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Board members are elected by the membership.

They may also hold other offices in the club.

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ON THE COVER: Carlos Carmona’s Show and Shine winning immaculate 944 Turbo.

BY MICHAEL COHEN

I am pleased to advise you about two personnel announcements, both of which will have positive benefits for the club. Victoria Wade has graciously accepted the position of Goodie Store Chair, replacing the retiring Patti Door. Victoria’s responsibilities will include ordering and managing inventory, dealing with suppliers and selling the Goodie Store inventory at club events. Her first appearance was at the Swap Meet at Porsche of Farmington Hills on Saturday, April 5th. Victoria set up a very nice display of Porsche badged clothing as well as other Porsche branded items and had a very successful selling day. You can see a picture of Victoria in action at her booth on page 26. The Board certainly appreciates Patti Door’s time spent running the Goodie Store. As always, she immediately pitched in and took over the position when Pat Ambrus retired. A big thanks to Patti who may be the hardest working member of SEM/PCA!

The second announcement is that Alex Lundberg will become the Editor of the P4, reporting to me. This position that has been vacant for over a year, although John Keilly, our President, has graciously helped with almost every issue. Alex is currently Business Development Manager for Munk’s Motors. In the past, he has held both editor and staff writer positions with the Detroit Free Press, Oakland Press, Michigan Lawyers Weekly as well as the Observer and Eccentric Newspapers, The News Herald Newspapers and the Plymouth-Canton Town Crier. He has also published a book. Alex graduated from Central Michigan with a Bachelor of Fine and Applied Arts in journalism.

As I write this, our programs are in full swing, and I am pleased to say that attendance is up. On page 16, Howard Gilson summarizes the very informative IMS bearing tech seminar held at Gilson Motorsports this past March 1. Past president Dave Burton chaired yet another very successful multi-regional swap meet at Porsche of Farmington Hills on April 5. Congratulations to Carlos Carmona, winner of the Show and Shine competition with his recently purchased guards red 944 Turbo and to RSR member Ernesto Roedenbeck for achieving the highest score on the Porsche Quiz. For those of you who did not attend the Model T Piquette Avenue Assembly Plant tour on April 12, you missed a fascinating and educational look at early Ford Motor Company history and assembly techniques. Many original and restored Fords from the brass era were displayed in this unrestored factory...good job, Fred!

Other interesting articles include Mark Vander Eyk’s car event filled February vacation in Sarasota, FL, as well as monthly contributor Tom Fielitz’ take on the history and progress of instrument panel gauges from the turn of the century to today’s entertainment system like affairs. Also, Richard Hinson wrote a charming and candid piece on the late Gerry Van Vliet. Be sure to read Andrew

Editorially Speaking



Olson’s monthly The Shark Tank column and Chris Braden’s sage Master Cylinder advice.

I expect that by this time most of you have taken your Porsches out of storage and are skirting our wonderful Michigan pot holes. Hopefully, no one has bent a rim yet. We’ve got some great events coming up in May. Please check out the announcements in this issue and set aside the dates. On Thursday, May 8, we have our first DE of the season at Waterford Hills. As in the past, this event will encourage beginners to attend, but as always, we will have four driving groups to accommodate drivers of all experience and skill levels. Two days later, on Saturday, May 10, Munk’s Motors will host their annual Devil’s in the Details. This is a must for anyone who wants to learn to properly detail their cars. Street Survival School follows on Saturday May 17 at the Faith Christian Assembly parking lot in Melvindale. Teenage drivers will be taught accident avoidance techniques in their own cars, utilizing a skid pad, slalom course and other exercises. The month winds up with our annual Spring Tour, chaired by Greg Gallagher. Greg has chosen some excellent driving roads and a great restaurant for dinner.

We are looking forward to seeing you at these Porsche events. Let’s clean up our cars, fill the gas tanks and DRIVE.

2014 SEM/PCA CALENDAR

MAY

- 7 Board Meeting
- 8 DE Waterford Hills
- 10 Devil's in the Details-Munks
- 17 Street Survival School
- 18 Spring Tour
- 30-6/1 Belle Isle Grand Prix*

JUNE

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

JULY

- 9 Board Meeting
- TBD Progressive Dinner
- 25 Autobahn Car Show at St. Johns*
- 27 Concours d'Elegance of America - St Johns*

AUGUST

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

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DECEMBER

- 3 Board Meeting
- 6 Holiday Party

**Not an SEM/PCA sponsored event*

BOARD MEETINGS

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

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

WE NEED YOU

The P4 currently has one open position:

Advertising Manager

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

Michael Cohen, Managing Editor

Fastkarz2@aol.com

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DO YOU LIKE TO DRIVE, EAT, SOCIALIZE?

Get Your Porsche Ready For The May Spring Tour!



WHEN: Sunday May 18

Sign-in starting at 2:30 pm – first car out at 3:30 pm

WHERE: Schoolcraft College Vista Tech Center
18600 Haggerty Rd. (just north of 7 Mile Rd.), Livonia

Dinner: \$30-\$35 per person

Register by May 12 on Clubregistration.net
or by contacting Greg Gallagher at 313-300-4191
or email gjgallagher@comcast.net

Start Me Up!



BY JOHN KEILLY

My sincere thanks go to Michael Cohen for singlehandedly producing the April issue when I was unavailable. Similarly, Vice President Howard Gilson and other Board Members and Past Presidents stepped in to fill the gap. Thank you one and all.

In this issue, we are fortunate to have an article by Richard Hinson. Richard is a former editor of *AutoWeek Magazine* and past chairman of The Meadow Brook Concours d'Elegance. He provides a thoughtful and poignant retrospective on his late friend, Gerald Van Vleit. Gerald was a true auto enthusiast always into one project or onto another. When people like him pass away, we are reminded of the tenuous grip we have on life...and on good health. It's also a reminder that everyone has a story to share. It may be about restoration, a jaunt, finding a way to pay for a Porsche, how to enter a Concours d'Elegance, etc. Please consider sharing your story with your fellow enthusiasts. The editors of this magazine are always glad to help.

The snow which came after several summer-like days in April was an unwelcome reminder of the length of winter in Michigan. By then, several Porsches had already emerged from storage and onto what passes for paved roads in Michigan, and people like me had switched out their winter tires. Oops! Thankfully, May is much more likely to be conducive to enjoying our cars.

One of the first opportunities to enjoy your car will be on May 8th when our the DE team will run our annual Beginner's Day. It's a great way to start learning the basics of high performance driving and how to enjoy your car's performance and handling more fully. Porsches are truly marvelous cars. The DE program will allow you to more fully experience your own cars impressive capabilities in a safe, controlled environment, with the help of one of our friendly, skilled instructors.

If you enjoy keeping your car looking showroom new regardless of its age, the place to be is The Devil's in the Details, presented by Munk's Motors on May 10th. This annual clinic on how to care for your car—and even make it concours competitive—is an excellent opportunity to learn about products and techniques. This interesting and enjoyable event includes presentations by a variety of experts and the usual camaraderie with fellow enthusiasts. Please RSVP to Chris Braden at Munk's.

On May 17th, we will conduct our second annual Street Sur-

vival School for teen drivers. PCA is among the national sponsors of this important program which gives teens hands-on experience with situations that require quick, sound decision making and the skills needed to avoid an accident. The program includes exercises in panic braking, panic braking combined with swerving to avoid an obstruction, and controlling skids. Arguably, Street Survival is among the most important thing we've done as a Club.

This School is a major undertaking and we need many volunteers to run it—in-car coaches, administration, course maintenance and safety workers and others. Please contact Event Chair Marc Molzon or Don Kleist to volunteer. Also, encourage any young drivers you know to enroll in Street Survival.

