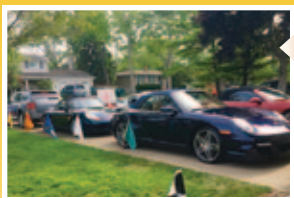




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ON THE COVER: *Porsches taking a much needed break during the Progressive Dinner.*

2016 SEM/PCA CALENDAR

SEPTEMBER		
1	Board Meeting	
9	Ladies Only Drive	Patti Door
10	#4 Driver Education & Year-End Party	Steve Carbary
18	Drive your Porsche Day	Gary Ambrus
OCTOBER		
6	Board Meeting	
16	Fall Color Tour	Walter Crump
NOVEMBER		
3	Board Meeting & Calendar Planning	
TBD	Membership Dinner	
DECEMBER		
1	Board Meeting	
TBD	Holiday Party	

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

BOARD MEETINGS

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



She’s Flying!



BY MIRANDA CHRISTEN

The club is wrapping up an excellent summer, full of sunny days and beautiful weather. As we begin to gear up for the stunning colors of Fall, make sure to start thinking about your Fall and Winter car preparations for storage. I know, I know, nobody wants to think about the waning days of summer and warmth, but you must! If you have any questions regarding storage, fluids, or general Porsche questions, please don’t hesitate to contact our advertisers for their excellent expertise.

Please mark your calendars and get in those RSVPs early for upcoming Fall events! Get out on the road before the Fall chill sets in and plan to attend Drive Your Porsche Day on Saturday, September 18th. Contact Gary Ambrus to RSVP. The always beautiful Fall Color Tour will be held on Sunday, October 16th at 12:30pm in Clarkston. Please contact Walter Crump and see page 28 for more information. Don’t miss an excellent discussion with Detroit News Automotive Columnist Henry Payne at the Membership Dinner on Friday, November 18th. Contact Greg Gallagher with questions or to RSVP. Make sure to RSVP early to ensure your spot at these events! You can also check ClubRegistration.net to register and find more information.

We are in need of candidates for the Board of Directors! We will be electing four new directors with terms beginning in January 2017. Contact Fred Young ASAP with nominations or questions.

It’s that time of the year again to gear up for the SEM PCA Holiday Party. This year’s party will be held on Saturday, December 17th at the Orchard Lake Country Club. We are in need of Silent Auction items to benefit the Jo Brighton Special Olympics Program. If you have any interest in donating, please email John Keilly and check page 31 for more information. Jo Brighton Special Olympics truly ap-

preciates the clubs support to help provide athletes and programs with assistance throughout the year.

The August HPDE was a HOT one for drivers. Parker (my trusty furry companion) and I stopped by the track and I mistakenly wore a long sleeved shirt. What a huge mistake that was! The heat didn’t stop the drivers and the party afterwards at the Molzon’s home helped after the long day. Mark and Lisa Molzon recap the day and the party in their article this month.

The Progressive Dinner was successfully hosted and recapped as well with the help of Howard Gilson and our host homes. A huge thank you to Amy Bordes, Fran Amos and Leon and Il-ana Lewis.

Oh the drama of Andrew Olson’s Coke car! Reading his stories, and watching my own father in the garage it always surprises me the lengths we will go to for our cars. I don’t want to spoil anything, but there is a happy ending for the Coke car this month.

Our beloved Tom Fielitz discusses the sound of a Porsche as he delves into the explanation behind what we hear from an engine. Attending

the dream cruise last month, I can say that there is nothing like a good high powered engine rev, albeit a little ear numbing at times. Read Tom’s story and decide for yourself what you prefer.

Curious why used Porsche prices rise and fall? Michael Cohen helps to explain the plateau of prices after years of steady incline. Learn more on page 35.

Thank you all for an excellent summer of events and we look forward to all the beauty that Fall in Michigan entails. If you have any questions or concerns, please do not hesitate to visit the Board of Directors page to find the correct Event Chair to answer your questions. Not sure who you need to speak with? Email P4@sempca.org and I will be happy to direct you.



A beautiful line-up of cars at the Molzon house.

WELCOME NEW MEMBERS!

<i>Arjen Bosman</i>	<i>Bradford Withorn</i>	<i>John Kolinski</i>
<i>Chuck Dennis</i>	<i>James Yearego</i>	<i>Hans Lipp</i>
<i>Eric Lotz</i>	<i>James Anderson</i>	<i>Jason Monahan</i>
<i>Paul Martino</i>	<i>Max Christian</i>	<i>Marvin Quezada</i>
<i>Daniel Rangel</i>	<i>Joel Elton</i>	<i>Imran Qureshi</i>
<i>Jerry Tan</i>	<i>Nick Gill</i>	<i>Gregory Szarama</i>
<i>Roger Tayloe</i>	<i>Dennis Hessel</i>	<i>James Tanner</i>
<i>Dil Weerasinha</i>	<i>Dean Kiriluk</i>	<i>Gregory Young</i>

Drive With Spirit!



