio Valley Region's** Monthly Board Meeting and Member Social at Firehouse Grill is March 8
- March 9 is **Michiana Region's** Member Meeting at Antonio's Italian Ristorante in Elkhart, IN
- **ARPCA's** Business Meeting is on March 10 is at Window Systems, Inc. in Gibsonia
- March 12 is **Central Indiana Region's** 2nd Saturday Breakfast at Sweet Cars in Fort Wayne, IN
- **Northern Ohio Region's** New Member Party is March 12 at Porsche of Beachwood
- March 13 is **Western Michigan Region's** Sunday Brunch at Cygnus
- **Mid-Ohio Region** is hosting a Bowling Party at Bosco Lanes in Columbus on March 26

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

Thanks, Michael



ASK THE Master Cylinder

These questions and answers are based on actual events. Please e-mail your questions to the P4 editor (mjchrist30@gmail.com). 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 took my 1987 944 in for a coolant leak and I was told that the water pump had failed. I approved the work and got a call that in addition to the pump, I needed some seals and tensioners and that based on the age of the timing belt, I should have that replaced as well. I approved the work and paid for it over the phone and planned to pick the car up after hours. When I picked it up, I was surprised that it had a new vibration in the engine that it never had before. I have owned the car since 2004 and I know how it felt before I had it serviced. It is not the same. When you rev the engine up, it begins to “buzz” above 3,000 and up. I have revved it up to 6,500 rpms many times before and it was smooth as can be. It never felt like this. If you have your hand on the gearshift knob, it makes it tingle at higher rpm’s.

I called the shop the next morning and told my adviser that the car had a new problem that it did not have before I had it serviced. To my surprise, he said “well I drove it and I didn’t feel vibrations” He then said “Well that engine has a “single plane crankshaft” do you know what those are?” I really felt that he blew me off.

I’m 57, I work in the automotive field, and I know that all engines normally vibrate to some degree. What ticks me off is that I have had this car for years and know how it should feel. Now I am wondering if the person working on it knew what they were doing and I am not sure that I feel comfortable going back to have them correct it. Do you have any advice? —Harold

A: The high frequency vibration you describe sounds like a miss-timed balance shaft. I have driven a few 944s and felt a lot of vibrations from numerous things at different RPM ranges. One of the classics is a small tinny ringing noise from the right rear of the engine. That one sounds off when the emissions monitoring pipe bracket fractures and lets the pipe buzz against the manifold. Another common vibration that makes otherwise fine 944 feel old and tired, is the motor mounts. When you dashboard vibrates up and down at idle, you probably have collapsed mounts. That buzzing gearshift knob would send me to the balance shafts.

Unfortunately, you have to dismantle the timing belt area again. I understand why you would be reluctant to go back since there may be a charge to tear it down and re-time it. Not knowing the exact nature of the repair, it is hard to say. One thing you can be sure of is your intuitive sense of your car when it is right. I can’t stress enough how important it is for a driver to trust intuition.

If the balance shaft belt is mistimed, and I can assure you that it happens all the time, don’t be too angry. Seasoned veterans, who are fully aware that it has to be right, still screw it up. The problem is that the balance shafts have two locating keyways and you have a 50/50 chance of getting them timed if you do not follow the procedure. Perhaps the technician was in a hurry or did not know about the procedure? In our business there is an old saying: “If you don’t take the time to do it right the first time,

somehow you can always find time to do it over again.” So it is possible, even common, to have the belt miss-timed. I know a tech who bought a 944 at a very low price because the seller had replaced his belts and was left with a powerful vibration. Re-timing the balance shafts did the trick.

As far as qualifications, there is a simple way to find out how much experience a tech has—look on your invoice for the technician’s license number. The higher number is the newest tech and the lower number is the veteran. That same method can be used to gauge the experience of the shop. Shops with really low license numbers have been around for a while. It never hurts to find a place that was in business when your car was born. Finally, ask club members who they feel has the qualifications, they are always eager to help

As a colleague, I apologize for those in our field who fail to listen well or take right action when something goes wrong. “The customer is always right” is a time honored phrase. I assume that any service professional will want to have the chance to recheck his work and correct it if your assumptions are correct. If I were him, I would give it a listen or take another test drive. Even if his conclusion is the same, diagnosis over the phone is sketchy.