The next day—Sunday, May 18th will bring our Spring Tour. This is a great opportunity to take out your car and join fellow enthusiasts for a pleasant drive through back roads followed by dinner. Please see the ad in this issue and go to www.Clubregistration.net or contact Event Chair Greg Gallagher to sign up.

On May 26, the city of Novi has invited SEM/PCA to participate in their annual Memorial Day Parade, which starts at 10:00 am. Shine your car and come out and salute our veterans who protect our country's freedom. For more information, please contact me at johnkeilly@live.com.

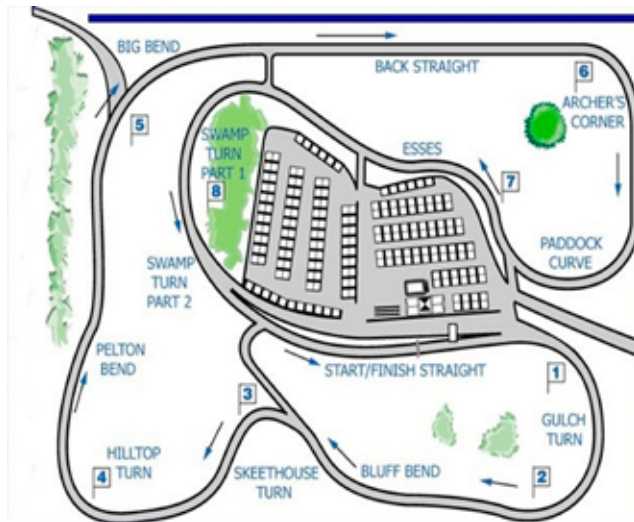
As an auto enthusiast, you may be interested in attending an annual charitable event known as The Garden Party at Meadowbrook Hall. It features a car show with an impressive array of domestic and imported vehicles—both vintage and modern. It also includes an opportunity to enjoy some superb food and wine from local restaurants, and vintners. Some of our members attended last year and reported that the food, wine and cars were all first rate. Many ladies wore impressively stylish hats, which further added to the glamour of the afternoon which supports local children's charities.

Throughout the summer and into fall, your club will be conducting a variety of events—on track, driving tours, technical and social. Most everyone who attends an event enjoys it, possibly learns something new—and almost always makes some new friends. All are welcome. New members—and folks we haven't seen in a while—are urged to come out and see for themselves that what they say about PCA is embodied by our members...*"It's not just the cars, it's the people."*

Waterford Hills Road Racing Course Porsche Club Family Day at the Races Sunday, June 8th – 10 a.m. to 5 p.m.

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\$5.00 per Car



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

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

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

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

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Street Survival School
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8:00 am – 5:00 pm / Only \$75.00

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Alexis Keilly (Age 19): *I only went because my dad urged and nagged me to go. However, by the time the day was over, I was really glad I attended. I learned a lot and I thoroughly enjoyed the experience.*

Katie Ohrnberger (Age 21): *It was a great experience and has really helped me improve my driving skills. Overall it was a fun experience and it really helps you know what you and your car can really do.*

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SEM/PCA Member Anniversaries - April/May 2014

Thanks to the SEM/PCA webmaster Erik Ohrnberger, we are pleased to now be able to recognize membership anniversaries each month.

Congratulations to all who have a membership anniversary this month!

Anniversaries are noted by the date the primary member joined PCA. Please let us know if we've made an error or omission.

YR	Name(s)	YR	Name(s)	YR	Name(s)	YR	Name(s)	YR	Name(s)
APRIL 2014									
48	Victor & Barbara Skirmants	10	Miles Rozell & Peggy Parent	2	Scott & Sandy Henderson	14	Richard & Carole Walker	4	Brian & Sarah DeBrincat
36	Thomas Dart & Beatrice Rousselot	10	Charles & Susan Payne	2	Robert & Sandy Krzeminski	13	Angus & Karen Campbell	4	Michael & Paula Duffy
35	Frederick & Catherine Lavery	8	Steve Carbary		Ron Durocher & Jessamine Lopez	13	Donald Kleist & Nancy Richardson	4	Dennis McDermott
28	Jeff & Darlene Escue	8	Robert & Kristina Dunne	1	Drew Olmsted	12	James Marsh	4	Patrick McFall
28	Stephen & Lorraine Krawetz	8	Brian Wright	1	Ken & French Waller	11	James & John Dyke	4	James Warner
28	Glenn & Lynda Shaw	8	Rick & Jo Schoonover	1	David Rand	11	Stephen Shuler	3	Peter & Carrie Noworolnik
27	Marco & Carol Marinello	7	Greg Fitzpatrick	1	Nicki Bormey	11	William & Michael Wear	3	Christian & Lisa Thiele
25	Terry & Brad Swick	7	Garen & Lilana Nicoghonian	1	Joseph Elbehairy	10	Gregory & Diane Gallagher	3	Ronald Hable
25	James Renfro	6	Robert & Mary Hlavaty	1	David Pelka	10	Ron & Deborah Oye	3	Karl & Mary Wittbold
24	Michael Proach	6	Kenneth & Sandra Borg	1	Christopher Sterling	9	Thomas & Kathleen Vollmer	3	Paul Johnson
21	Leo & Linda Wanstreet	6	Richard Hoyle			8	William Goldenberg	3	Harry Watson
21	Mark & Jordan Birnholtz	5	Robert & Doris Saygan	MAY 2014					
17	Douglas & Janet Gaffka	5	Jim & Carol Hearrell	42	William Lovett	8	David & Matthew Robertson	3	Larry Rotta
16	Erik & Ann Brandt	4	Michael Shanlikian	38	Robert & Fayclare Blau	8	Harald Herzog	2	Antonio Capone
16	Jim & Miriam Long	4	Shant & Van Saroukhanian	31	Gene & Dawn Kiesel	7	Paul & Paul Benson	2	Steve & Julia Slane
16	Eric Manting	4	Mitchell & Diane Mondry	29	Gregory & Kevin Priestap	7	Jeff & Allison Sapp	2	Thomas & Margaret Ogden
16	Richard & Denise Ellsworth	3	Joe & Susan Guida	28	John & Becky Denyer	7	Glenn & Pamela Cumberland	1	Winston & Stephanie Benedict
16	Marc & Judy Metzger	3	Mike Jacobs	23	Ray & Sharon Horn	7	Lincoln & Lara Phillip	1	Tom Masson
16	Richard Jaxtheimer	3	Michael Sheedy	23	Fred & Kathy Young	7	Terry Kyriakopoulos	1	John Plecha
16	Daniel Snower	3	Bob Rudowski	21	Daniel & Constance Conrad	6	Gani & Ele Bardha	1	Ronald Price
15	Pegi Bartush	3	Galen & Phyllis Bulles	21	Charles & Tania Spurlock	6	Andy & Lucy Rosenberg	1	Rodney & Colette Sullins
15	Ken & Angie Ebel	2	Mike & Teresa Natzke	19	Charles & Tania Spurlock	6	Mark & Deb Panter	1	Norbert & Monica Kedzierski
15	Everett & Susan DeHut	2	Kirk & Sheryl Utemark	19	Gene & Denise Jordan	5	Dag & Ute Reckhorn	1	Juan Valdez Vazquez
13	Peter & Bruce Rea	2	Rudy Thomas & Sharon Olis	19	Howard Gilson	5	Art Siteman & Nancy Cobb	1	Anthony Benenati
13	Peter & Kim Yanchyshyn	2	Sven Bauer	18	William & Antoinette Kreager	5	Keith & Kathi Gardner	1	David & Judy Zimmerman
		2	Markus & Stefanie Suehrer	15	Albert Cattell	5	Greg & Janice Foersterling		
				14	Stanley & Seth Engelhardt	4	Mark Bellissimo		

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RECAP Gilson Tech

STORY BY **HOWARD GILSON**

PHOTOS BY: MICHAEL COHEN

Is there a monster lurking underneath your Porsche? Well, not exactly, but the Intermediate Shaft Bearing (IMS) in a small number of 1999-2008 Boxsters and 911's can be problematic. Since this topic has been discussed frequently on Porsche forums, Howard chose to make this the topic of his tech session. More than 45 people turned out Saturday, March 22, at Gilson Motorsports in Troy to learn about this issue and how to best deal with it.