BY **HOWARD GILSON**

Time really does go fast, just like Porsche's do. This is my third to last article for the P4 as my Presidency ends with the new year.

If you haven't heard by now, Porsche is not attending the Detroit International Auto Show in 2017. Just like in the past, Porsche feels that the Detroit International Auto Show is more of an industry Auto Show and Porsche doesn't sell a lot of vehicles in the surrounding areas. It really is a shame, as Zone 4 has had a preview for Porsche Club members on the opening Saturday morning of the auto show. The first year this was done it was limited to 100 members, it sold out almost immediately. The following years the limit was increased for this event and it still sold out immediately after opening online sign ups. This should show that there is an interest! Speaking of Porsche's displays, I keep saying that Porsche needs to add color to their displays at auto shows. Porsche, show off your colors please. Visit your local Porsche dealer to see the newest Porsche's.

I have been reading more on the new 911 with its new turbo engines. Most of what I have read has been good and the chassis and engine are a great combination. The one thing that is said a lot is about the exhaust note or tone. Porsche went to great lengths to try to make the exhaust sound like the normally aspirated engines. I have given this some thought and I feel that Porsche should have gone back to its 930 from the late '70's to get the exhaust note or tone. How cool would that have been? I have not heard the new 911's exhaust from the driver's seat, I am going on what I have heard when a new 911 drove by at the Porsche parade and what I have read. Until I can experience the exhaust in person and from the driver's seat, I can't give my real world experience.

I still remember the sound my 1975 Porsche 911 gave off throttle. It had a certain barbell, (burial) popping sound that was so intoxicating, I found myself off throttle more than on throttle. Driving my 1996 Porsche 993 with the FabSpeed super cup exhaust is a different beast all on its own. I have pulled up to a stop light in the 993 in the past and a guy in a mustang looks over and says, "man, I wish my mustang sounded like that". I do admit that the 993 is a tad on the loud side and I have been told it sounds sick, (not in the good way). Even though, I enjoy the exhaust and

don't care who likes it or not, I was raised on boats with no mufflers and still hear the small block 350's with cams and strait pipes in my head sometimes.

Speaking of boats with no exhausts, my father and I were talking the other day about a boat he owned with a 510 big block he had built. I remember two things about that boat and engine. First was that we were down in Florida and a jet ski wanted to race, my father put the throttle down and I saw the engine lid suck in and then pop open. I guess one of the rockers had come off the valve. A stud girdle was installed and all was good. The second is that in order for us to put the boat on Cass Lake we had to install these two big can mufflers on the back pipes coming through the transom. It looked very strange and the sound wasn't that good with the mufflers, but it was a fun boat. Sorry got off topic, just talking about exhaust systems. One thing I do want to mention for our members is that if you are looking to change your exhaust system on your Porsche, there will be a drone sound below 3000rpm. So when I drive my 993 I drive between 3000rpm to 5000rpm to keep the exhaust sounding good.

Don't worry that Porsche won't represent at the Detroit auto show, the club has plenty of Porsche related event to see new and old Porsche's and friends.

In September the club will host three events, first being the Ladies Night Out, Friday September 9th, please contact Patti Door for more information patti@sempca.org or 248-661-4362.

The next day on Saturday September 10th is the club's last HPDE event at M1 Concourse. There will also be an end of year HPDE party following the event.

The third event is Drive Your Porsche Day on Sunday, September 18th. Gary Ambrus is hosting the event and I am sure it will be another great day for a driving tour and dinner with Porsche friends. Please contact Gary Ambrus for more information gary.lambrus@gmail.com or 734-558-7810.

Then in October the club has its last and most popular driving tour, the Fall Color Tour, chaired by Walter Crump who organized last year's Tour. and if it is anything like last year this event should be a big hit. Please contact Walter Crump walter@sempca.org or 586-873-0557.

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RECAP Progressive Dinner

BY **HOWARD GILSON**

PHOTOS BY FRAN AMOS & GRETUS HOOGESTRAAT



A beautiful view for the main course at the Amos residence.

This was my first time organizing a Progressive Dinner and with the help of Patti Door and a host of volunteers, this year's progressive dinner was another great event for SEM/PCA. I was a little surprised that once I had sent out the e-blast for the event, within two days the event was over the limit of 50 people. Amy Bordes hosted the appetizer stop and did a great job of opening up her home to the club. Once everyone signed in, I did a short talk on the tour to the dinner stop. Patti Door and Fran Amos did a fantastic job setting up in Fran's backyard facing the lake. The cool breeze off the lake was nice since it was a 90+ degree day for the event. I had to make a stop between appetizers and dinner to get more water and ice tea for everyone as the day required it. Once at Leon and Ileana Lewis' for the dessert stop, everyone had time to relax and enjoy dessert and dancing.

I would like to thank Amy Bordes, Fran Amos, and Leon and Ileana Lewis for opening their homes to club members for the Progressive Dinner. Without the homes, we would be just traveling around with less time to stop, eat, relax and enjoy each other's company. Thank you to Patti Door for helping me organize the event and all the members for bringing a dish to pass. I look forward to attending next year's event and if you missed out this year, sign up early next year.