In all cases, the client is the final test driver. When you picked up your car, if it didn’t feel right, you should have taken it right back. And if you could not, I would call again and request that they recheck their work. All reputable shops guarantee their work unless your repair order says otherwise. —MC

Q: The door on my ‘85 Carrera won’t stay open the way it used to. So I had the latch bar assembly replaced. Now when I open the door, I hear a snapping sound from the latch bar area. Of course it stays open..but I am worried. —Jim

A: First, make sure that the latch bar is genuine Porsche and all the screws are tight. When I install them, I use Loctite. If the noise is still there, put a stethoscope on the “A pillar” and have someone exercise the door where the snapping sound occurs, then check the door in the same way. If my suspicions are correct, there is a stress crack in the door frame or in the body where the latch bar anchors into the A pillar. The first fix involves installing a reinforcing plate to back up the door. You can find them online or you can make them. I prefer to make them. If the noise is from the A pillar, the door may need to be removed to perform surgery on the A pillar to reinforce the cracked area.

This is a common problem with earlier cars. In extreme cases, eventually the crack spreads and the anchor may break free from the A pillar. At this point, the damage is far worse than expected, quickly sucking hundreds from your wallet. Putting that old, weak latch bar back in might be the best thing to do to postpone further damage. I hope you didn’t throw it away. —MC

SEM/PCA Member Anniversaries – March 2016

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

YR	Name(s)	YR	Name(s)	YR	Name(s)
38	Ted & Nancy Schwartzenfeld	8	Steve & Nancy Chavez	1	David Yanez
38	Thomas & Beatrice Dart	8	Shawn & Annette Bartush	1	John Lominack
28	David & Marguerite Kimball	6	Moungi & Lynne Galdstone Slim	1	Mike Whitton
25	Jeffrey & Imbi McErlean	6	Bruce Copithorne	1	Sabarish Gurusubramanian
20	Joel & Randee Miller	6	Lothar & Ann Bauer	1	Nauman Afzal
18	Eric & Martha Manting	6	Edward & Alice Buckley Dawda	1	Timothy Kopeck
17	H & Brenda Graziano	5	Richard & Judith Huddleston	1	Greg Massa
17	P & Marta Trimmer	5	Richard & Marcy Ford		John Palmer, III
15	John & Yvonne Welte	4	Sharyn Schymick		Jason Khami
14	Gary & Judith Fish	4	Robert & Vivian Yonce		Anne Humphrey
13	Stephen & Kathleen Shugg	3	Robert & Len Dodman Newill		Gregory Bator
13	Marc & Lisa Molzon	2	Carl Code		Marc Brazeau
11	Erik & Gina Ohrnberger	2	Tim & Maggie Otto		Charles Robinson
11	Frederic Binggeli	2	Mark & Dawn Lubinski		Christopher Hulen
10	Kim & Ginger Virkler	2	John Pantalone		
9	Jason & Allison Cardew	1	David Walker		

Index to Advertisers – March 2016

PLEASE SUPPORT OUR ADVERTISERS

AutoMark Collision Center.....	17
Automotive Techniques.....	14
Burton Bros. Construction.....	14
Cambridge Insurance.....	17
Classic 9’s Leather.....	14
Clear Auto Bra.....	8
Cloverleaf Fine Wines.....	27
Copyright Printing.....	14
Crossroads Plaza.....	19
Eitel Dahm Motor Group.....	20
Eric Wheeler/ Mercedes Benz of Novi.....	19
Fred Lavery Porsche.....	39
Gilson MotorSports.....	29
Hans Auto Electric.....	27
M1 Concourse.....	12
Motor City Auto Spa.....	14
Munk’s Motors.....	34
Nikolas Motorsport.....	40
Paul’s Auto & Boat Interiors.....	14
Porsche of Ann Arbor.....	6
Porsche of Farmington Hills.....	2
Sell Your Sports Car.....	24
Steve’s European Automotive.....	19
Vintage Munk’s.....	24

SEM Board Minutes (1/7/16) by Fred Young

In attendance: Board Members: Howard Gilson, Gretus Hoogestraat, Fred Young, Marc Molzon, Michael Cohen, Greg Gallagher and Walter Crump. Absent with notice: John Keilly, Patti Door and Leo Wanstreet
Call to Order: 7:00 P.M. by President Howard Gilson.
Minutes: Motion to approve by W.C. and M.M. Motion passed.
Financial: Leo Wanstreet – The December year-end report was not available and will be addressed at the February meeting.
Membership: Greg Gallagher – We have 612 primary and 404 associate members. For the year we are up 21 primary members. Temporary memberships can be had under a Quest Program for six months for non-Porsche owners.
Insurance: Greg Gallagher – No insurance needed.
P-4: Michael Cohen – The Jan/Feb issue will be a little late this month but it is no problem.

