

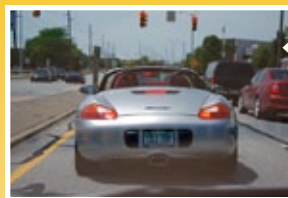


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248•549•4016  
  
*e-mail: hgilson@  
gilsonmotorsports.com*



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



**Immed. Past President/  
P4 Executive Editor**  
John Keilly  
  
248•797•2439  
  
*e-mail: johnkeilly@  
live.com*



**Michael Cohen**  
  
248•227•8604  
  
*e-mail: fastkarz2@  
aol.com*



**Secretary/  
Concours Chair**  
Fred Young  
  
586•566•3193  
  
*e-mail: frederickyoung@  
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248•661•4362  
  
*e-mail: pdoor@  
sbcglobal.net*



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Gretus Hoogestraat  
  
248•670•1761  
  
*e-mail: gretus@  
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**Membership &  
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Greg Gallagher  
  
313•300•4191  
  
*e-mail: gjgallagher@  
comcast.net*



**Fall Color Tour Chair**  
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586•873•0557  
  
*e-mail: wlc111076@  
yahoo.com*

**Other Officers**



**Treasurer**  
Leo Wanstreet  
  
H: 248•887•8628  
W: 248•473•9238  
  
*e-mail: lwanstreet@  
sonitrolmichigan.com*



**National Liaison**  
Dennis Denyer  
  
248•391•3268  
  
*e-mail: ddenyer@  
gmaind.com*



**Webmaster**  
Erik Ohrnberger  
  
248•515•4306  
  
*e-mail: eohrnberger@  
gmail.com*



**DE Co-Chair**  
Steve Carbary  
  
248•242•6437  
  
*e-mail: s2carbary@  
comcast.net*



**DE Co-Chair**  
Garen Nicoghossian  
  
248•224•9599  
  
*e-mail: garen@  
att.net*



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



**Goodie Store Chair**  
Victoria Wade  
  
313•296•6244  
  
*e-mail: wadev48@  
yahoo.com*



**P4 Associate Editor**  
Alex Lundberg  
  
313•720•9629  
  
*e-mail: alexlundberg@  
sbcglobal.net*



**P4 Managing Editor**  
Miranda Christen  
  
248•303•0477  
  
*e-mail: mjchrist30@  
gmail.com*



P4 PORSCHE PUSHERS PRIVATE PAPERS

OFFICIAL PUBLICATION OF THE SOUTHEASTERN MICHIGAN REGION, PORSCHE CLUB OF AMERICA

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**Executive Editor:** John Keilly  
**Managing Editor:** Miranda Christen  
**Associate Editor:** Alex Lundberg  
**Technical Editor:** Chris Braden  
**Submission Deadline:** 10th of the month  
**Address:** Miranda Christen, P4 Editor  
1308 Beemer Court • Oxford, MI 48371  
Phone 248-303-0477 • E-mail mjchrist30@gmail.com  
*For membership information, application or change of address, contact:  
Greg Gallagher, Membership Chair at:  
gigallagher@comcast.net or 313-300-4191*

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**ON THE COVER:** A Street Survival School student responds to a signal from a Course Marshal in an exercise that simulates a sudden need to avoid an obstacle. PHOTO BY JOHN KEILLY

Oh No...  
Not You Again!



BY JOHN KEILLY

Thus far, we have been enjoying an unusually pleasant spring. We all know that could change quickly, so it’s smart to enjoy every good day we have.

Thankfully, the weatherman cooperated for the Swap Meet, delivering one of the nicest days for that event that we have had in several years. We also had a good turnout for the first Tech Session of the year, hosted by Gilson MotorSports. You will find a brief recaps of both of these events in this issue. If you drive any older car (i.e. pre 2005), you will want to read about the harmful effects of ethanol in today’s gasoline. That’s covered in the recap of the Tech Session.

SEM/PCA has a full slate of upcoming events for your enjoyment. We have an event on each of the next three Saturdays. First is The Devil’s in the Details car care clinic on May 2. Then on Saturday, May 9 there is our first Driver Education (DE) of the year, which is also traditionally “Beginner’s Day.” Beginners are always welcome at DE events, but this day is dedicated to students coming to DE for the first time. You can count on a warm welcome from the entire DE team. Our friendly expert instructors will show you how to more fully appreciate the capabilities of your car and make you a more skillful driver. Come on out to this event and the DE in June; then sign up for the upcoming two day DE at GingerMan in August. That DE is part of our Club Race Weekend (August 6–8).

The Club Race weekend is our biggest undertaking of the year. We need volunteers to help run it. Please see the article and photos in this issue and come join us for weekend of fun and excitement. You’ll be glad you did!

The following Saturday, May 16 brings our third annual Street Survival School for young adult drivers. Our event is part of a national program that has been developed to address the number one killer of teens—motor vehicle accidents. It goes well beyond the traditional “student driver” program because it provides lots of “hands on” time—in the car the student usually drives—learning to properly handle common real world situations requiring immediate corrective action. Please note: additional volunteers are needed! No experience necessary.

Going further into the season our annual Spring Tour will be held on Sunday, May 31. The following Sunday, June 7 brings Family Day at Waterford Hills. This is a great way to see live racing action up close and to meet some of the drivers, as well as your fellow enthusiasts.

In this month’s Drive With Spirit column Howard Gilson talks about the enjoyment of caravanning to Parade. If that appeals to you, Gretus Hoogestraat has you covered. He is organizing a caravan on June 20 to this year’s Parade in French Lick, IN.

Our annual Progressive Dinner will be on Saturday, July 11th. Thank you to all the fine folks who have stepped up and volunteered to host a stop on this year’s Dinner.

To find additional information and how to register for any SEM/PCA activity, please see the ads for all of these events in this issue. Please be courteous and register as early as possible for events. That enables the Event Chairs to ensure a quality event.

This month we are delighted to present another Advertiser Profile. This one is from Porsche of Ann Arbor and it comes at a most opportune time. The Germain Motor Company has just completed a multi-million dollar renovation of their Porsche and other facilities that were formerly owned by Howard Cooper.

As always, we are pleased to feature our regular columnists. They are among the great strengths of the P4. In this month’s article, Andrew “The Shark” Olson tells how he and his fellow 928 enthusiasts “resurrected” a “project” the called the Coke Car.

Tom Fielitz takes issue with Porsche’s new tag line, Every Porsche is a sports car. Tom notes that while the addition of Cayenne, Panamera and now Macan the product range has been expanded and new customers are coming to Porsche; however, Tom finds it hard to say these are “sports cars” in the true sense of the term.

Chris “The Master Cylinder” Braden provides answers to ponderous questions about Porsches.

We hope you enjoy this issue and invite comments (good or critical) as well as your stories, photos and suggestions.

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for their support.

2015 SEM/PCA CALENDAR

MAY

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

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

- 7 Board Meeting
- 18 Fall Color Tour

NOVEMBER

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

DECEMBER

- 2 Board Meeting
- 5 Holiday Party

\* Not a club sponsored event

BOARD MEETINGS

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

The May and June Board meeting will be held at Gilson Motorsports



## SEM Members Attend School For Concours Judges

Story by Fred Young

Photos by Gretus Hoogestraat

Seven members of the Southeast Michigan Region Porsche Club recently attended the National Concours Judging School held in Dayton, Ohio. Dan Conrad, Dale Goby, Gretus Hoogestraat, Hal Johnson, Don Kleist, Fred Young, and Jim Williams made the four hour trek to Dayton, OH to participate in the National Judging School hosted by Zone 4 Representative, Michael Soriano and his wife, Lisa. Friday night, April 17 consisted of a welcome dinner at “Quaker Steak and Lube” (No, that is not a typographical error). Participants got a chance to get acquainted and enjoy a nice dinner.