I have one last thank you to give and that would be to David and Debbie Miller. Debbie was nice enough to drive me and my Cayenne home, I'm a little embarrassed to say, but I either dehydrated or got heat stroke by the dessert stop and wasn't feeling very good so Debbie drove me home and David followed. Thank you both very much.



Members' cars beginning to gather for the day.



Ready for appetizers.



Michael and Janice Cohen, Ed Gaspar and Michael Gilson enjoying the appetizer stop.



Members meeting and enjoying the appetizer stop at the Bordes house.



A beautiful sight!



The Amos household ready and waiting for attendees to arrive.

MORE PHOTOS ON PAGE 12



Nothing beats dinner by the lake with friends.



All the Porsches resting after a day of house hopping.



Dan Conrad, Shirl and Richard Carlisle relaxing after a long, hot day.



The dessert stop, hosted by Leon and Ileana Lewis.



A serene dessert scene to wind down the day.



Leon and Ileana Lewis struttin' their stuff on the dance floor!

AUTOMOTIVE TECHNIQUES



Automotive Techniques is proud to welcome Andrew Derminer to the family here in the shop. For the past 15 Years Andrew has been with the Porsche network and Foreman of the local dealer the past 6. Andrew Achieved the Porsche title of "Gold Meister" In 2010. It is an honor to achieve the Gold Meister status and means Andrew is one of the top Porsche Technicians in the country.

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We are excited to have Andrew, his wife Sarah, and their family join ours.

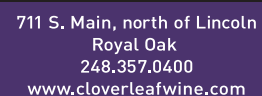


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RECAP Third HPDE

BY **MARC & LISA MOLZON**

PHOTOS BY LISA MOLZON & MIRANDA CHRISTEN



The Molzon driveway looking snazzy with all the Porsches in the driveway.

At our third HPDE for the year, we had a good turnout for a hot summer day. Over 50 participants drove their cars on The Waterford Hills Road Racing Track. If you have never attended a track day, you really should come by and check it out to see what the event is all about. We had a full group of novice drivers out for the first time, with the excitement of driving on a real race track. As I walked around the paddock area talking to everyone, hearing their stories of the day, I was told about all the great coaching and tips they got from our great group of instructors. Telling me how much better they were feeling in the control and confidence in how to drive their car.

We have our next HPDE coming up September 10 at the new M1 Concourse which just opened this year and will be some new challenges for both experienced and novice drivers. So if you're looking to check out the new track sign up early and reserve your spot to be one of the first to drive this track.

If you are a seasoned driver and would like some more training or more track time we are having instructors from Porsche

National do some training for our instructors and drivers looking to become instructors on September 23 so contact Steve Carbury or myself to find out more about attending this event at Waterford Hills. Hope to see you at the track soon!

After a long, HOT, and very successful day at the track, it's always fun to relax. DE participants gathered at our house with some brats to retell stories and experiences from the day, as well as connect with new and old friends. There's certain camaraderie and excitement that comes from a track event that connects Porsche lovers and track drivers.

As always when you get a group of Porsches together in one driveway, it looks phenomenal, especially when you have such an amazing variety! From Dan Conrad's Spyder and Leon Lewis' GT3 to Peter and Laurie Mauthe's 928, Michael and Diana Eblenkamp's new GT4, Gretus and Victoria Hoogestrat's Boxster, Andy Sasyk's 996, and rounding-out the selection with the (currently running at press time) Molzon 944 Turbo.



All the Porsches lined up in a row.



Howard Bortman ready to race.



Andrew Olson's Coke car ready for some action!



A few cars lined up and waiting for the day to start at the track.



A driveway never looked so good!

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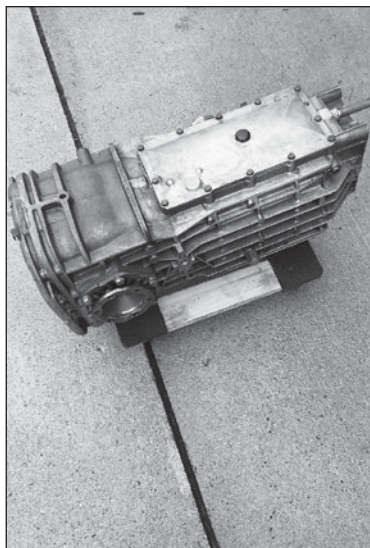
Replacing a 928 Transmission

STORY & PHOTOS BY **ANDREW OLSON**

In my last installment, I noted how after the July 25th HPDE event at Waterford, I came in and the transmission was making some weird noises. After some inspection, it was determined that a transmission-transplant was in order.

I found a direct replacement transmission with a limited-slip differential for \$1,900 delivered - which I thought was a bargain. It wasn't without risk because this particular transmission came out of a wrecked car and no one exactly knew if it was still in good operating condition or not, but I decided to roll the dice anyway and on July 27th I ordered the transmission.