Tech session attendees learned that one of the reasons the IMS bearing seal goes bad is that it does not get the lubrication it needs to stay healthy. Driving the 986/996 engine more lengthens the life of the bearing, but Michiganders don't get to drive as much because they have to store their cars over the winter.

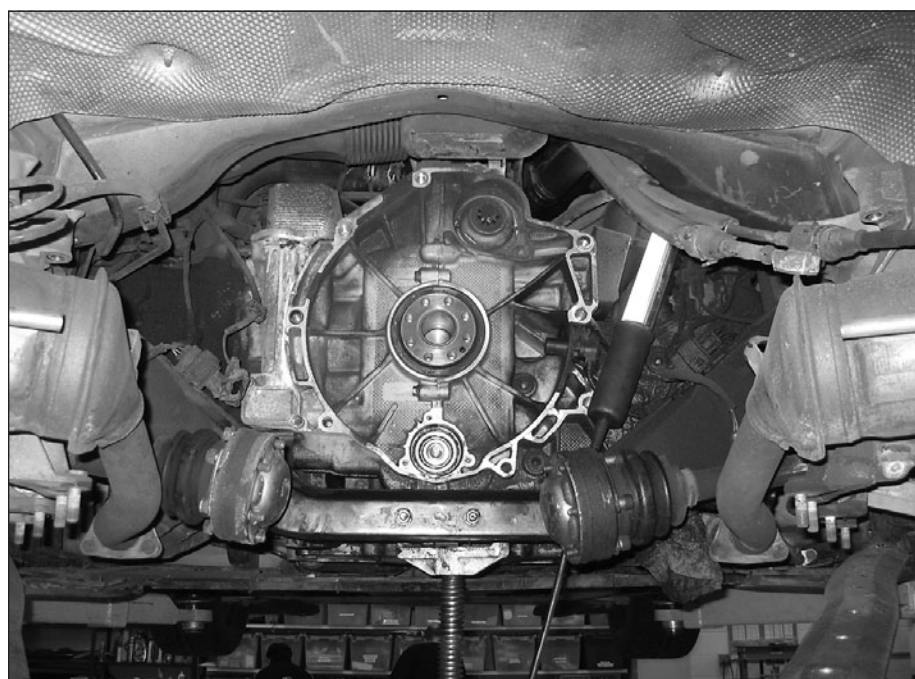
Less driving means less lubrication and the seal is allowed to dry and become brittle. The brittle seal allows engine oil to get into the bearings—which is not good for them and may cause the IMS bearing to fail. The preferred replacement, from LN Engineering (although there are other IMS bearing replacement manufacturers), actually uses engine oil to lubricate the bearing.

At the tech session, Howard and technicians Curt Ormiston and Thor Sorota cut open original single-row and double-row IMS bearings to show the parts within, discuss what a failure means and how best to solve the problem. The display also included Gilson's own Boxster (used to show where the IMS is located) and Ormiston's Boxster S engine on a table for reference. Serota showed tech session attendees how to replace the IMS bearing in Gilson's car and used the work as an opportunity to show that the problem doesn't always present itself clearly before failure. The session was followed by a delightful fried chicken luncheon provided by Howard.

Thank you to everyone who attended the tech session. If you have a suggestion for another tech session, please contact one of your SEM Board members.



Tech session host, Howard Gilson



Close up of Howard's Boxster with IMS bearing removed



Attendees listen to a presentation on the functions and issues with the IMS bearing



Tech Curt Ormiston presenting



Tech Thor Sorota shows the group Howard's IMS bearing



Fred Young and Tony Mac chatting with Turner BMW Race Team crew member



Chow time... Curt Ormiston, Vic Rivera and Ralph Lindackers lining up for food

2014 Event Sign Up Using Clubregistration.net

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

The advantages to this new procedure include:

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

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

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

WIN A PRIZE

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

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

Michael Cohen at fastkarz2@aol.com

Thanks and good luck!

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

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

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

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

Space is limited, so early sign up is encouraged.

Autobahn Night

Event Chair: John Briggs – johnrb@comcast.net

- Friday, July 25 • 7 pm to 10 pm
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 - See attached aerial map of St. John's
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RECAP **Model “T” Plant Tour**

STORY BY **FRED YOUNG**

PHOTOS BY: MICHAEL COHEN

There is nothing to compare with taking a 100-year step back in time. Such was the case when 33 members of the Porsche Club visited the birthplace of the “Tin Lizzie” on Piquette Avenue off of Woodward Avenue in Detroit. The 67,000 square foot Ford Piquette Avenue Plant built in 1904 was constructed of materials brought in by horses and wagons as there were no trucks at that time. Remarkably, construction took less than one year.

First of all, after introductions to our tour guides, we were shown a short three minute movie about the roads at that time. Most were all dirt consisting of mud and ruts. Travel was not for the faint of heart or unadventurous souls. Next came a 15-minute movie about the history of the automobile industry at that time centering on the Ford Motor Company and the Piquette Avenue Plant. That was where more than 12,000 Model C through T cars were produced over a span of six years. Workers toiled 10 hours a day, 6 days a week in this factory from 1904 through 1910. Remember it wasn’t until 1914 that Henry Ford starting paying \$5 for an eight-hour day. Also, contrary to popular opinion, these early cars were available in different colors.

Tom Genova and Jack Seavitt, docents extraordinaire, then took us on a walking tour of the plant. Henry Ford’s office had been recreated in one corner of the plant. Just as in 1904, it had his desk, safe and other artifacts from the day. Over 60 cars are also on display, each with a storied history. Tom and Jack pointed out the most pertinent ones and even had a short story to accompany most of the cars. Bonnie and Clyde, in a hand written letter, even extolled the virtues of the one Ford V8 on display as a great get-away car for robbing banks.

In a secret room on the third floor is where the Model T was designed. The skunk works housed a machine shop fully outfitted

so as to be able to assemble a prototype car before production. Mr. Ford was in his early forties at this time and worked from morning till late at night. He also tested the assembly line process at this time by pulling cars along from one work station to the next using a rope.

The Dodge Brothers furnished most of the mechanical parts for the cars and had a stake in the Ford Motor Company. Without the Dodge brothers, Mr. Ford would not have had sufficient finances to build his beloved cars for the masses. Carriage companies built the framework out of wood and chicken wire. Because other operations were handled off-site, the plant was mainly used for assembly. Cars were built in a stationary position by a team of workers. Runners brought parts to the assembly stations as needed. Work continued until a car was built in about twelve hours time. Then they were then driven downstairs to the ground floor level and tested on the streets of Detroit.

Originally a Model C Ford, with a two cylinder engine and 10 horsepower, cost \$850.00.