Saturday morning it was all business at the Taj Ma Garaj in downtown Dayton, a 23,000 square foot facility that showcases automotive art, memorabilia, and exotic sports cars that are mostly Porsches. A team of five seasoned judges from the Chicago Region along with Paul Gilbreath, chief judge for Parade, were the presenters for the day. After the customary coffee, an overview was given for the day’s activities. The various classes of Preservation, Preparation, and Restoration were touched upon and the different standards among Full, Street and Touring classes were also explained. Customs and courtesy in dealing with entrants was expounded upon along with the rules. Also stressed were the points to be deducted for deficiencies.

Just before lunch, the attendees were broken into various groups to perform judging under the tutorship of the knowledgeable staff. Actual score sheets were used to score the cars that had no idea they were going to be subject to such painful scrutiny. Scores were then critiqued and reasoning was given to either let the scores stand or possibly be adjusted up or down.

After a lunch of delicious subs, the teams were subject to more of the same hands-on judging. Examining a variety of cars and circumstances resulted in all of the participants having a very good understanding of all the rules and procedures. The day culminated with a brief wrap up of the day’s events.

Mr. Gilbreath said a call would be going out for national judges. While not everyone would be actually judging he hoped to use them in some capacity. We were then presented with a T-shirt with the Parade and Zone Four logo along with a Porsche coffee cup.

This concours judging school goes a long way in assuring that our own SEM Region is up to national standards in judging. Whether at our own SEM Picnic Concours or the Parade Concours we expect to have a new crop of well qualified judges to carry on a long standing tradition in the Porsche club. We thank them for their time and attention.



Interior of the Taj Ma Garaj



School in session



Judging the cars



Inside the Garaj



Judging the cars



No, we didn't ride down in the limo



Inside the Garaj



Before Federal Express

## Drive With Spirit!



BY HOWARD GILSON

Last month I predicted the weather...not a good idea! By the time you read that article we had more snow. I’ve learned my lesson and will not predict the weather in future articles.

The weather was nice enough for me to drive my Boxster to the annual Zone 4 Regional Presidents Meeting in Ohio. (The SEM/PCA Presidential Jet is still missing.) I arrived on Friday in time to talk to some other reps and presidents. The lovely dinner was a great opportunity to get to know these fine folks.

The meeting began the next morning, chaired by Michael Soriano, our PCA Zone 4 Representative. We were also joined by Immediate Past National President Manny Alban and Francie Kish from our National Parade staff.

This was my first president’s meeting. While I didn’t know what to expect, I was pleasantly surprised with the outcome. We discussed the 60th anniversary Porsche Parade in French Lick Indiana. The registration process was the hot topic. Unfortunately, it took many members multiple hours to register. The National Office did increase the server size in anticipation of demand for registrations. What they did not anticipate was members attempting to sign on with multiple devices at once—e.g. some combination of computers, tablets and smart phones. This created a volume several times what was expected and crashed the server multiple times. We were told that next year this will be taken into account.

In the future National will also need to ensure that enough rooms are available. Unlike Traverse City and Monterey, where there were a variety of other hotels and motels available to handle higher than anticipated demand, there are few other accommodations near the resort in French Lick. One possible solution is to schedule future Parades in a larger facility. At a minimum, I hope they look at locations with many other hotels nearby.

Of course this year’s Parade was not the only thing discussed at the meeting, but because it has been such a source of frustration to our members I felt it was the most relevant to address here.

A more pleasant topic was the new 911 Carrera 60th Anniversary Club Coupe. Porsche plans to only build 60 of the special 911 GTS’s for the American market only—and in a very special blue from the PCA badge—called Club Bleu.

With all the talk of this year’s Porsche Parade, I would like to share my first Parade experience with you. That was in 2005 in Hershey PA—which was the 50th Anniversary of Parade. Back then Parade was limited to 750 registrants and registration was by mail, not the Internet. This was also a time when multiple regions got together to host a Parade. “Porsche Parades are fueled by volunteers.”

As a newcomer, I didn’t know what to expect. However, my father and mother had been to the Parade in Milwaukee Wisconsin

the prior year. It was fun caravanning to the Parade to Hershey with them. I think driving to Parades is half the fun. What I enjoyed most were meeting the people and seeing all the different varieties of Porsches all in one location. I was hooked!

Each Parade has its own unique feeling, due in large measure to the variety of locations. There have only been three Parades held in a location that was used previously. Traverse City Michigan was one of those rare exceptions. Last year’s Parade in Monterey California was the third time the same city hosted Parade.

What is consistent are the major elements of each Parade. Along with the social banquets there is a concours, driving rallies, driving tours, an autocross, kid’s activities, tech quizzes and more. It took me a while to understand the concept and sequence of the activities. For example, having the concours at the beginning lets everyone start with a clean car. After that come the driving events—rallies, in which a car can get dirty and then the autocross, where a car will get dirty.

Locally, we have several excellent events in May. The first is on Saturday, May 2 when Munk’s Motors will host their annual car care clinic known as The Devils in the Details. Come learn from our award winning experts how to keep your car looking showroom new. Learn too how to prepare for a concours.

Then on the following Saturday, May 9, we have our first Driver Education Day of the Year. Our first DE of the year is always designated Beginner’s Day, so come on out.

On Saturday, May 16 we will hold our third annual Street Survival School for young adult drivers at Faith Christian Assembly in Melvindale MI. If you have young driver, this “hands-on” educational event about handling common driving situations like skids, obstacle avoidance and panic braking is a must. It teaches them to become better drivers and how to stay safe.

On Sunday May 31 Greg Gallagher will host our annual Spring Tour drive and dinner. This is a great event to get your cars out for a spirited drive, with dinner at the end. Greg has run this event in the past and has done a fantastic job with the route and always picks a good stop for dinner.

One last event in May that maybe interest to our members is the Belle Isle Grand Prix May 29–31. Porsche will have a car corral during the Grand Prix. Tickets have not gone on sale as of yet; watch the IMSA website.

I would like to thank all who attended the Gilson MotorSports Tech Session. We had a great turnout as Curt Ormiston discussed fuel lines and brake systems. The recap in this issue provides details. I was happy to hear people say that they had learned something that day. Our goal with tech sessions it is to educate members so they have good experiences with their Porsche.



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DE Registrar  
Howard Gilson 248•549•4016  
[hgilson@ameritech.net](mailto:hgilson@ameritech.net)

Chief Instructor  
Marc Molzon 248•623•0581  
[mextremem@hotmail.com](mailto:mextremem@hotmail.com)

Driver Education Co-Chair  
Steve Carbary 586•242•6437  
[s2carbary@comcast.net](mailto:s2carbary@comcast.net)

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## SEM/PCA Needs Your Help Election Official • CPA

Long time SEM/PCA Election Official and CPA Gary Fish is retiring and moving out of state. We thank Gary for his service and wish him and his family the best.

Now we need someone to assume his roles. It involves counting ballots for the Board Elections and certifying results.

We also need a CPA to prepare our annual tax return. It is not complicated.

These roles can be filled by one person or two.