While the transmission was in transit from Atlanta, I thought it would be prudent to get the old one out of the car in preparation for the new one. I wanted to make the August 5th HPDE session, so I had a goal, but not much time. Everything needed to come together for this plan to work out.

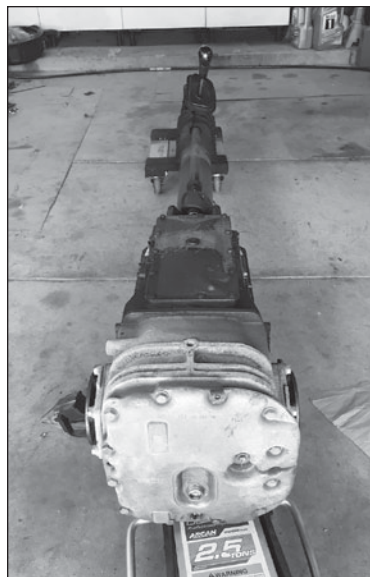


Here's the old transmission. Moving dollies work really well for moving it around.

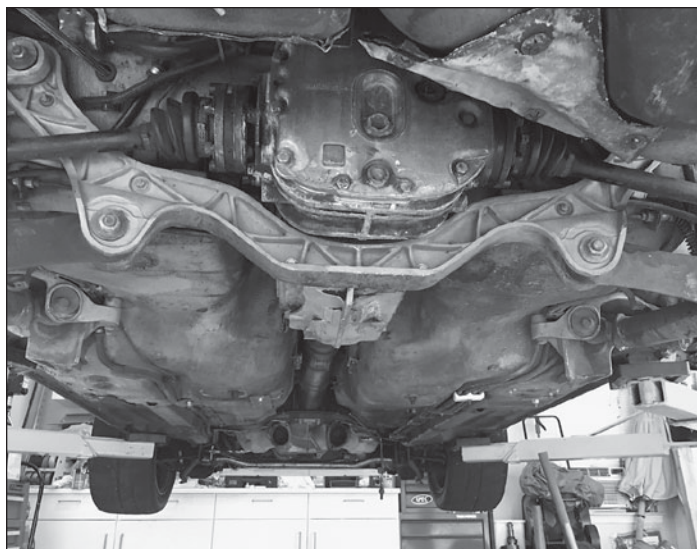
On the 928, the transmission rests directly on the rear main suspension cross-member. Therefore, one must generally remove the rear suspension, suspend the transmission, swing everything out of the way, then lower the transmission out of the car. I decided to take a slightly different approach. Because the manual transmission is notably shorter than the automatic transmission, it is possible to "slide" it up and over the cross-member and then down and out.

The first step was to remove all the exhaust and heat shields up to the headers. Then I had to gain access to the clutch area where I needed to remove 4 bolts that hold the torque tube to the engine's bell housing. The lower two bolts are easy, but the upper two took nearly an hour to get out. There is very little room to gain access and a box-end wrench can only turn one or two sixteenths of an inch each time, but after a few choice words and lots of patience, I got them out.

(continued on page 24)



Here is the 928 transmission and torque tube removed.



Step 1, get the transmission up and over the cross-member.



The new transmission arrived packed in an Igloo cooler! Genius!

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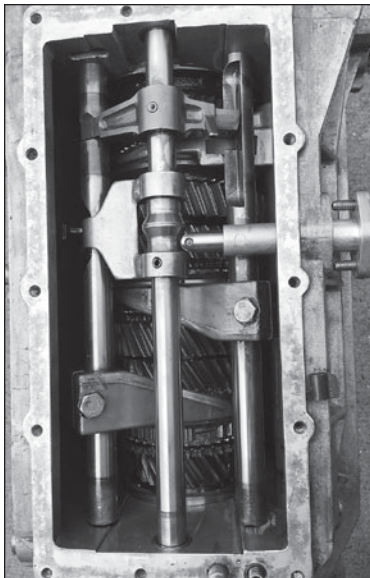
The next step was to remove the wheel drive shafts from the transmission and lower the cross member. Because I was not planning on removing the rear shocks and springs, I was able to let the cross member hang from the shocks. This allows the cross-member to come down a couple inches, which gives just enough room to slide the transmission up and over the cross member and out. I was able to do this all be myself with my lift and a couple floor jacks.

Once out, I decided to poke around inside the transmission to see if I could find the culprit of the noise. I couldn't find anything obvious. All the gears and synchros looked to be in good shape, but as I rotated the input shaft, I could hear something inside that didn't sound right. I suspect it's a bearing or something similar. That project is reserved until later this fall or winter.

On Monday, August 1st, the replacement transmission arrived at my office. It arrived packed inside a large Igloo cooler! Brilliant! This made it easy to transport and protected it as well. After a little cleanup, it was ready to go in, and as the Porsche manual says, "assemble in reverse order," which I did. Everything went smoothly until it was time to fill the trans up with fluid.

If you recall in the last article, I said, "Be sure to always remove the fill plug before draining the transmission," and this is why. In my rush to get the new transmission in, I did not check the condition of the fill and drain plugs. I figured they would come out fine. I was wrong.