The later Model T’s made on the Highland Park assembly line sold for as little as \$250.00. This was a car with a four cylinder engine with 20 horsepower. Model Ts were also produced in a great many varieties; open cab, closed cab, two seat, three seat, and four seat cars. They also manufactured farm tractors, station wagons, and even tracked snowmobiles for winter use. Before production ceased, more than 15 million Model T’s were produced. As a side note, one of the advertisements for the Model T compared the cost of a horse to a Model T in upkeep and depreciation including and up to the death of the horse

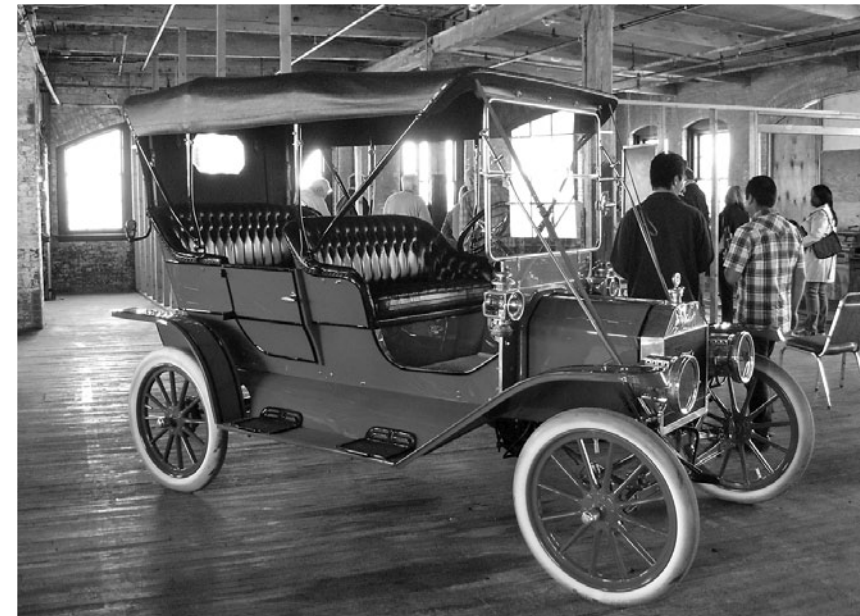
Since none of the cars had starters or batteries they were started by a hand crank. Magnetos provided the electric spark for combustion. On one competitor’s upscale model, there were valves you could open on the top of the cylinders so you could pour in gas if

needed. Women were able to lessen the compression so the car was easier to start. They didn’t forget about the ladies in those days!

The last segment of the tour discussed some of the competition. Mentioned was that before the depression there were more than 2,500 car makers (formerly carriage and wagon makers). After the crash in 1929, the number dwindled to a few hundred. Dr. Ferdinand Porsche met with Henry Ford and discussed the “people’s car” at one time. In bit of irony, it was the VW Beetle that

finally surpassed the Model “T” in overall sales. The VW Beetle that was on display to drive home the point was out for restoration when we visited however. Throughout the tour, plenty of time was allowed for questions and answers. The two and one half hours flew by as everyone was enthralled with the presentations. What a difference in cars one hundred years make!

For further information on tours and related information, please visit: www.tplex.org



A lovely, restored Model T



Various early Fords, each in an assembly work station



Docent Jack Seavitt conducting an excellent tour



Attendees watching a 15 movie about the history of Ford. Chris, are you paying attention?

RECAP 2014 Swap Meet

STORY BY **DAVE BURTON**

PHOTOS BY: DAVE BURTON & MICHAEL COHEN

SEMPCA's multi regional annual Swap Meet was held on April 5, 2014, and while it is one of the first events each spring, the weather is always iffy (at best). This year the weather wasn't too good (at least it didn't snow) but the crowd sure was. We had a very nice turnout of vendors and a large number of shoppers wandering through. We ended up with a three-way tie for winner of the tech

quiz and had to resort to a tiebreaker—an event first. Congratulations, Ernesto Roedenbeck! The Show & Shine was won by Carlos Carmona for his pristine 944 Turbo which he recently purchased.

Our thanks go out again to the fine folks at (Suburban) Porsche of Farmington Hills for the cozy indoor venue and the tasty lunch. As always, their hospitality was warm and greatly appreciated.



A large group of Porsche enthusiasts checking out items for sale



Lunch provided by host Porsche of Farmington Hills



New Goodie Store chair, Victoria Wade displaying her wares



Wheels anyone?



Dr. Bill Block displays a multitude of Porsche books for sale



Porsche quiz winner, RSR Member Ernesto Roedenbeck accepting his award from Dave Burton



Dave Burton presents Carlos Carmona with his 1st place Show and Shine trophy as Fred Young looks on



Vic Rivera's 911 tribute race car

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What Is On Your Dash?

STORY BY **TOM FIELITZ**

The earliest automobiles were known as horseless carriages because the chassis and body of the first cars were constructed just like a horse buggy or carriage—usually without a top or doors. A lot has changed since then, but one buggy feature that has carried over even to the modern car is the dashboard.

The buggy had a panel on the front at the driver's feet which shielded the driver from debris "dashed" up from the road by the horses' hooves. As the car evolved, the dash remained but its purpose changed to become the mount for the steering column and instrument gauges. One of the earliest dashes with gauges was on the 1902 Toledo Steamer which provided the driver with essential knowledge of water level and steam pressure.

The Ford Model T had no gauges from 1907 through about 1915 when the battery was introduced. Even then, the Model T's dash only consisted of an ammeter and an odometer, as standard features. There was an option to add a wind up clock and a dash light to illuminate the ammeter. As American cars evolved, the dash instrument cluster added gauges and added chrome that swept across the dash, offering as much style and entertainment value as useful driver information. My father was one of the early pioneers who installed a radio in his car in the early 1920's with a tube-based radio and the antenna built into a running board. Car & Driver reported that the first commercial car radio was first offered in 1930 by the Galvin brothers at the then heady price of \$540. They called it the Motorola.

Porsche has always been respected for the layouts of their car dashboards. The earliest 356 had three equally-sized gauges with a central tachometer, a speedometer to the right and to the left a combination gas gauge and temp gauge. There was only a warning light for the voltage and oil pressure. The 904 expanded the right mounted gauge to display three needles, adding an oil pressure gauge. The 911 expanded the dash to five instrument clusters by making the centered tachometer the largest instrument and the most prominent to the driver. The other smaller gauges were the speedometer on the right and the clock and the left two gauge clusters had oil temperature, oil pressure, oil level and fuel level.

My 1972 911 has numbers on the oil pressure and temperature gauges, but later models reduced the display to only a yellow and red caution range band. The rumor was that so many customers expressed concern over where the needles pointed that the numbers were removed. My 1970 914-6 and all 914 models had only three instrument gauges, much like the 356, with the speedometer on the right and the left gauge only had fuel level and oil temperature with no numbers on the temperature gauge. The 914 four cylinder had a blank where the oil temperature would be.