**Interested persons should contact**  
**SEM/PCA Treasurer Leo Wanstreet:**  
[lwanstreet@sonitrolmichigan.com](mailto:lwanstreet@sonitrolmichigan.com)  
248 • 473 • 9238

## SEM/PCA 60th Anniversary Committee

In 2018 SEM/PCA will celebrate our 60th anniversary as a region of PCA. As with our 50th anniversary, we will want to mark the occasion with a special event. We would like to form a committee now and start the process early, to investigate budgets, speakers, venues, etc.

**Interested persons should contact**  
**SEM/PCA President Howard Gilson:**  
[hgilson@gilsonmotorsports.com](mailto:hgilson@gilsonmotorsports.com)  
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SEM/PCA

## Spring Driving Tour & Dinner

Sunday, May 31, 2015



The snow is gone, temperatures are rising and Porsches are starting to appear on our roads. Take your car out of hibernation and please join your friends and fellow enthusiasts for our first “road trip” of the year.

Meet at Schoolcraft College, Vista Tech Center  
18600 Haggerty Road, Livonia, MI *(it's just south of 7 Mile)*

**Sign in at 2:30 pm • First car out at 3:30 pm**

Our route will take us through the country roads in and around  
the Ann Arbor/Pinkney area

**Dinner will follow immediately afterward**  
**Cost will be \$ 35 – 40/person**

Please register by May 25th  
at [www.clubregistration.net](http://www.clubregistration.net)

or by contacting  
Event Chair Greg Gallagher at

[gjgallagher@comcast.net](mailto:gjgallagher@comcast.net)  
313•300•4191



### SEM/PCA Member Anniversaries – May 2015

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

*Congratulations to all who have a membership anniversary this month!*

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

YR	Name(s)	YR	Name(s)	YR	Name(s)
43	William Lovett	9	Harald Herzog	2	David & Judy Zimmerman
39	Robert & Fayclare Blau	9	William Goldenberg	2	Christian & Lisa Thiele
32	Gene & Dawn Kiesel	9	David & Matthew Robertson	2	Juan Valdez Vazquez
30	Gregory & Kevin Priestap	8	Lincoln & Lara Phillip	2	Cleve Masson
29	John & Becky Denyer	8	Glenn & Pamela Cumberland	1	Alex & Carol Lundberg
24	Ray & Sharon Horn	8	Jeff & Allison Sapp	1	Andrea Di Buduo
24	Frederick & Kathy Young	7	Mark & Deb Panter	1	Allan Nachman
22	Charles & Tania Spurlock	7	Gani & Ele Bardha	1	Ed Guttman
22	Daniel & Constance Conrad	7	Andy & Lucy Rosenberg	1	Mikhail Karasev
20	Howard Gilson	6	Arthur Siteman & Nancy Cobb	1	Chris Ostberg
20	Gene & Denise Jordan	6	Gregory & Janice Foersterling	1	Mark Williams
19	William & Antoinette Kreager	6	Dag & Ute Reckhorn	1	Phillip & Karl Woods
15	Stanley & Seth Engelhardt	5	James Warner	1	Joel & Lisa Peltier
15	Richard & Carole Walker	5	Brian & Sarah DeBrincat	1	Michael Yusaf
14	Donald Kleist & Nancy Richardson	5	Mark Bellissimo	1	Todd Brewer
14	Angus & Karen Campbell	5	Dennis McDermott	1	James Bist
13	James Marsh	4	Ronald Hable	1	Andrew Wrobel
12	Stephen Shuler	4	Karl & Mary Wittbold	1	Chris Gould
12	William & Michael Wear	4	J W Watson	1	Lisa Meils
12	James & John Dyke	4	Larry Rotta	1	Dave Reiter
11	Ron & Deborah Oye	3	Thomas & Margaret Ogden	1	Jeff Aneiros
11	Gregory & Diane Gallagher	3	Daniel & Lisa Walters		
10	Thomas & Kathleen Vollmer	3	Steve & Julia Slane		

## Win a Prize

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Goodie Store*



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# Get Close to the Action... Volunteer for the Club Race

STORY & PHOTOS BY **JOHN KEILLY**

**L**ike Porsches? Sure you do! Like Porsche race cars? Almost certainly! Want to get up close and personal with some really cool Porsche race cars? Here's a unique opportunity. Becoming part of the 2015 SEM/PCA Club Race staff is your chance to be an integral part of the action.

The Club Race is our biggest project of the year, in terms of both budget and people. It involves a wide variety of tasks, all of which can use some additional help. Yes, some jobs will get you as close to the action as you can be without entering the race. However, we also need help with administration, catering, race control, registration and technical inspection (also known as scrutineering).

Just bring your energy and enthusiasm. We will provide the

rest. You will be paired with an experienced veteran member of Club Race staff. They will help you to make a valuable contribution, stay safe and have fun.

Club Race is always an enjoyable and exciting weekend. Bring the family! South Haven, MI and the other nearby resort towns, such as Holland and Saugatuck, offer a wide variety of activities for the whole family, as well as an excellent selection of shops and restaurants.

The photos which accompany this article will provide a glimpse of what goes on at Club Race Weekend.

To volunteer, please contact SEM/PCA Vice President and Club Race Chair Marc Molzon at 248-623-0581 or [mextremem@hotmail.com](mailto:mextremem@hotmail.com)



A key responsibility of the Grid Team is ensuring that each race car is buttoned up with no loose parts



Bruce Copithorne directs cars to their respective positions on the grid



Just a few of the many "serious" race cars on the grid



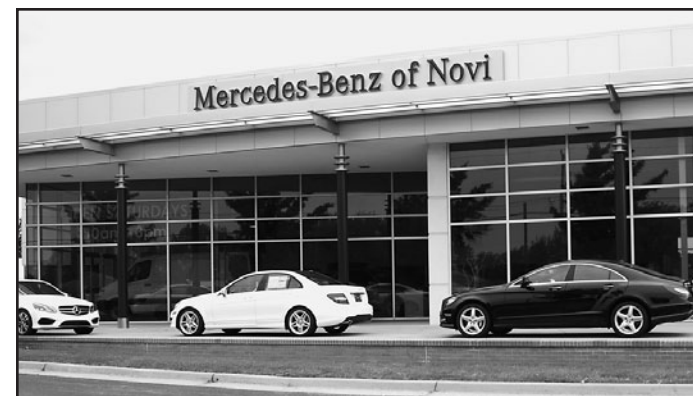
DE Instructors Leo Wanstreet and Jerry Door handle pace car duties

**MORE PHOTOS ON PAGE 20**

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Chief Scrutineer Howard Gilson with Race Director Jeff Amos



Marc Molzon, Pierre Corriveau, John Keilly, Jerry Door and Alex Arens



Members of the Grid Team included John Keilly, Lauren Jacques, Mary Stevens and Michael Cohen



Volunteers Pierre Corriveau, Bruce Copithorne and Toni Kreager



Gregg Gallagher shares his encyclopedic knowledge of wine with Pierre Corriveau



Volunteer dinner on Friday evening

# 2015 Caravan to Parade



We will start very early (time TBD) on Saturday, June 20 2015, at in Metro Detroit, then stop in Toledo for breakfast and join up with the Ohioans. From there we will drive US 24 west to Fort Wayne to meet with CIR/PCA members.

Our route will then take us south of Indianapolis to have lunch in Franklin, IN. After lunch we will take the more interesting back roads to French Lick. It will be a fun ride with a lot of Porsches and PCA members.

Please check SEM/PCA web calendar for more details as we get closer to the event.

Please sign up at [clubregistration.net](http://clubregistration.net) to join us or email Event Chair Gretus Hoogestraat at [charity@sempca.org](mailto:charity@sempca.org). We need an accurate count for parking and restaurant arrangements.