I first tried a two-foot breaker bar but the fill plug would not budge. So I put a 4-foot pipe on it and then I felt it start to round out so I stopped. After several applications of heat and penetrating lube, I tried again. Nothing. I tried shocking it with a hammer and drift. Nothing. So



Deep in the hear of the beast - selector forks and gears - cool!

I got a cold chisel... it started to peel. This plug was in permanently! Ugh! Here it was Tuesday night at 10:30 PM and I was stuck. The HPDE was on Friday morning.

Then it dawned on me that I had the other transmission and I could swap the rear covers. So I popped the covers off each transmission by removing the 9-bolts around the perimeter - this worked perfectly. I cleaned the mating surfaces, and put some black RTV gasket maker on the cover and bolted it back up. I filled up the transmission and by midnight the car was on the ground ready for a test drive the following day.

Wednesday evening after work, I hopped in the car, fired it up and began to take it around the block for a test run. As I pulled out of the garage, I noticed I had forgotten to install one of the rear heat shields by the transmission. D'oh! 45 minutes later it was installed and I was back in the car ready for the test run.

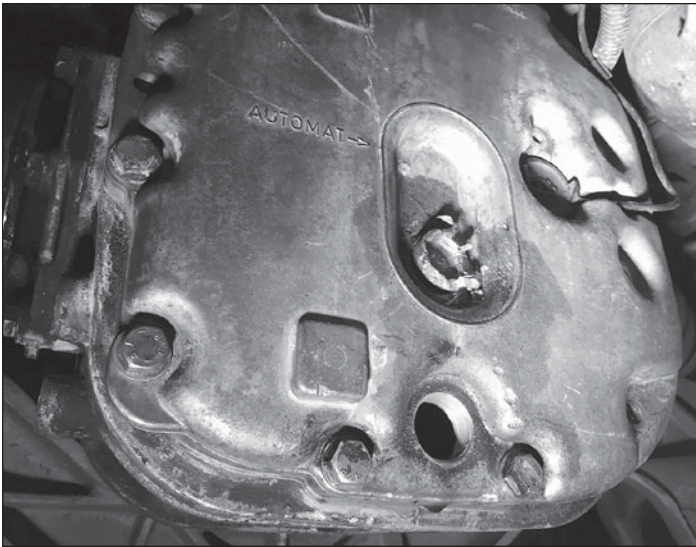
I drove around, hoping the transmission would behave properly and not make any strange noises. I am happy to report everything appears to be in good working order, but the ultimate test would be back on the track.

On August 5, at the SEMPCA's HPDE session at Waterford, the transmission and car performed flawlessly. The transmission shifted beautifully and there were no leaks or other surprises. Another chapter in the Coke car's history is now complete.

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



The top plug is teh fill plug and you can see it is not cooperating.



I tried to show it who is the boss, but it just laughed at me.



Here is the Coke cark after the transmission was back in.

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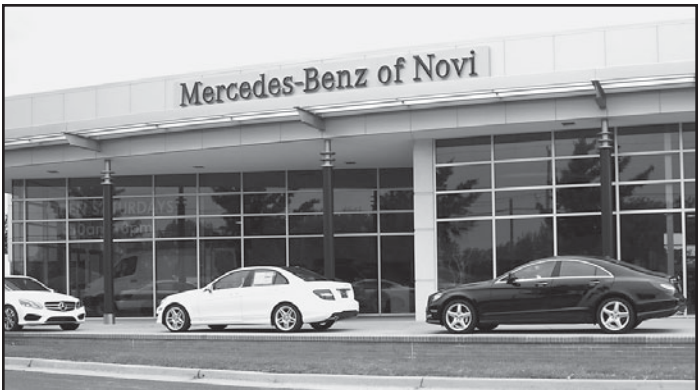
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Meet at 12:30pm, first car out at 2:00 PM
\$30 per person

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Contact: Walt Crump to sign up!
Phone: 586-873-0557
Email: wlc111076@yahoo.com

Never Trump? Hillary for Prison?

No! SEM/PCA will be conducting a civilized election
for the SEM/PCA Board of Directors!



This October, the members of SEM/PCA will be
electing four directors. Per our By Laws, we are
currently soliciting nominations for those positions.

These Directors will serve a two-year term,
starting in January 2017.

If you or anyone you know would like to be a
candidate, please send your nominations to: Fred
Young, Secretary, SEM/PCA at Concours@sempca.org

With thanks from your Board of Directors

TECH TALK

Oil Leaks and Changes

The following are reprints from Panorama. Questions are submitted by PCA members and responses are formulated by members of the PCA technical committee.