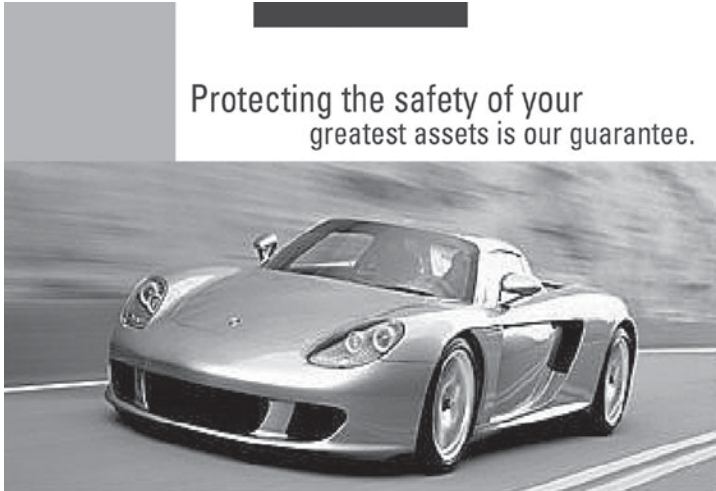
On my first 914-6 and on my last 914-6 GT there was a custom made left gauge made by Hans Ritter, a VDO master technician who had his own repair shop, SPECMO. Hans used VDO components

to build a special gauge cluster packed inside with a voltmeter on top, oil pressure, oil temperature and a gas gauges. Later 914 models added three additional instruments in a cluster that mounted below the center of the dash. Modern 911 Porsches have a stylized version of the classic five instrument gauges but replace the leftmost clock with an information center for special displays and emergency notices to complement the back lit icons that replaced the old idiot lights. The Boxster and Cayman went to the three instrument display with an information center on the left. But if you want to know the future of Porsche dashboard instruments, go no further than the 918 where over 800 functions and all data displays are managed by LCD touch screens.

The top racing cars of the early era often had a scattering of varied gauges to cover such essentials as engine rpm, water temperature, oil pressure, and fuel pressure. But as the days of the in-car mechanic ended, instrumentation was simplified. Porsche race cars from the 906 to the 917 models had an instrument cluster with just a large tachometer, small oil temperature and pressure gauges, and idiot lights for the rest. The object was to give the driver only the essential data and no distractions. The 935 appeared to have a five gauge production dash but essentials like boost pressure replaced the speedometer and clock. When the 936 and 956/962 came along, the dash was lined across with gauges. The modern racing cars all use a small digital dash like a Stack or Aim with almost an unlimited number of optional displays because the data is taken right from the car's computer modules.

The modern dash is an amazing technological marvel with an instrument cluster that can be individually tailored by the owner. The original electronic dash did not appear until the 1976 Aston Martin. It did not take Detroit long to discover that electronic instrument clusters were cheaper to manufacture and had lower warranty costs. On many modern cars, what would appear to be analog gauges with sweeping needles is actually an LCD display screen that can be tailored by the driver to look like anything he or she wants. If you add data such as turn-by-turn driving instructions or even radio station music titles, the potential driver distractions are endless. Almost every modern car from the cheapest economy model to the most expensive luxury model has an LCD display screen to replace a wide range of buttons and knobs managing car functions. With functions normally only accessed from the Internet on your home computer, like streaming video or rear view cameras, the dash has practically become an entertainment system.





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SARASOTA CLASSIC CAR MUSEUM ***Sun, Surf, Sand & Porsches***

STORY & PHOTOS BY **MARK VANDER EYK**



This 1961 Tiburon at the Sarasota Classic Car Museum is a lightweight, aerodynamic, fiberglass prototype built on a 356 chassis

At the SEM holiday party, my wife Rene and I were visiting with Janice and Michael Cohen and discovered that we were both going to be in Siesta Key, near Sarasota, FL. in February. On Siesta Key, we were able to get together for dinner one evening where Michael and I decided to visit the Sarasota Classic Car Museum, which neither of us had been to before. The Sarasota Classic Car Museum is recognized as one of the oldest continuously operating car museums in the nation and it is still in its original location.

The museum was founded in 1953 by the Horn brothers of Fort Dodge, Iowa and is now being operated by its third owner as a non-profit organization. Although the museum's primary focus is automobiles, there are also collections of antique arcade games, pedal cars, model cars and ships, boats, cameras, motorcycles and scooters on display. The museum consists of a revolving display of about 75 vehicles and an attached warehouse with probably 25 additional automobiles. The automobiles on display range from the late 1890s to the mid 2000s and include antique, European, exotic, experimental prototype, celebrity, military, American classic, and racing models.

As an added bonus, adjoining the museum is a large indoor collector car dealership—Vintage Motors of Sarasota. There is a variety of original and restored vehicles for sale that essentially constitutes a second museum. As an aside, Jay Leno performed in Sarasota the night after he retired from the Tonight Show and while he was in town, visited the museum—we just missed him by a couple of days.

Two of the cars on display at the museum were of particular interest to we Porsche enthusiasts—a 1986 Ruf BTR and a 1961 Tiburon. The BTR was based upon the 930 and had its engine displacement enlarged to 3.4L, increased boost, larger brakes, stiffened suspension and improved exhaust system. Over its 10-year production run, approximately 100 vehicles were produced and horsepower reached 408 with a top speed of 205 mph.

Henry Covington created the Tiburon in the early 1960s and it was the only vehicle ever designed, built and sold in the Tampa, Florida area. The Tiburon is a futuristic, lightweight, aerodynamic, fiberglass vehicle that appeared on the cover of the April 1962 issue of Mechanix Illustrated. Six of the Tiburon coupes were built in 1961-1962 by Cacci-Craft and Glenn Industries assem-



Showroom at Vintage Motors dealership adjacent to the Sarasota Museum

bled five roadsters in 1963-1965. The Tiburon on display is the sixth and final coupe and the only one bodied on the production-intent Porsche 356 chassis.

Well, Janice and Michael insisted that they missed the snow and cold and returned to Michigan, leaving Rene and myself to represent SEM at the remaining automotive activities. Next up was the Sarasota Exotic Car Fest. This is an annual weekend charity event kicked off by a Friday evening jet port reception, Saturday concours with evening dinner, plus a road rally and brunch on Sunday. I have attended the concours many times and it is usually held in St. Armands Circle Park, a large traffic roundabout on Lido Key. This always seemed like a poor location to me, the park is not completely flat and there are so many expensive cars on display that they must be parked in close quarters. You have large crowds of people filing between them with children, strollers, dogs, walkers, etc.

This year the concours was moved to nearby downtown Sarasota and it was a much better venue, as the cars were spread out over a four-block area on both sides of the street. Privately-owned exotic and high-end automobiles were there for viewing and many of the local dealers also had vehicles on display: Ferrari, Lamborghini, Rolls Royce, Bentley, Aston Martin, McLaren, Maserati, Lotus, etc. There was quite a range of ve-

hicles on exhibit: an MGTD, Alfa Romeos, BMW, Lancia, new Corvettes, Panoz, Cobra (real one), Ford GTs, Fiskers, and all of the Italian exotics. There were also some nice Porsches including a GT3 Cup car, Carrera GT, and a few models of the 911. The number of Italian exotics at this show is quite impressive; there must have been over a block of Ferraris—more than I have ever seen in one place.

My wife and I always enjoy going over to St. Armands Circle during each of our stays. This area has many nice stores, good restaurants (Columbia is my favorite) and ice cream shops. It is a very popular location and parking is always a challenge. This year I had to park on a side street that I had not used before and to my surprise made my first barn find (technically this is a beach house find)—a late 1960s Lotus Europa!

One day I went on the Suncoast Porsche website checking on the details of the upcoming Cars and Coffee event and noticed that they and the Suncoast Region of PCA were sponsoring a polo match at the nearby Lakewood Ranch Polo Grounds. I contacted the event coordinator with a last minute request to attend and mentioned I was a member of SEM. Luckily; we were able to get into the event. This was the seventh year for this very popular



A 1986 RUF Porsche BTR

outing. There was a corral of close to 100 Porsches and a great buffet lunch was provided. Most Porsche models were represented, but overwhelmingly the polo crowd seems to prefer 911s.