OLD BUSINESS:
December 19: Holiday Party: Marc Molzon – 115 members attended. Eitel Dahm made a generous contribution to the party and supplied the venue. It was a great event for all that attended. The silent auction needs to be revisited to have a smoother payment plan.
February 13: Race Car Replicas: Fred Young – All set.
March 19: Gilson Tech Session: Howard Gilson – Date and topic to be decided.
March TBD: Lingenfelter Collection: Gretus Hoogestraat – Will firm up a date for a charity event.
April 9: Swap Meet: Dave Burton – will confirm date.
April TBD: DE Classroom Session: Marc Molzon – To be scheduled at Waterford Hills Race Track.
April 23: New Member Gathering: – Greg Gallagher – To be determined.
May 7: Devil’s in the Details: Munk’s Motors – No Details.
May 13-14: Driver Education: Dates will be scheduled at Waterford Hills as soon as possible. We will try to get a Friday session.

SEM Board Minutes (2/4/16) by Fred Young

In attendance: Board Members: Howard Gilson, Gretus Hoogestraat, Fred Young, Marc Molzon, Greg Gallagher and Walter Crump. Officers: Miranda Christen and Steve Carbary. Absent with notice: John Keilly, Patti Door, Michael Cohen and Leo Wanstreet. Guests: Chris Braden, Aaron and Kathy Bambach.
Call to Order: 7:00 P.M. by President Howard Gilson.
Minutes: Motion to approve by M.M. and G.H. Motion passed.
Financial: Moved to table by M.M. and W.C. Motion passed.
Membership: Greg Gallagher – We have 613 primary and 396 associate members. Greg will check on non-renewals and also send out welcome letters by email.
Insurance: Greg Gallagher – None needed until the Gilson Tech Session.
P-4: Miranda Christen – An unfortunate error occurred and a number of P4’s were reprinted.

OLD BUSINESS:
February 13: Race Car Replicas: Fred Young – OK with maximum number reached.
March 5: Lingenfelter Collection: Gretus Hoogestraat – Event scheduled and an E-blast will be sent out.
March 19: Gilson Tech Session: Howard Gilson – All set.
April 9: Swap Meet: Dave Burton – Looking for a co-chair.
April 10: DE Classroom Session: Steve Carbary – Will be held at Waterford Hills Race Track. Registration is not open yet.
April TBD: New Member Gathering: Greg Gallagher – Aaron Bambach from M1 Concourse stated he was not able to host an event at that early date. He went on to explain the progress at the site and the track plans. They plan to host a variety of events this summer with a grand opening the week of the Dream Cruise. The club will look into having a DE there. The new member gathering will be revisited.
May 7: Devil’s in the Details: Munk’s Motors, Chris Braden – He has a new leather presenter and the event will end at 2 p.m.
May 6: Driver Education: Steve Carbary – Tentative dates are scheduled. It

May 21: Street Survival School: Marc Molzon – Site has to be reserved.
May 22: Spring Driving Tour: Greg Gallagher – No report
June 17-26: Porsche Parade and Caravan: Gretus Hoogestraat – No report.
August 21: Club Picnic and Concours: Date has to be reserved for the site.
August TBD: Gingerman DE: Marc Molzon – After discussion and deliberation it was moved by G.G. and seconded by G.H. to not hold a DE at Gingerman. Motion carried. There arose a conflict with the Blueberry Festival and a shortage of hotel rooms. Also 50 students are needed to break even and last year we only had 45. It was moved by W.C. and seconded by M.C. to add a fourth DE at Waterford Hills. Motion carried.
Event Sponsorship Report: Greg Gallagher – Will be available to advertisers after review. Michael Cohen will write an announcement for the P4 in regards to the sponsorship program.
60th Anniversary Committee: Patti Door – No report.
Charities: Gretus Hoogestraat – A check was sent to the Jo Brighton Foundation with the proceeds for the silent auction. After the year-end financial report is reviewed an additional amount will be sent.
Web site: Gretus Hoogestraat – An unauthorized posting was sent by the PCA national website. Gretus will check into it further.
Goodie Store: Lucas Phan has offered to help.
Event Reports: Fred Young – Needed for Holiday Party.