OIL LEAK

Model: 912E, Year:1976, Mileage:130000,
Type of use: Street use only

Q: *My 1976 912E has developed a hefty oil leak that seems to be problematic on the passenger side, with a lot of oil on the floor and burned oil on the exhaust rolling from the passenger side rear wheel well after a 10 or 15-minute drive. I checked and replaced the valve cover gaskets and the oil return tube seal rings, to no avail. The only thing else I can think of that could be slinging oil near the back bumper is the real main seal/pulley seal. There appears to be no oil leaking where the engine meets the gearbox. If that is the case, will I need to drop the engine from the car to replace that seal or can the job be done with the engine in place?*

A: Finding an engine oil leak. Rather than partially disassembling the engine immediately to replace a possible rear main seal leak I suggest you attempt to physically locate the leak. This can be done in two ways. The first is to either see or feel leaking oil after a thorough cleaning of the engine. The second is to add a dye to the engine oil that fluoresces under ultraviolet light. and locate the leak with a UV LED flashlight. Clean the engine as if you are going to enter a Concours. Scrape off any heavy accumulations of grime then apply a spray degreaser and rinse. Brush areas that are still oily with more degreaser and rinse again. Scrub any remaining oil with a Scotchbrite pad soaked in degreaser and rinse again. Put the car up on jack stands, remove the wheels and put them under the car as a safety precaution. Run the engine for increasing lengths of time until you see or feel the leak and let the engine cool between oil searches. You haven't found the leak yet, or want to try the high tech leak detection method first, all you need is an ounce of dye for engine oil that fluoresces under

UV light and a UV flashlight (with less than 375nm wavelength LEDs). About \$25 should buy both. It should be faster because you don't need to clean the engine first. However, if the engine has been leaking for a long time, it will probably have a dirt clogged oil cooler and dirt coated fins on the heads and cylinders and should be cleaned anyway. A dirty air-cooled engine will run hotter because the dirt cuts down on heat transfer. Either way, I suggest that you remove the engine to clean it. The shop manual recommends removing the engine and transaxle as a unit but it is possible to remove just the engine if you are careful.

OIL CHANGE – FALL OR SPRING?

Model: 911 Carrera; Year: 1984; Body Type: Coupe;
Engine (type, size, modifications): 3.2L;
Total Mileage: 103,000;

Q: *In about 21 days, I will store the car for winter, with appropriate procedures. I am also due for valves adjustment (about 10,000 miles since last), and my question is related to oil change. Should I change the oil in the Fall or wait until the Spring? And if I change the oil this Fall (and do the valves adjustment), should I still change the oil again in the Spring? I have read on some posts that an oil change is recommended both before storage AND at coming out in the Spring, because of humidity in the oil accumulated over the Winter. What is correct way?*

A: I would change the oil now to remove as much moisture as possible. I do not believe you need to change it again in the spring if you do not run the car at all. If you do run it, be sure to warm it up thoroughly and drive for at least 50 miles, to let the moisture evaporate.

SEM Board Minutes (8/8/16) by Fred Young

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

Call to Order: 7:40 P.M. by President Howard Gilson.

Minutes: Moved by P.D. and J.K. to approve. Motion passed.

Financial: Leo Wanstreet – Financials are looking good. Someone tried to hack our account in the past month. Motion to approve by J.K. and W.C. Motion passed.

Membership: Greg Gallagher – 1007 total, 627 primary members and 380 associate members.

Insurance: Greg Gallagher – Will secure insurance for the Downriver BBQ.

P-4: Miranda Christen -The August issue is out in a timely fashion. Articles are needed for this month's events.

OLD BUSINESS:

July 23: Progressive Dinner: Howard Gilson – The event went great with over 60 people attending. The food was fantastic. Congratulations to our new chef Tom Grabowski. Thanks also to our hosts of the three great homes and guests who brought dishes.

July 29-31: St. John's Concours: Battle of the Brands: There was no cost for Friday night but a lesser number of cars than previous years. Sunday saw 30 Porsches in car corral parking and a great concours.

August 5: #3 Driver Education: Howard Gilson – Everything is OK. 46 registered so far.

August 6: Yacht Dinner Cruise: Gretus Hoogestraat – Cancelled due to insufficient numbers.

August 21: Club Picnic and Concours: Patti Door – All set.

August 27: Downriver BBQ: Gretus Hoogestraat – 21 signed up already.

September 9: Ladies Drive: Patti Door – Menu being set.

September 10: #4 DE at M1 Concours: Howard Gilson – Members signing up for the new popular venue.

September 18: Drive your Porsche Day: OK.

October 16: Fall Color Tour: Walter Crump – Working on it.

November TBD: New Member Gathering: Greg Gallagher – Working on speaker.

December 17: Holiday Party: John Keilly – Preparing a menu.

60th Anniversary Committee: Patti Door – In progress.

Board Elections: Will run an ad in the P4. Biographies will be needed for October election.

Charities: It was moved by H.G. and G.G. to send a check from National we received for a charity event to the Jo Brighton Foundation.

Web site: Gretus Hoogestraat – OK

Goodie Store: Gretus Hoogestraat – OK

Event Reports: Need an event report from Howard Gilson for Progressive Dinner.

NEW BUSINESS:

Porsche will not be at the North American International Auto Show this year.

Meeting adjourned at 9:28 P.M. - Motion by P.D. and H.G. to adjourn. Motion passed.