**Hope to see you on the 20th!**  
**Gretus Hoogestraat**



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## Ann Arbor's Sparkling New Porsche and Audi Stores Open Their Doors

STORY BY PHIL BERG



Elegant new showrooms, efficient service areas and highly trained sales staff and service personnel with stories to tell are all part of the customer experience at Germain of Ann Arbor.

Sleek, sophisticated and inviting, the brand new Germain Porsche and Audi showrooms on Ann Arbor's State Street have opened their doors to bring customers an unparalleled experience.

The multi-million dollar, ground up project gives local Porsche and Audi enthusiasts beautiful new showrooms, service areas and accompanying facilities, not to mention highly trained staff dedicated to customer satisfaction.

Light and spacious, the two showrooms have space for five Audis and seven Porsches respectively. There are two dedicated waiting areas, featuring high definition, flat screen TVs, Wi-Fi, plus Zingerman's supplied coffee and cappuccino drinks and

healthy snacks.

The dramatically upgraded service facilities include exclusive, covered and heated drive-in areas for both Porsche and Audi owners. As part of the focus on service customer satisfaction, Germain has expanded its loaner fleet, which now has more Porsche and Audi vehicles including sought after hybrid models.

For Porsche customers, there is a new customer fitting lounge, an area where prospective buyers can 'build' their desired cars on a 65-inch flat screen monitor with software that enables optional features and interior and exterior colors to be specified and displayed. Customers can also inspect different color choices and touch and feel various trim materials. In terms of the cars themselves, Germain has significantly increased its inventories of new and used models, especially with Porsches.

(continued on page 28)

### 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: 2010 PORSCHE CAYMAN S:** Meteor Gray with Black interior, Red Stitching on Seats and Red Seat Belts. Two sets of Wheels and tires included, one 18” summer and one 19” with Sport all seasons. ~19000 Miles, fully documented Dealer maintenance logs. CPO Warranty until 2016 and transferable to new owner. Options include Sport exhaust, Limited Slip Diff, Sport Shifter, Power seats with Red stitching and red seat belts, Bluetooth, Car cover. <https://www.facebook.com/2010CaymanS> Asking \$48,990 Located in Harrisburg, PA (3/15)

**FOR SALE: 2013 BOXSTER S:** \$57,900. Two years still on warranty, Exterior - White, Interior / Top - Black, Bose surround sound, Premium Package, Heated Seats, PDK, Power Steering Plus, Sport Steering Wheel, New front & rear snow tires, Weather Tech custom fit floor mats, Clear Bra (front half of vehicle), 16,000 miles. Contact Michael Cohen 248-227-8604 or email - [michael@sellyourporsche.com](mailto:michael@sellyourporsche.com) (3/15)

**FOR SALE: 2013 911-CARRERA:** \$74,900. Two years still on warranty, Exterior - Agate Grey

Metallic, Interior Black, PDK, Heated Seats, Power Steering Plus, Multi-function Steering Wheel, New front & rear snow tires, Weather Tech custom fit floor mats, Clear Bra (front half of vehicle), 25,000 miles. Contract Matt Fenster 248-496-3004 or email - [matt@sellyourporsche.com](mailto:matt@sellyourporsche.com) (3/15)

**FOR SALE: 1999 PORSCHE 911 C2:** White, Black Interior, 48490 miles, clean Carfax, all records, always stored wintertime, 6-spd., tinted windows, lowered with H&R springs, 19” staggered wheels with front 235/40 and rear 275/35 tires, Fabspeed headers, sport exhaust, battery tender. Maintenance done by Gilson Motorsports. Original parts—set of 18” Turbo wheels, exhaust, springs, and other parts will come with the car. Asking \$ 22,900. Contact Ernst Kassik at [fun996@comcast.net](mailto:fun996@comcast.net) or 248-495-1866 (5/15)

**FOR SALE: 1989 PORSCHE 911 CARRERA CABRIOLET:** Triple black. whale tail. 85,000 miles. manual top. power seats. very good condition. \$34,900. Contact Michael Cohen 248-227-8604 or email [michael@sellyourporsche.com](mailto:michael@sellyourporsche.com) (5/15)

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Advertiser Profile (continued from page 26)

Adding further to the outstanding customer experience is a boutique with displays of Porsche and Audi apparel and accessories, including Porsche design watches and sunglasses.

In the Porsche showroom, three Porsche certified staff – Trisha Smith, Jay Douglas and Eric Gedeon are on hand to take care of customers, while the Audi showroom has four staff members dedicated to customer satisfaction.

But the Germain customer experience is not just about the new bricks and mortar and top notch showroom facilities and staff. Behind the scenes there are also several extraordinary personnel who will ensure a first class service experience. Among them is soft-spoken 26-year-old car enthusiast Nick Bleau. While he may work in the service department, Bleau is one of the few people ever who have driven a Porsche 918, a sold-out limited-production 887-horsepower 210-mph supercar. Only 297 were sold in the U.S. while the \$850,000 car was on sale in 2014. “You just can’t imagine how quick it is. It will get from zero to sixty miles per hour in 2.2 seconds,” reports Bleau.

How did he get behind the wheel of the amazing 918? While Bleau was attending Porsche’s technical training program last year, the company had four of the rare cars for demonstration at its Atlanta headquarters. The 918 is a hybrid gasoline-electric car, a two-seater sports car that has an electric motor driving the front wheels while a conventional gasoline V8 engine and an electric motor/generator drives the rear wheels. This training program was Bleau’s third “tour of duty”, the first one in Iraq in 2008 and the second in Afghanistan in 2010, while he was a diesel mechanic in the U.S. Marine Corps. The Oshkosh freight trucks and mine-resistant ambush-protected smaller trucks he drove were not nearly as fast as the 918.

Bleau finished his training last December, and likes working on other Porsche models, next to Germain Porsche of Ann Arbor’s resident over-achieving technician Danny Young, who graduated from his first training program more than 20 years ago. In 2006 Young was recognized as one of the top 20 technicians in the U.S., and was awarded a trip to Germany. The 43-year-old has since worked on a couple of Carrera GTs from Canada, which he says have required the most care and focus of all of the Porsches he fixes and maintains. “You have to focus on the Carrera GT valve adjustment. You want the valve timing to be right on, and it doesn’t take much to knock it off.” The longest task he’s done is a complete rebuild of the engine on a 1977 911. “It took me 72 hours, but people like old Porsches.”

“I like old 911s,” says Bleau, “from when they were simply called 911s.” However, Bleau’s car lust can be traced back to high school when his aunt and uncle gave him a ‘66 Mustang that needed major repairs and he rose to the challenge of learning to fix the car. Bleau married his high school sweetheart when they graduated, and now they have 16-month-old daughter. He still has the Mustang, too.

Germain Porsche’s service guru Phil Kaiser’s first car was a humble Pontiac 6000, but today he drives an Audi A4, usefully roomy inside for his wife and two children. His oldest child is almost four, yet is a fan of fast cars. “He likes anything as long as it’s fast,” says the 33-year-old service advisor who monitors all of the cars coming into the new glass-encased Porsche service drive. Kaiser attended the University of Northwestern Ohio, and while there applied to work at Porsche of Ann Arbor, and has been here since 2002 when he was just 20 years old. He grew up just north of Ann Arbor and attended the auto technician program at



A partial view of the magnificent new Porsche showroom

Advertiser Profile

Oakland County’s technical high school in Wixom. Although he knows cars, he doesn’t work on them, but prefers to work with customers.