We met several people from Suncoast PCA and other out of state people like ourselves. Apparently, the Suncoast Region is large and very active. Other than the polo event, there was an autocross in St Petersburg and a DE at Sebring that same day. We had never been to a polo match, so it was exciting to see and hear the horses thundering across the field. During halftime, it is customary for the spectators to go out on the field and stomp down the divots created by the horses' hoofs. A Suncoast member told us that there usually is a parade of Porsches on the field to accomplish this, but for some reason it didn't happen that day.

On our last day in Florida we attended the first Saturday of the month Cars and Coffee event at Suncoast Audi/VW/Porsche. I was expecting a small group of local Porsche enthusiasts with their cars, but this turned out to be impromptu car show. Cars were coming and going throughout the 8-10 a.m.

(continued on page 34)



Cars and Coffee at Suncoast Porsche

time period, but there must have been a least 75 different vehicles there. Porsches were well represented with 356s, 914s, 928s, 944s, many models of 911s, plus a Carrera GT. In addition to the Porsches, some of the other marks displayed were MGA/MGB, Triumph TR3/TR6, Rolls Royce, BMW, Jaguar, Audi, Checker, Ace, Riley (the owner told me it was the Edsel version of the Mini), Mercedes SLS, new Corvettes, Ford GT, Ferrari, Lamborghini, and a VW Beetle convertible.



Porsche Corral at the Lakewood Ranch Polo Tournament



A 911 Turbo at the Sarasota Car Show



Author Mark Vander Eyk and Editor Michael Cohen at the Sarasota Classic Car Museum

So, next year if you get tired of the Michigan winter snow and cold, come down to the Sarasota, Florida area to get your automotive and Porsche fix. If you want to make a trip down prior to the end of the year there is a Porsches in the Park event at St. Armands Circle coming up in mid December. Next year I need to try and work the 12 Hours of Sebring into my busy retirement schedule; it is only 75 miles away. As an added bonus, the Siesta Key beach is spectacular and one of the best in the world!



A street full of Ferrari's lined up at the Sarasota car show

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FOR SALE: 2004 PORSCHE 911 GT 3: 2004, 22,000 miles, Color: Speed yellow Interior: Black full leather, PCCB brakes/yellow calipers, Xenon lights, Short shifter, Sport bucket seats (GT shell) incl. 6 point black Schroth harness. 3-point stock belt can still be used. Role bar behind front seats (black), Extra set of race rims, Brand new summer tires, Trickle charger, Radar detector, MSRP in 2004 = \$119,000 Now \$60,400. Contact Michael Cohen 248-227-8604 or michael@sellyourporsche.net. (4/14)

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

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928 Tech Session Report

STORY & PHOTOS BY **ANDREW OLSON**

March 29th saw our first 928-centric tech session of 2014 with over 30 shark enthusiasts present. It was a great success, and thanks are in order to Chris Braden of Munk's Motors in Waterford, Michigan. Chris and his crew opened up their shop to the 928 community, bought everyone pizza, and offered their expertise. It was great time.

I was the MC and the main speaker of the event and despite my best efforts, I think people still had a good time and few people actually learned a thing or two. Since this event was specific to 928s, we covered three key areas on the 928: suspension, the engine, and the transmission.

The 928 suspension is unique in that if the car is lifted, it takes approximately 50 miles for the front-end to settle fully. On Michigan roads, it seems to only take 25 miles, however. The front suspension also toes-in when lifted. This is why it is so important to NOT lift the car prior to doing an alignment. If the is lifted, the tech will align the car when the front wheels are toed-in. When the car finally settles, the front wheels will ultimately be excessively toed-out. A set of tires can be ruined in as little as 500 miles! I pointed out where to measure for ride height, and showed where and how to adjust the ride height and how a \$10 plumbing tool is the best tool for the job.

While we had the car up in the air, we noticed that one side of my exhaust was completely loose—actually all the fasteners were missing! I was quite embarrassed. Luckily, Chris stepped in and pointed out what I had done wrong. I had used a standard nut, instead of a locking nut. But Chris made sure to point out that you do not want to use a standard nylon locking nut because the high temperatures from the exhaust will melt the nylon material and cause the nut to fail. He suggested the best thing to use is what is called a Stover nut, or an oval lock nut. These nuts are deformed to be slightly oval which prevents the nut from slipping off.

He had one of his guys run out and get me a set and we took care it right then and there. That was a great learning moment for everyone, including me. I'll never make that mistake again.

Next, we turned our attention to the old block that came out of my 85 Euro. I brought it in so people could get a close up view of all the main components of a 928 block including the two basic types of 928 heads—2-valve and 4 valve. For many, this was their first time seeing a 928 block out of a car—and for others it was



Sharks all lined up. We had over 30 people show up for this event. What a great turnout.

their first time taking a block apart including the girdle and crank.

The pizza arrived and while people were enjoying themselves, Erik Ohrnberger showed me and others what goes into a track inspection. It was a really good thing too. He found that my battery was loose and needed a mechanical fastener to hold it down. He also suggested I keep an eye on a small oily spot on the timing belt cover as it appeared it may be a fresh leak. I also need to bleed the brakes, but otherwise it was track-worthy. I will be addressing those items and bringing back on April 26 for a tech inspection before our first track event of the year on May 8.

The last item on the agenda for the day was to demonstrate how to drain and refill a 5-speed transaxle and final drive. Two important lessons were demonstrated.

First, always remove the “fill” port before draining. I thought this was a universal truth that everyone knew, but I was surprised that there were still a few people who asked why. In case you are wondering, the answer is if you cannot open the fill port, and you have already drained all the fluid out, you cannot drive the car. So always open the fill plug first. Luckily for me, the fill plug came right out as did both drain plugs, which leads to lesson number two.

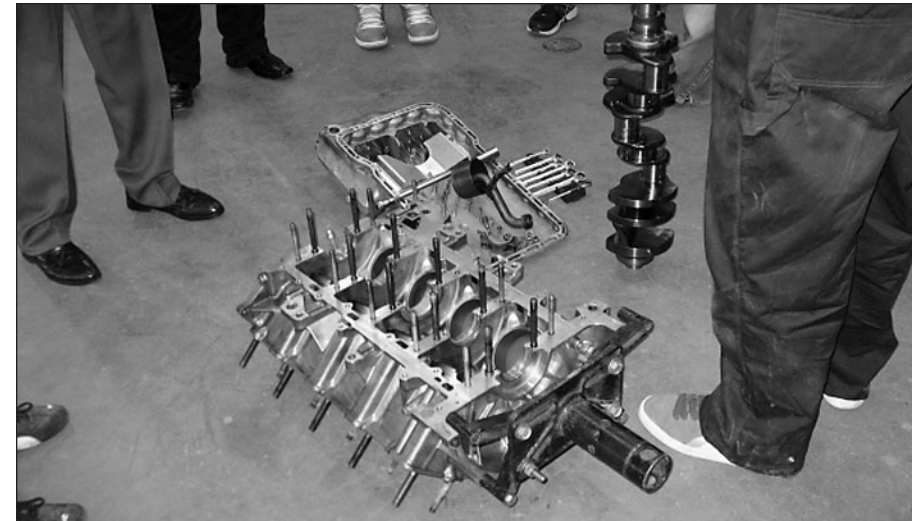
When draining gear oil, make sure you wear clothes and shoes you don't care about. I was wearing some coveralls, but I was also wearing my relatively new red Puma sneakers. When the

first drain plug was removed, a deluge of gear oil came streaming out, shot right past the drain pan, and went all over my nice new sneakers. Those sneakers are now (and forever will be) “garage shoes.” Oh well. Lesson learned.