Refreshments and Locations: Thursday, September 1 – Fred Young; Thursday, October 6 – Howard Gilson; Thursday, November 3 – John Keilly

PLEASE SAVE THE DATE FOR THE 2016 HOLIDAY PARTY & Silent Auction

Saturday, December 17, 2016

Orchard Lake Country Club

Details to follow next month

Event Chair: John Keilly

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JohnK@sempca.org

Please consider donating an auction gift or check to our charity:

Jo Brighton Special Olympics Athletes

SEM/PCA Member Anniversaries – September 2016

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

YR	Name(s)	YR	Name(s)	YR	Name(s)
53	Paul Moorman	18	John Aikins	5	Fred & Patricia Pletzer
53	Francesca Moorman	17	James Swies	5	James Watson
40	Kathy Stanek	17	David Swies	4	Christopher & Anita Jones
40	Christopher Stanek	16	Lisa Chau	4	James & Mary Lutz
29	James Frazier	16	Linda Chau	4	Mike O’Connor & Jenn Olson O’Connor
29	Derek Frazier	14	Richard Gage Carole Summerlot	4	Ross & Joshua Panganiban
27	Peter & Angela Palo	13	Jason & Jilian Gaspar	4	Jan Sandrock
26	Edward Ball	13	Robert Havdal	3	Lewis & Judith Daiek
24	Mary Ernst	13	Hugh Havnen	3	Michael & Violet Hendry
24	Jon Ernst	12	Tom Malerman	3	Andrew Sage
22	Kenneth & Pamela Hinson	12	Mark Malerman	3	Bernie Sage & Lisa Terrien
21	Leah Hoffa	11	Marta Benz	3	John & Mary Beth Tijan
21	John Hoffa	11	Ulrich Benz	2	David Alley & Jennifer Cooper
20	Frank Walton	8	Emil Frost	2	Hal Dahm & Deb Denman Dahm
19	Kay McCormick	8	Suzanne Lindackers	2	Don & Taffy Grayell
19	Dil McCormick	8	Frank & Elizabeth Studnicki	1	Scott Amos
19	Johannes Trispel	5	Gregory & Edith Johnson	1	Thomas Claybrooks & Cathy Fitzpatrick
19	Clemens Trispel & Arndt Walton	5	Jerry Luebbecke	1	David Gates
18	J W Aikins	5	James Luebbecke	1	Ruth Woods

THE PLACE FOR PORSCHEs & 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: 1988 PORSCHE 930 TURBO COUPE: Rare Granite Green Metallic with green leather interior. One family owned. Outstanding condition cosmetically and mechanically. Matching numbers. Sunroof. 19” Speedlines + original Fuchs. Service records, owners manual, window sticker. 72,443 miles. Collector quality. \$99,930. Contact Matt Fenster 248-496-3004; matt@sellyoursportscar.net (4/16)

FOR SALE: 2006 PORSCHE C2S. Manual transmission with 57,400 miles. Asking \$43,900 usd. Contact: Glen Gates, Birmingham, MI, 916-844-9040, ggates6@hotmail.com (5/16)

FOR SALE: 1983 PORSCHE 928S. 5 speed manual. 47,000 miles. Ruby red, burgundy interior 4.6L FI SOHC 32V all aluminum V8,. Paint is in excellent; paint meter reads between 3.5 to 5.5 mils. Clean Carfax with records dating back to 1991. Dash, front seats and steering wheel redone by a noted Porsche expert. Excellent tires with original polished Flat Dish 16”x 7” wheels. Porsche car cover books and records with known ownership form new (including original Bill of Sale). VIN: WPOJB0929DS861352

\$33,500.00 Firm. Contact Matt Fenster 248-496-3004 or matt@sellyoursportscar.net (7/16)

FOR SALE: Chatterbox Tandem Communicator Kit for DE: Rechargeable battery. Includes AC adapter, student headset and microphones. Excellent condition. New price: \$120. Asking \$60. Andy 734-718-6432.(7/16)

FOR SALE: Cobra Sebring Pro Race Seat: 2009 model. Excellent condition. \$1k new. \$450 OBO. Andy 734-718-6432. (7/16)

FOR SALE: Engine lift table: Harbor Freight 1000 lb. capacity hydraulic table cart. Used condition. New price \$260. Asking \$120. Andy 734-718-6432. (7/16)

FOR SALE 2003 PORSCHE BOXSTER: Midnight Blue Metallic with a black leather interior and black convertible top. 5 speed manual. Bose sound system including windstop, heated seats, 17” Boxster S II wheels, CD shelf center console, wheel caps with colored crests, cruise control, remote control alarm system, Porsche floor mats. One owner, complete service records, original window sticker, Porsche Certificate of Authenticity. 78,000 gentle miles, clean

Carfax. \$13,900. Contact Michael Cohen 248-227-8604 or emailmichael@sellyoursportscar.net (8/16)