Experienced technician Young periodically trains to repair Porsches, now enjoys weekend autocross events in his 944 Turbo and coaching his son racing go-karts, and he’s been a Porsche club member for the past five years. Growing up in the Detroit area, his father was a General Motors lifetime employee, and Danny admits as a youth he went through a phase of Firebird and

Camaro lust, although his first car was an air-cooled ‘76 Volkswagen Beetle with fuel injection that he learned to maintain. His first Porsche experience was when he was 13 years old, and his aunt’s boyfriend gave him an 80 mph ride in an ‘88 930 Turbo, and it left a lasting impression.

The experiences of the Germain Porsche personnel are varied, yet they remain focused on similar passions for the special cars and the customers who drive them.



The new facilities during construction



Technician Danny Young in the newly expanded service area



# RECAP

## Tech Session at Gilson Motorsports

STORY & PHOTOS BY GRETUS HOOGESTRAAT

On March 28th 2015 thirty four PCA members attended a SEM/PCA sponsored Tech-Session hosted by Gilson Motorsports LLC. We were pleased to have two new members join us—Alain Baur from SEM/ PCA and Garret Roberson from our neighbors at the Rally Sport Region (RSR).

Gilson Technician Curt Ormiston—who is a former member of the “Alex Job Racing” crew—conducted an interesting and informative presentation on brake pads and the different types of brake fluids as well as brake fluid lifetime and the effect of water in the brake fluid.

This session enabled the attendees to learn more about the most important components of their brake system. Most of us know about pads and rotors. However, Curt explained the different pads available and their applications. As with tires, some are more aggressive—but then wear more quickly. Rotors too deserve regular maintenance, to ensure they are smooth and true—to maximize contact with the pads.

People who are new to the world of high performance cars may not be aware of the critical role of brake fluid—and that it needs to be changed regularly. This is especially important in high performance applications. Brake fluid absorbs water from the atmosphere and it doesn't take much water to cause a big problem. The brake system converts a vehicle's kinetic energy into heat. Brake fluid is engineered to handle that heat—and there are also special brake fluids for demanding applications like racing. However, if water gets into the fluid, it can boil—and cause the brakes to fail! Consequently, the SEM/PCA Driver's Education (DE) Program Technical Inspection requires that brake fluid be changed at least annually.

After the initial presentation Curt conducted a question and answer session. PCA members learned a lot the components of

their brake systems. Some members bought brake fluid right away because they realized it's time to change it!

The second part of the Tech-Session was about fuel lines. Modern gasoline now contains up to 10% ethyl alcohol—typically known as ethanol. It's now been around for about 10 years, since the Renewable Fuel Standards went into effect in 2005.

Modern cars were re-designed to handle the adverse effects of ethanol on the fuel system. However, if yours is an older car, the Law of Unintended Consequences is biting you.

You may have seen an article by celebrity car collector Jay Leno in the March 4, 2015 issue of *AutoWeek*. Jay noted that, “ethanol is so corrosive, it eats through either the fuel-pump diaphragm, old rubber fuel lines or a pot metal part, then leaks out on a hot engine...and ka-bloooooie!!!

*I am now replacing fuel-pressure regulators every 12 to 18 months. New cars are equipped with fuel lines that are resistant to ethanol damage, but with older cars, the worst can happen—you're going down the road, and suddenly your car is on fire.*

*Ethanol will absorb water from ambient air. In a modern vehicle, with a sealed fuel system, ethanol fuel has a harder time picking up water from the air. But in a vintage car, the water content of fuel can rise, causing*

*corrosion and inhibiting combustion.*

*Ethanol is a solvent that can loosen the sludge, varnish and dirt that accumulate in a fuel tank. That mixture can clog fuel lines and block carburetor jets.*

The latter part of the session covered what owners of older cars can do to protect—and, when necessary—to replace fuel lines.

The session concluded with lunch and refreshments provided by Gilson MotorSports. Thank you to Howard Gilson and Curt Ormiston for another first rate tech session.



Howard Gilson welcoming club members



The event was well attended



New members Garret Roberson (RSR) and Alain Baur (SEM)



Veteran members Michael Cohen and Gary Ambrus



A standing room only crowd?



Technician Curt Ormiston explains how the ethanol in today's gasoline can wreak havoc with the fuel systems of older cars



# *PART 3* **Coke Car Resurrection**

STORY & PHOTOS BY **ANDREW OLSON**

In case you missed the first two installments about the Coke car, back in September last year I bought a wrecked 1986.5 928 race car (called the Coke car because of its livery markings). We got it straight and as of the last installment, we tried to start it, but it wouldn't catch. So it was still a gamble.

I called on the brain trust of the local 928 guys to help me sort it out. We decided to pull the plugs and make sure they were okay. They looked fouled, so we replaced them. We tried to fire it again, and it sounded like it was going to catch, but it wouldn't. Then we started going through it systematically. We jumped the fuel pump relay, so we knew we had fuel pressure. Then, while cranking, we listened for the fuel injectors, and it was pretty clear something wasn't right. The injectors normally click in a very discernable rhythm. These were firing in a haphazard manner. This is a classic sign of a bad ECU in a 928, however, the 1985/1986 models rarely suffer from bad ECUs, but it can happen.

Luckily, Dave K had his spare set with him and as soon as we swapped them in, VROOOM! The car sprang to life. We let it run a bit to see if there were any leaks. Seeing none, we decided to take it out for a quick spin up and down Gratiot. What a beautiful sound. The V8 with headers and trick exhaust combine to make a song as delightful (and dangerous) as the sirens of Greek mythology. As I drove it, the car felt reassuringly tight and solid. But this was just a quick two-minute check ride. It didn't even get up to temperature, but at least we knew the motor was likely fine.

John Ford from CCF Auto in Clinton Township finished the



*Dave (left) and John (right) are great friends to have*

resurrection by slathering it in red paint and bringing it back fully to pre-accident condition. The decals will go on next week. John owns a 1987 928 S4 and is an all-around great guy.

This past Saturday, I picked it up from John's shop and drove it over to our shark tank to start working on all the mechanicals and other items that we need to have in place before the May 9<sup>th</sup> HPDE. The drive was about 31.3 miles and I was very nervous, but thought this would be a good safe maiden voyage.

I was pretty sure the car was going to start well because of its previous short run up and down Gratiot. The car fired right up again and I hopped in and started driving. The brakes were rusty and made all kinds of noises I wasn't used to. Slowly, the odd noises disappeared. The engine temperature started climbing slowly and then stabilized. The oil pressure stayed right at five bar while driving and slowly came down to two bar at idle. Perfect. Voltage was good and all the other instruments were happy.

As we got on to M59, we slowly brought it up to track speed and the car seemed to get happier and happier. The car was rock solid. No shakes or strange vibrations. Brakes no longer sounded like a cement mixer and the stopping power on this car is outstanding. The car really likes the higher RPMs and seems happiest between 4k and 6k. The exhaust note is especially intoxicating at those higher RPMs. The only thing I noticed is that the ABS light is on and the brake light switch needs some adjustment.