If I were to sum up the entire day, despite the loss of some really comfy shoes, I think it was a great day for both the experienced and the novice 928 owner. We are already planning our next

event. Look for an announcement in the summer.

If you are interested in joining the 928 group, send me an email to andrewmolson@yahoo.com. We have a regular “beer night” on the second Wednesday of the month, and now that the weather is improving, we will have various gatherings here and there on the weekends. If you shoot me your email, I will make sure you get on the list.



A fully disassembled 928 block. When it's broken down like this a single person can lift and move the V8 block



Everyone is gathered around to check out the underside of my Euro



Yours truly demonstrating how to fill the 5-speed transaxle on my 85 Euro

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OBITUARY

Gerald Van Vleit: A Retrospective

BY RICHARD HINSON

SEM/PCA member Gerald Van Vleit passed away on August 10, 2012 at age 64. He is remembered by his friend and fellow Club member, Richard Hinson. We are grateful to Gerald's widow, Polly Hardy, for providing important information and to Richard Hinson for applying his writer's expertise to bring the story. This was written a few days after Gerald passed away. It is a reminder that everyone has a story they may be willing to share. It may be about restoration, a jaunt, finding a way to pay for a Porsche, who they take their car to for service, how to enter a concours d'elegance, etc.—Ed.

There were two schools of thought when you looked up and saw Gerald Van Vleit ambling over to chat. The first was “oh oh” and you watched to see if the pace was quick or ambling. If it was quick you knew you'd be there for a while because he had something on his mind and he was seeking some answers.

It could be questions on the kind of tires he was considering, or how to get that very, very tiny surface blemish that he found at the base of the mirror on the 911, or the latest book he'd been reading and the politics of it, or that he'd really like to do some writing for one of the Porsche publications.

The little things were big deals, and the big things were dismissible. Whatever he had on his mind, you had to be thoughtful in your response...and thorough. He'd ask the question or make the statement and if you gave him a flip answer, he'd be asking you to justify it. It rather reminded me of what you'd expect from an IRS agent.

After you'd gone round-the-bend with him a few times, you understood that there was nothing that he said that wasn't put forth with great sincerity, so you felt guilty if you blew him off. He really wanted to know what you thought, how you got there and if you came to conclusion based on firsthand experience, research or just hoped it was right.

I enjoyed him, even if he was a pain in the ass on occasion. That means he pigeon holed you when you didn't have an hour and a half to devote to him. I enjoyed him because he was always learning. How many guys would wonder if he could write something that others might find enjoyable?

He really was smitten with his Porsche, and he had experiences that others really didn't know about. He asked if I'd guide him in putting those thoughts, experiences in some form so he could submit them for P4. What are you going to say?

Sure, Gerald, let's talk about one of those experiences...and off he'd go. He'd do ten drafts to get all the details, nuances or tone right and he'd worry about whether others would enjoy it, or wonder if Keilly would throw it in the basket or would ask him to rework it or whether the audience would find it worth the read.

I encouraged him because he brought new perspectives to the discussion. He saw things that others didn't when he drove to Connecticut. He'd ask for advice, get it, and then want to argue with your perspective. Rather like someone who lived in New Hampshire or was a native from Connecticut. If you offered counsel, be prepared to back it up.

I'm hoping that the last couple of stories that he was working on will appear in our club publications. I found them enticing, original, personal, and different.

I wish I had the ready resources to buy his car, do the things to it he wanted to do, resolve the things he worried and wondered about and make it available to a young couple who were just falling in love with the idea of someday having a Porsche that they could build memories with. Like all of us, he did his best to put his car right. He spent more than was prudent, but he never thought about the receipts; they were necessary to build the memories. But now, someone will want to recover all that money he spent, and it's unlikely that it will all be recoverable. I just wish I had been in the co-pilot's seat on those trips back east. There had to be a lot of stories we'd all wish he had put to paper.

One more bit of reality, the collectors who have invested in their cars so they could get from here to there and back, or who wanted to win an award from the local or national car shows, there's a lesson out there. The owners have had their joy. And most will not be able to either recover their expenses or the cars have become so valuable that the younger enthusiast can't afford to buy one. It's a catch-22. Make it possible for the joy to continue and the relationships with other enthusiasts to be cultivated.

Gerald Van Vleit had the joy of exercising his dream. He was always looking forward to tomorrow in his car, driving east to see the colors. I'm hoping that someone will be able to build onto the memories he had in his Porsche.



Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members

Before all of our regions' driving seasons began, it was time for us to hold our Zone 4 Presidents' and DE Meetings. This year's meetings comprised a weekend full of activities which began on Friday night with a Welcome Reception at Forrester's on the River. We were given use of their private dining room and provided with a reserved parking area for our Porsches. The next morning started bright and early with the Presidents' Meeting, while the spouses were treated to a guided tour at the Toledo Museum of Art which included a travelling exhibit from the Louvre. I am pleased to announce that every region within Zone 4 was well represented, with most regions sending a number of members, as we filled the ballroom at the Maumee Bay Resort. In addition, we had a nice representation from National on hand to help present various topics and programs, and also to answer some of the Regions' discussion topics during our round table forum. After an informative and enlightening day of interactive discussions, many of us went out to enjoy an entertaining evening of dinner and then headed to the Hollywood Casino for some social playtime.

Sunday's meeting was dedicated to addressing DE questions and concerns and proved to be informative to the participants as well. A great deal was accomplished during this weekend, including the unveiling of the new Zone 4 logo which you will be seeing soon. I also announced that restructuring and overhauling of the Zone 4 website is underway. Most importantly, I wanted this weekend to be a balance of productive discussion and education as well as a chance for us to socialize and bond through fun, light hearted activities thereby promoting my main theme for the weekend, which was to encourage all of us to join forces and come together in order to start working as 1 cohesive Zone.

Be sure to check your local region's website and newsletter for the latest details on the many events close to you that are being planned. Also, consider attending other regions' events, such as:

- **Northern Ohio Region** is holding a DE at Mid Ohio Sports Car Course May 2-4
- On May 2, **Ohio Valley Region** will host their Charity Wine Tasting and Auction
- **Maumee Valley Region** is holding their New Member Social on Saturday, May 3.
- May 9-11, **Allegheny Region** will hold a DE at Watkins Glen
- **Rally Sport Region** is hosting a Novice Day on May 13 at Waterford Hills
- Join members of **Western Michigan Region** at their Sporting Clays Event on May 17

- **Eastern Buckeye Region's** Spring Dinner Drive is Saturday, May 17
- The first Autocross of the year for **Michiana Region** will be on May 17 at Tire Rack
- **Southeast Michigan Region's** Street Survival School is being held on Saturday, May 17
- **Motor-Stadt's** Spring Kickoff Charity Auction is at Okemos Auto Collection on May 17
- The **Mid Ohio Region** Autocross with Byers Porsche is May 17-18 at the Fair Auto Auction Site
- There will be a Street Survival School hosted by **Central Indiana Region** on Sunday, May 18

Registration for the **59th Annual Porsche Parade** is now open. This year's Parade is in Monterey, CA, from June 15-21. Visit <http://parade2014.pca.org> for more details and to register.