NEW BUSINESS:
New Helmets for DE: Marc Molzon – It was moved by M.M. and seconded by G.G. to purchase 8 helmets good until 2025 for use at the DE’s. Motion carried.
BMW Street Survival Training School in Las Vegas: Marc Molzon – There is an opening to send a person to the school for training.
New Member Recognition was discussed.
Meeting adjourned at 9:14 P.M. – Moved by G.G. seconded by W.C. Motion passed.
Refreshments and Locations: February 4 - Gilson Motorsports – Marc Molzon

was motioned by M.M. and G.H. to approve the contract when received. Motion carried. The payment method may be changed,
May 14: Street Survival School: Marc Molzon – The site is reserved. Instructors are needed. Reservation is open at Motorsport.reg.
May 22: Spring Tour: Greg Gallagher – Miranda will help with the tour.
June 17-26: Porsche Parade and Caravan: Fred Young – Hotel room availability seems to be a problem.
August 21: Club Picnic and Concours: Fred Young -The date is reserved. The trophies were reviewed by the board and met with approval.
Event Sponsorship Report: Greg Gallagher – A notice will be posted in the P4 in regards to event sponsorship and directing interested persons to the website for further information.
60th Anniversary Committee: Patti Door – No report.
Charities: Gretus Hoogestraat – There will be a charity event at the Lingenfelter Collection on March 5th.
Web site: Marc Molzon – It is being revamped and condensed for easier reading.
Goodie Store: Gretus Hoogestraat – It needs to be restocked with new items and old items have to be purged/donated to a good cause.
Event Reports: Fred Young – None needed.

NEW BUSINESS:
Driver Ed Certificates: A motion to give out a total of five Driver Ed Certificates at various events to encourage participation was made by M.M. and G.H. Motion passed.
National PCA Recognition: An email was received regarding national awards honoring members and club activities at Parade.
Motorstadt Car Show: Chris Braden – The Motorstadt Car Show featuring German cars is June 4th.
Meeting adjourned at 8:55 P.M.
Refreshments and Locations: March – Gilson Motorsports – Greg Gallagher
April - Steve Carbary; May - Walter Crump

PORSCHE
NOTHING EVEN COMES CLOSE



PCA Specials

**10-YEAR OR
100,000 MILE CLUB
DISCOUNT**

20% DISCOUNT ON SERVICE FOR
PORSCHEs OVER 10 YEARS OLD
OR OVER 100,000 MILES *

WITH COUPON
(*some exclusions apply)
10% OFF

Valid only at Fred Lavery Porsche. Must present coupon when order is written. Not valid with any other offer. Tax, shop supplies and environmental charges are extra.

PORSCHE WATER-COOLED OIL CHANGE

We feature Mobil 1
(1997 and newer)



INCLUDES: Porsche oil filter, engine oil, drain plug washer (where applicable), tire pressure adjustment

WITH COUPON
’05 – ’08 ’09 – ’16
\$289.95 \$329.95

Valid only at Fred Lavery Porsche. Must present coupon when order is written. Not valid with any other offer. Tax, shop supplies and environmental charges are extra.

***Present Coupons to
Service Advisor***



34602 WOODWARD AVE.
BIRMINGHAM, MI 48009

*For Your
Convenience...*

Our Service
Department is
Open **7 a.m. until
12 Midnight**
Monday thru Friday
Call for appointment
248-645-5930



Miranda Christen, P4 Editor
1308 Beemer Court
Oxford MI 48371

PRSRT STD
U.S. Postage
PAID
Mail-Tek

24792 Crestview Ct.
Farmington Hills,
MI 48335

NIKOLAS MOTORSPORT

INDEPENDENT BMW-MINI-PORSCHE SERVICE

Specializing in the service and repair of fine BMW and Porsche automobiles since 1987

Servicing all newer Porsche models: Carrera, Boxster, Cayenne

We invite you to stop by anytime to tour our shop

Offering:

Scheduled Maintenance

Complete Diagnostics Capability

General Repairs

Expert Four Wheel Alignment

(Factory Spec. or Custom Requests)

Brakes and Suspension

Air Conditioning

Engine and Transmission Repair/Replacement

Performance Tuning

2683 Orchard Lake Road

Sylvan Lake, MI 48320

248-682-7755

www.nikolasmotorsport.com

SEMPCA Members/BMWCCA Members