Of course, there is still a huge list of work that we know

*(continued on page 34)*



*Driving over to the Shark Tank I got a lot of looks from other drivers*

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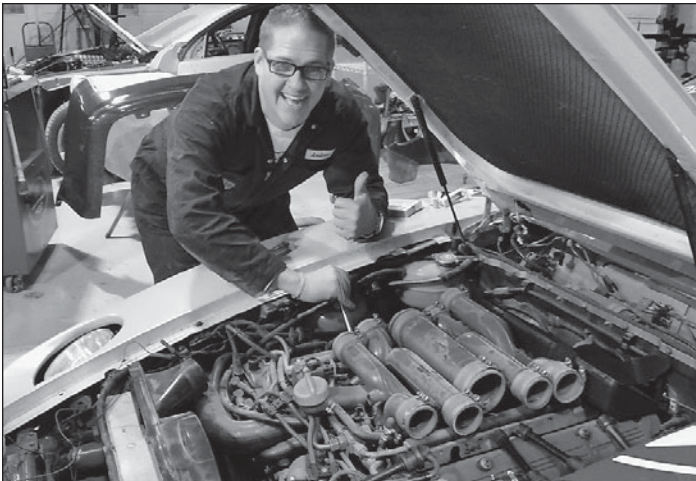
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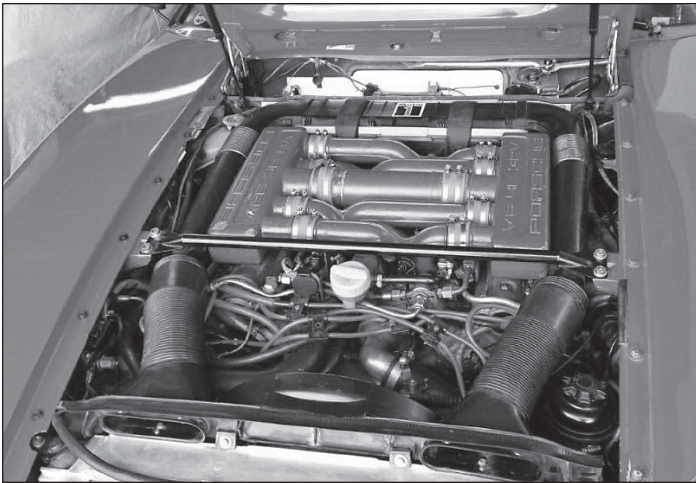
we still need to get through: brakes, seatbelts, electrical (front lights don't work), seats, alignment, all fluids and an almost endless list of smaller needs. We will knock them out one at a time and hopefully will pass tech in time for the HPDE on May 9. Come on out and see the Coke car with my giant grinning smiling face. You can also catch me most months at our monthly beer night.



Here I am swapping out the spark plugs. All things are looking good



Some final touches on the car



The engine bay is tidy and clean and ready for track duty

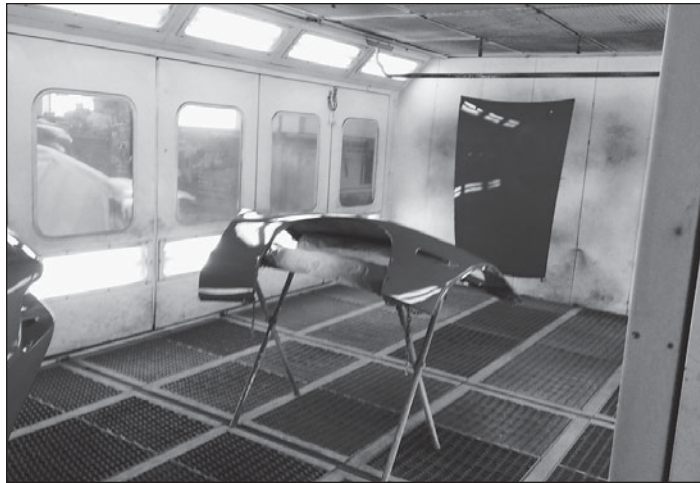
If you are a 928 owner, or are interested in learning about the 928, please join the 928 crew for our monthly beer night. We hold it on the second Wednesday of each month from 7 to 10 PM at Sneakers Pub located at 22628 Woodward Ave Ferndale, MI 48220. If you would like to get on the 928 mailing list, drop me a line at andrewmolson@yahoo.com or call/text me at 734-837-7908.



Here we are trying to fire it up for the first time since it crashed over a year ago



The Coke car is now at home in the Shark Tank



The replacement panels are getting slathered in delicious red paint

# Around The Zone



BY MICHAEL SORIANO, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

With Spring upon us and many of our region's driving seasons about to begin, it was once again time for us to hold our annual Zone 4 Presidents' and DE Meetings. This year we were joined by a number of VIPs including 2 members of the Executive Council, Past President Manny Alban and Treasurer Aaron Ambrosino, as well as Executives from French Lick Resort. Street Survival Coordinator Randy Faunce was also in attendance. National President Caren Cooper felt it was important to have some of the new Zone Reps attend another Zone's Meetings in order for them to observe and learn how they are run. She sent New Zone 12 Representative Dave Herndon to attend Tom Brown's meeting, and New Zone 3 Representative Vic Rola was sent to attend my meeting. The meetings comprised a weekend full of activities which began on Friday night with a Welcome Reception hosted by French Lick Resort followed by dinner 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.

Attendees had the opportunity to win some fantastic prizes generously donated by French Lick Resort and were treated to lunch sponsored by the resort as well. The spouses visited the Toledo Museum of Art Glass Pavilion where they explored one of the country's largest collections of decorative glass and watched a live glass blowing demonstration. I am pleased to announce that many regions sent a number of members, as we filled the ballroom at the Maumee Bay Resort. After an informative and enlightening day of interactive discussions, many of us went out to enjoy an evening of dinner and entertainment in our own private VIP area at the Hollywood Casino for some social playtime. Sunday's meeting was dedicated to addressing DE related questions and topics. In addition, Zone 4 Safety Chair Chip Henderson discussed the work he has done as part of the National Safety Committee as well as the results from the survey he sent out to Zone 4 Presidents at the beginning of the year. A great deal was accomplished during these meetings. 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 thus providing even more opportunities for our members to enjoy the camaraderie that PCA offers.

Be sure to check your local region's website and newsletter, as well as the Zone 4 website <http://zone4.pca.org> for the latest details on the many events close to you that are being planned. Also, consider attending other regions' events, such as:

- **Northern Ohio Region's** DE at Mid-Ohio Sports Car Course is May 1-3.
- May 2 is **Ohio Valley Region's** Charity Wine Tasting and Auction
- **Southeast Michigan Region's** Devil's in The Details Tech Session at Munk's Motors is May 2
- May 8-10 **Allegheny Region** is holding a DE at Watkins Glen
- Join **Western Michigan Region** on May 12 for their May Dinner Drive to The Dock on Gull Lake
- **Motor-Stadt Region's** Porsche People and Pizza at Spagnoulo's in Okemos is May 12
- May 16 is the **Maumee Valley Region** New Member Spring Fling
- **Michiana Region** is hosting an Autocross at Tire Rack in South Bend on May 17
- Tuesday, May 19 is **Rally Sport Region's** Novice Day at Waterford Hills
- **Central Indiana Region's** Tech Session and Breakfast at Pete's Service Center is on May 23
- On May 24, **Mid-Ohio Region** is hosting an Autocross at Columbus Motor Speedway
- Join **Eastern Buckeye Region** members on their RIDE to the RIVERS on May 30

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

MSoriano.ZoneRep@gmail.com

Thanks, Michael

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# RECAP Swap Meet

STORY BY **JOHN KEILLY**

PHOTOS BY DAVE BURTON

Once again, Porsche of Farmington Hills hosted our “rite of spring,” the annual Multi-Region Swap Meet. Our neighbors at the Rally Sport Region and 356 Motor Cities Gruppe were, as always, an integral part of this event. RSR President Rick Mammel and DE Instructor Andy Sasyk were among the RSR people on site.