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

Thanks, **Michael**

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ASK THE Master Cylinder



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

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

BY **CHRIS BRADEN**, TECHNICAL EDITOR

Deep freeze to drive: Part two out of three

Q: OK, my 1974 Porsche 914 is running again! Thanks for the advice. Now what else should I plan for as I venture out on the highway? It still blows black smoke! So where do I go with this old relic from the seventies? I know a lot of people have ditched the fuel injection and gone with carburetors. —Pete

A: Well I said we would talk about brakes and such but since you asked, here are some tidbits about the fuel injection on your car. When it was designed in the fifties and sixties, it was state of the art... but that was fifty years ago! I admit it is tempting to convert to carburetors but hold on, start with the basics. Now that you have it running, are the ignition points set correctly? Do the wiring terminals in the engine compartment (or in the car in general) have good integrity? Are all the ground wires intact and solid? That's where I would start.

When the ignition system is intact, there's good compression and solid electrical connections, the next thing you need to check is fuel system pressure. Fuel pressure gauges are inexpensive and if you assume that you have proper pressure without testing, you can waste hours chasing your tail.

The next area to investigate is the intake system. After 40 years, some of the hoses and tubing in the engine compartment will become brittle and leak intake vacuum. On the early D-Jetronic FI system, the design fails safe when vacuum hoses leak and the fuel system will go rich (too much fuel) but the car will usually still run. On the later L-Jetronic systems, intake vacuum leaks will cause the engine to run lean (too little fuel). In that instance, a common "do-it-yourself" tactic is to richen the fuel mixture so that the car will not stall. That only works up to a point. Obviously tampering with fuel mixture without diagnosis is a "Band Aid," not a cure.

There are two ways to ensure intake system integrity. There is the shotgun approach where you replace every hose in the engine compartment, also known as "firing the parts cannon." I recommend a targeted method which involves introducing smoke under light pressure to actually locate the leaks. Some leaks that I have seen were completely hidden from the naked eye and could only be found that way. I practically guarantee that you will find leaks using this method. Every incremental improvement to these systems will improve performance and fuel economy.

So we will assume that you have the car purring again and after your "pre-flight" check list, you may be ready for a trip around the block. Before you do though, evaluate the brakes. How does the pedal feel? Is it hard, soft, or can you push it all the way to the floor?

When you release the brake pedal, does it return normally?

Cars that sit around tend to get stiff in places you might not notice immediately, such as the pedal cluster bushings, shafts, and springs. Jack the car up and have your assistant push on the brakes as you rotate the wheels. Naturally, the wheels should stop, but just as important is that they should release when you stop pressing the pedal. If the wheels won't turn after you release the pedal, only a short trip around the block will be possible, if that! Often cars that are pulled out of storage will have a remarkably solid brake pedal due to sticking brakes but one hard stop from 60 mph will cause the pedal to feel harder and harder but barely stop the car. For that reason, you shouldn't make your first test drive a fast one...neighborhood cruising is a good way to evaluate such things, and safer than a highway shake-down to start with.

Once you get that test drive done, and you are grinning from ear to ear, plan to set aside a weekend to go through the brakes. Even if they work well initially, you can not trust old parts on cars that have been sitting around for years. Parts I would always plan to replace are rubber brake hoses, the master cylinder, brake caliper hardware, front wheel seals, brake pads and in many 914s, remanufactured rear brake calipers. The majority of the system is uncomplicated and easily serviced by the average motorhead but the rear calipers are not. They have a hand brake mechanism that is best left to a pro.

If you take the time and prep the parts well, take just a little more time to apply some paint to the calipers and rotor hats for appearance and resistance to rust. I prefer zinc cold galvanizing compound followed by primer sealer then the paint color of your choice. Remember when servicing the brake system, wear safety goggles since brake fluid in the eyes can do some damage. —MC

Q: I have been reading about the direct oil feed in relation to the Porsche IMS bearing issue and I wonder what you think of the idea. If I do that, would you consider it an alternative to replacing the bearing or should I do that too?

A: I have to admit, I love the concept and endorse the product. Based on all the speculation about the cause of the problem, my personal opinion is that a source of constant lubrication for even the stock bearing would give me all the peace of mind I would need. Naturally when the bearing is out, a value judgment can be made and if needed, the bearing replaced as well. Consider it "belt and suspenders" as my dear friend Andy says. I would also consider the direct oil feed an improvement not only functionally but also as a selling point if you choose to sell the car. —MC

SEM Board Minutes (4/2/14) by L. Dunham

Attending members: Greg Gallagher, Lanita Dunham, Howard Gilson, Fred Young, Gretus Hoogestraat, Michael Cohen, Leo Wanstreet, John Keilly, Patti Door, Chris Braden, Merritt Collins, Steve Carbary, Eric Ohrnberger & Marc Molzon.

Call to order at 7:06 PM by Vice President, Howard Gilson.
Roll taken & Minutes of Mar. meeting approved.
Financial: Reviewed e-mailed copy, no issues. Report approved.
Membership: 579 members, 406 affiliates = 985.
Insurance: Greg will get for next driving events.
P-4: April issues out very early and received early, many fine articles by members.

OLD BUSINESS:

Mar 22 Gilson Tech: Had 45 members attend, good info given and a very nice lunch.
Apr 5 Swap Meet: Will be held at Suburban Porsche of Farmington Hills. Chaired by Dave Burton. Concours winner trophy and quiz winner trophy to be awarded.
Apr 12 Model “T” Plant Tour: Cost of \$10, cash only, will cover entrance fee.
May 18 Spring Tour: Date changed for convenience. Plans & ad yet to be announced. Sign up early to get in this popular event.
May 8 DE: Contract signed for 3 events this year, with Waterford Hills. Steve had a budget printed up, and a motion was made to approve this budget.
Instructors and chairman are preparing for another excellent season
May 10 Devil’s in the Details: Munks are hosting another great event for Porsche owners, with several vendors who will be speaking about their products.
May 17 Street survival School: Preparations are continuing, hoping for many students and volunteer workers. Marc will get the cones and sprinklers needed to wet the track.
May 26 Novi Memorial day Parade: John asked members to participate.

Jun 8 Waterford Family Day: Cost will be \$5 at the gate, an additional \$5 for pit pass.
Jun 14 New Member event: Location yet to be finalized.
Germany Trip: Fred continues to get prices and activities in place. Has had a response from Porsche on a factory tour. Cost continues to be approx. \$3,500 inclusive of some meals and lodging, taxes & fees. Date of trip will be Sept 22–Oct 2, Detroit to Frankfurt.
Gingerman: Race committee will continue to work with National to get a good date for 2015 event.
John Keilly: Garden Party. June 8, 2014. Announcement on p. 20. Charity event. \$150 per person.
Charity: Gretus received an additional \$1,000 check from Dave Fischer of the Suburban Auto Group for the Jo Brighton Foundation. Thank you Dave.
Web Master: Gretus and Erik have buildt a good base and will continue to update and improve the web site.
Goodie Store: All items have been passed over to Victoria Wade, who will bring items to events. Patti will help her order new item currently needed.
Event Reports: One to Fred for Ford event.

NEW BUSINESS:

Patti Door: The deposit has been made for the summer picnic, to be hosted by Patti, Don Kleist and friend Nancy.
John Keilly: Items to be handed out at an event, must be approved by the host of the event.
Patti Door: Motioned to use the additional member rebate to purchase a name badge maker and supplies. Approved. Gretus will bring cost information to May meeting.
Meeting adjourned at 8:37 pm.
Meeting location & Refreshments: May: at Gilson Motor Sports, refreshment by Lanita Dunham **June:** Refreshments by Patti Door.

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Germany Trip

We still have a few openings on our Porsche Club Tour to Germany from September 22 through October 2, 2014.

This would include a visit to the Porsche factory and museum along with a number of other fun activities and tours.

Cost is approximately \$3500 which includes airfare.

Please contact Fred Young at (586) 566-3193 or at frederickyoung@knpanel.com

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