Chaired by SEM/PCA Past President Dave Burton, the event included a Shine and Show concours, judged by the indefatigable Fred Young and a Tech Quiz developed by Dr. Bill Block.

Bob Amano of SEM/ PCA won the concours and Sebastian Gaeta of the 356 Motor Cities Gruppe won the always challenging Tech Quiz.

We are grateful to Dealer Principal Mr. David Fischer Jr. and his Porsche Team, including Dana Tidwell and Mark Winkler from the sales side and Service Advisor Shawn Carr and Gold Master Technician Andrew Derminer for their warm hospitality. Thanks too for both coffee and donuts in the morning and for lunch.



Once again, Porsche of Farmington Hills graciously hosted this event indoors.



Bob Amano won the “Shine and Show” concours



Dr. Bill Block with Sebastian Gaeta of the 356 Motor Cities Gruppe, the winner of this year's Tech Quiz



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# Every Porsche a Sports Car

STORY BY TOM FIELITZ

Porsche has revealed a new slogan for its cars with the release of the Macan: every Porsche is a sports car. Until the release of the Cayenne that would have just been stating the obvious at Porsche. Even though the majority of the Porsche models were designed as two plus two sedans as they are the world acknowledged the Porsche is a true sports car (THIS MAKES NO SENSE). The 914 and then the Boxster are true two seat sports cars as defined by Websters: a low, small, usually two-passenger automobile designed for quick response, easy maneuverability, and high-speed driving. In general most of today's cars can claim quick response, easy maneuverability and high speed driving. But Porsche would want us to believe that their new small SUV the Macan is a sports car as well.

Porsche number 1 met the pure definition of sports car in its two place seating and mid engine design. Porsche must have quickly realized that the market for its new 356 would require more interior space for luggage if not for passengers. The rear compartment of the 356 was fitted with extremely cramped rear seats. In a nod to practicality, the rear seat backs would fold down to a flat platform for luggage and even had straps to hold luggage in place. I don't believe I have ever seen an adult try to sit in the back seat of a 356. My 1964 356 C had rear seats that were perpetually in folded down position but nothing and no one even used that space. When the 911 was designed the opportunity was there to create the pure two seat sports car but yet it carried on the theme of a two plus two. Since the car was marketed with rear seats the regulations called for rear seat belts but most often the rear seats were folded down and held there by luggage straps. Ultimately my 1972 911E rear seats were removed for a minor weight savings plus I have seat belt brace across the center that makes the back area difficult to reach. For no logical reason I retained the luggage straps.

My 1972 911 E initially had that rear seat belt configuration and early in my ownership I guess I wanted to prove how versatile my sports car was. The objective was to drive from our home in Detroit to the Mosport race track north of Toronto to attend the Can Am race which would be the debut of the Penske Porsche 917-10. The ambitious part was that I wanted to make the trip in my then still daily transportation 911 with both my older and younger brothers. I did the driving with my older brother Jim riding shotgun and my younger brother David in the back seat. With the passenger seat squeezed forward and my brother David sitting somewhat hunched over and slightly sideways in the back seat we set off for a longish six-hour drive. There was surprisingly little complaining going on in the car, as I remember anyway. The only complaint was when we reached the track and traffic stopped

well before track parking. The race actually started and our line of traffic had been at a total standstill for over an hour. In frustration I turned around and headed back to Toronto where we drove around and stopped for lunch before heading home. One humorous moment came in mid Toronto when in stop and go traffic the exhaust gave out a huge backfire. I swear all of the pedestrians ducked and started looking for the crazed gunman. Even I looked around and I knew where the sound came from. We made a hasty retreat out of town.

Back to the issue at hand, Porsche made a legitimate effort at a two plus two with the 928 and at a lesser extent with the 944. I could actually sit in the back of a 928 and my young teen daughter and her friend comfortably fit in the back of my 944. Those cars faded into history as Porsche truly changed direction with the Cayenne and then the Panamera. Porsche owners now could own a family car with practical two plus two seating and sales soared. A new genre of owner appeared who finally saw Porsche as a practical daily use automobile and not just a hobby car. To prove their sporting nature, both the Cayenne and Panamera were offered in ultra high performance turbo versions. Perhaps conceding to the true nature of the Panamera customer, Porsche offers the Executive Panamera which has a stretched wheelbase for more back seat leg room. Going that extra step they now also offer the Exclusive Executive which has a very high level of interior appointment luxury.

The hope is that the new Macan, as a midsize sport utility vehicle, will greatly expand the demographic base of customers. It appears to have already started as the percentage of women Porsche buyers has increased from 7% to 15%, mostly due to the Cayenne and sure to increase even further with the Macan. True to Porsche the Macan will come in a high performance turbo form. The high performance SUV market is large and growing. The traditional Porsche sports car owner might struggle to see these new offerings as sports cars. They may be high performance street cars and the vast majority will never see the original utility of off road use. When I begin to see them frequent our track events I may reluctantly agree that every Porsche is a sports car, at least in soul.



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***SEM Board Minutes*** (4/1/15) by Fred Young

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

**Call to Order:** 7:00 PM by President Howard Gilson  
**Minutes:** Motion to approve by W.C. and J.K. Motion passed.  
**Membership:** Membership is at 604 primary + 388 associates.  
**Financial:** Leo Wanstreet – No report. Moved by M.C. seconded by J.K. to table until next meeting. Motion passed. It was noted a rebate was received from National PCA for the membership.

**Insurance:** No insurance is needed for the Swap Meet. It is to be procured for the New Member Gathering. It is also needed for the Munk’s Devil’s in the Details, upcoming DE, Street Survival School and Spring Tour.

**P-4:** John Keilly – Everything is going smoothly. The April issue seemed to be delivered in a timely fashion.

**OLD BUSINESS:**

**March 17: Parade Registration:** Howard Gilson – Most registrations took around 4 to 5 hours. National did not anticipate people going on multiple devices to register. It will be corrected in the future.

**March 21: President’s Meeting:** Howard Gilson – A discussion was held on capping registration for future Parades. Vermont is the Parade site for 2016. Club races will go from 3 to 5 next year in this area. Various safety devices at DE events were also discussed.

**March 28: Gilson Tech:** Howard Gilson – Focused on brake systems and fuel lines. Ethanol is very bad for fuel systems especially in older cars. 34 attended the informative session and also enjoyed a great lunch.

**April 11: Swap Meet:** All set.  
**April 25: New Member Gathering:** Greg Gallagher – Everything is in order for the Woodward Warehouse event

**May 2: Devil’s in the Details:** Ad is in the P4  
**May 9: Driver Education:** Marc Molzon - Additional sponsorship is being explored. Other options for lunch are being looked into. (Other dates include June 11 and September 3 at Waterford and August 7 and 8 at Gingerman)

**May 16: Street Survival School:** Marc Molzon – Recruiting additional volunteers and instructors.

**May 31: Spring Tour:** Greg Gallagher – Route planning underway.  
**June 7: Waterford Family Day:** Fred Young – May need insurance from PCA?  
**June 21-27: Porsche Parade:** Patti Door – Additional activities are being added to accommodate all entrants. The French Lick Resort is going all out to ensure a successful event.

**July 11: Progressive Dinner:** Host homes are still needed. Plans are still being formulated.

**August 7-9: Club Race:** Marc Molzon – Volunteers are being solicited.  
**August 23: Club Picnic:** Fred Young & Patti Door - On track  
**December 5: Holiday Party:** John Keilly – A location was visited but was determined to be too expensive.

**Charities:** Gretus Hoogestraat – The Mayor of Wyandotte would like Porsches in the July 4th Parade if possible. Patti Door is purchasing baked goods from the Jo Brighton Charity for the hospitality room at Parade.

**Web site:** Gretus Hoogestraat – OK  
**Goodie Store:** Gretus Hoogestraat – It was moved by P.D. and seconded by J.K. to fund the Goodie Store with \$700 for future purchases. Motion passed. The coffee mugs are almost sold out.

**Event reports:** Needed for Gilson Tech. The report is being revised to reflect National policies.

**Open:** Fred Young - Six members are going to the Concours Judging School in Dayton, OH on April 18th.

**NEW BUSINESS:**

Howard Gilson – An ad will be put in our P4 newsletter asking for volunteers for a 60th Anniversary Committee.  
Meeting adjourned at 9:00 PM

**Refreshments and Locations:** April: Gilson Motorsports – Howard Gilson; June: Steve Carbary; July: Patti Door

**Parade Note:** *Some of the restaurants at French Lick are already taking dinner reservations. Don’t miss out on a special evening. Make your reservations early.*

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 just bought my first Porsche! It's a 1985 911Targa. My neighbor had it stored, untouched unfortunately, in his garage for 10 years and I have many challenges ahead of me. Here are two of them. One: The steering wheel seems hard to turn. I know it's a sport car, but I want to make sure that it drives as easily as possible. Two: The shifter seems loose and I sometimes go past 5th gear (to the right) and it gets stuck out there. What can I do to tighten this up? —Porsche Rookie*

A: Dear PR—congratulations! You’ve joined the chosen few who realize what a great car Porsche makes. You’ve chosen a very collectible year and model and, if you are reasonably mechanically inclined, can make great progress in restoring that beauty on your own. Both of your issues are common and will, most likely, be inexpensive to repair. Let’s take these on in order.

The steering diagnosis and repair are best done on a lift. There are repair shops in the area which will allow you to work on your own car for a reasonable bay rental fee. You can do it on the ground but it will be more difficult. To determine where the friction is in the steering, you’ll first need to separate the wheels from the steering mechanism. You do this by unbolting the tie rod ends. Just inside each front wheel, the tie rods connect to steering knuckles with what looks like a bolt with a notched nut at the top. There’s a cotter pin going through the bolt and in a slot of the nut. Remove that cotter pin. The slotted nut is referred to as a castle nut since... wait for it... it looks like a castle! That nut can be removed with a socket. Keep the nut at the top of the bolt, screwed on at least half way down the nut in case you need to tap on it later. Now comes the hardest part: You need to remove the tie rods from the front spindles but they won’t come off without a fight. You do THIS with a ball joint puller, a special tool that will push the tie rod end off of the knuckle. Or, if you want to do it without that tool, you can whack the spindle with a large hammer to free it up. Be careful not to hit the rubber seal for the tie rod end that is holding in the grease and NEVER bang on the threaded end of the tie rod end! By far, the better method is the puller! When the tie rod end pops free, remove the nut and lift it off.

Then, with the weight of the car off its wheels, try rotating each wheel assembly back and forth. If either of the wheels is difficult to move you’ll need to grab hold of each ball joint to knuckle joint with your fist and try rotating them again. Your hand should be sensitive enough to detect the tightness, but be careful not to pinch yourself. If no tightness is detected, try turning the steering wheel

with your little finger while both both wheel assemblies are disconnected. If the steering wheel does not move easily, you have isolated the source of the problem and odds are good that it’s not the ball joint or strut. The wheel should turn easily and not stress your little finger at all. If that is not the case, the steering rack may be dry (no grease), rusty, damaged or the steering universal shaft may be binding. To gain access, you’ll need to remove the pan that protects the steering mechanism in the center of the car. Remove the two nuts and two Allen bolts and pull the pan off. Then you will be able to access the steering rack. There are two caps on the steering rack that are diamond shaped, about 3-4” wide, with two bolts in each. Remove the rear most cap first. Be careful removing it as it has a preload spring in the middle of it. This one is different than the other so make sure you know which is which, especially when you clean them. (they are easy to mix up). There is an inverted cup under this cap. You’ll need to pull it out with expanding pliers typically used for removing snap rings. It should pull out easily. With this off, you should be able to turn the steering wheel with your pinkie. Now look into the hole from where the cup came from. It may look dry, crusty, or rusty. You’ll want someone to slowly turn the steering wheel back and forth from lock to lock while you clean out all of the old grease. Have your helper repeat the turning of the steering wheel while you apply liberal amounts of synthetic grease to the rack. You’ll also want to clean off the cup, spring and cover. The bottom of the cup that was inside the hole may have a groove rubbed into it from the steering rack due to the lack of grease. After the cup is clean, sand the bottom of it until smooth. Apply grease to the bottom of the cup, insert it, and reattach the plate while holding the spring in place. Remove the other cover and clean it out as much grease from the end of the steering pinion. Apply new grease and reattach the plate, then reattach the pan. For all these parts, Loctite or lock washers are required since you never want your steering parts to come apart on their own.

Next, open the trunk and open the “smugglers box.” Find the steering universal shaft and spray it liberally with penetrating grease (such as Wurth HSS2000 or Zep2000) to remove any other points of friction. Close the smugglers box and trunk lid, reattach the tie rod ends to the knuckles, screw the castle nut back down, tighten them with a torque wrench and install new cotter pins. Take your beauty for a drive and enjoy the easy-peasy steering.

We’ll tackle the shifter next month. This should give you a good start.

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SATURDAY, JULY 4, 2015 AT 9:00 AM

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Please type or print neatly. You must own (co-own) or lease a Porsche and must be 18 years of age or over to apply for membership.

Prefix: ☐Mr. ☐Mrs. ☐Ms. ☐Miss

Full Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip Code \_\_\_\_\_ County \_\_\_\_\_

Home Phone \_\_\_\_\_

Work Phone \_\_\_\_\_

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E-Mail \_\_\_\_\_

Region Destination Preferred \_\_\_\_\_

\*Some regions also require additional membership fees/appli-  
cation fees these are assessed directly by the regions.

\*\*Region will be assigned based on where you live, however,  
you can specifically designate to belong to any one of our  
PCA regions.

### Regional Endorsement

Your local region can accept and endorse the application to send to the national office.

Region Officer Name \_\_\_\_\_

Region Date \_\_\_\_\_

### Member Demographics

Birth Date \_\_\_\_\_

Occupation \_\_\_\_\_

Prefix: ☐Mr. ☐Mrs. ☐Ms. ☐Miss

Spouse's Name \_\_\_\_\_

Names & Ages of Children \_\_\_\_\_

Family or Affiliate Member \_\_\_\_\_

You can designate a family or affiliate member as part of your  
membership. This person must be 18 years or older.

Family Member Name \_\_\_\_\_

Relationship to Member \_\_\_\_\_

Affiliate Member Name \_\_\_\_\_

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

### Porsche Car Information

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

Car #1 \_\_\_\_\_

\*Year \_\_\_\_\_ \*Model \_\_\_\_\_

\*Body Type \_\_\_\_\_ \*Color \_\_\_\_\_

\*Vin# \_\_\_\_\_

License Plate # \_\_\_\_\_

License Plate State \_\_\_\_\_

Car Used: ☐Daily ☐Pleasure

Maintenance Performed By:

☐Self ☐Dealer ☐Independent

Average number of miles driven annually \_\_\_\_\_

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

### Payment Information

Term of Membership

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

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