FOR SALE: 2004 Cayenne Turbo Techart. This unique, one of a kind SUV was modified when new by CEC in California. It has the full Techart body kit, front, sides, and rear, engine power kit and stainless muffler, 22” Techart Formula wheels, and 15” 8 piston Brembo brakes. 525 HP, 0-60 in 4.9 sec, 177 MPH. Rare dark teal metallic with matching trim and brake calipers. Full black leather interior. Kenwood stereo, navigation, DVD with headrest monitors and headsets. 1400 amp Zapco amps and Diamond speakers. This car cost over \$130,000 new, is still in excellent condition, and was shown in June at the 61st Porsche Parade at Jay Peak, VT. This is a great car, but it’s really too much for me. I am more of a Speedster, 914, Boxter guy - but my wife loves it. Reduced to \$15,000 call Ron at 586-749-9804 (8/16)

FOR SALE: 1988 Porsche 911 Carrera Cabriolet: Grand Prix White, Blk Top, Black/Burgundy Interior, 155K original miles. Asking \$35,900 (but will consider a reasonable offer), Jim Washburn, 517-242-0702, Jwashburn.us@gmail.com (8/16)

Engine Harmony

BY TOM FIELITZ

There is a lot of discussion surrounding the latest engine offered by Porsche in the Boxster and Cayman, the four-cylinder turbo. While there is no disputing that Porsche has produced yet another amazing engine in terms of power and efficiency, there is the small issue of how it sounds. Having only heard an internet version and advertising by Porsche I have to agree that I do hear what all the fuss is about. In my humble opinion the new boxer turbo four sounds exactly like a certain Japanese boxer turbo four. The term that comes to mind is flatulent, which is honest, but not a flattering description. It has made me wonder why some engines sound alike and also why some engines have a pleasant sound and others border on annoying.

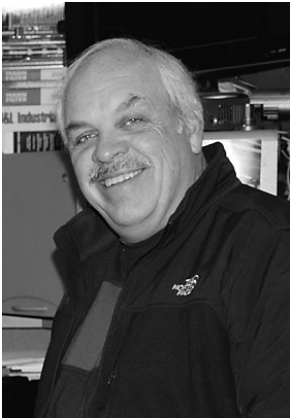
I found a very helpful explanation on the Internet published by Car & Driver titled “The Physics of Engine Notes.” I will excerpt the key points for you. A cars engine under load creates a range of sound frequencies but its root note—the pitch its musical chord is built on—is defined by its so-called dominant frequency. These sound generating vibrations come from the combustion in each cylinder and the corresponding pressure waves in the intake and exhaust systems. To calculate the dominant frequencies, we can convert engine RPM to Hertz, the frequency unit. A six-cylinder motor creates 30 Hertz at 1,800 RPM multiplied by the three ignition pulses per crankshaft revolution gives us the 90 Hertz dominant frequency of Porsche six cylinder engines. This is also known as the “third engine order” and in eight cylinder engines it is known as the “fourth engine order”. The “third engine order” frequency is only one component of the distinctive sound character. Every engine sound is the product of the interactions of bushings, mounting points, pipe dimensions and characteristics, and hundreds of sheet metal pieces of varying thickness, as well as design factors such as the exhaust layout, insulations of the body shell, and even the engine firing order. The NVH or noise, vibration and harshness engineer is tasked with taking all of these variables and creating a sound that is both pleasant to the driver and compliant to government regulations.

International standards on engine noise have dictated major changes to the Porsche boxer six cylinder engines to mute its distinctive note. One reason Porsche had to abandon air cooling and switch all engines to water cooling was that the air cooled motor could not pass the stringent German noise standards. This had a negative effect on what owners expected their sports car to sound

like to the point that Porsche now employs a Sound Symposer to generate a pleasant engine note in the cabins of their current line of cars. Times are changing and the new regulations limiting the amount of carbon emitted by car engines direct engineers to reduce displacement, and ultimately, cylinder count. Supplementing this trend there is the addition of electric motors. This takes motor sounds in a totally new direction, more of an appliance hum than the pulse of gas combustion in a cylinder.

In racing the advancing technology is not always accompanied by improved visceral audible thrills. Ask any Formula 1 enthusiast if the sounds of a modern V6 combined with turbo charging and thermal and heat recovery driven electric motors has the same spine tingling screaming sound of a normally aspirated V12 reaching high five figure RPM limits. The latest Formula 1 regulation called for a change in exhaust piping to improve the engine sound to be more entertaining. Even Indy car worried that the sound of a small displacement V6 turbo would detract from the image of being the pinnacle of US automotive sport. NASCAR wisely sticks to the loud and low tech large displacement V8 even though all of the stock cars they are based on don’t offer those engines. Now international sports car racing is risking its image with the top tier classes running hybrid systems. The 919 Prototype makes far less exciting noise than the GT3 RS sports car running at the same time.

In a move signaling future direction, Porsche has reintroduced a boxer or opposing four-cylinder motor in the Boxster/Cayman and inline four cylinder motors in their SUV line. The super race car, the 919 has a V4 hybrid system and Porsche announced it is a precursor to the technology of future production. We may scoff at BMW engine sound generators and VWs Soudaktor creating false engine sounds through their audio system. We may be amused that fully electric cars may be forced to generate an engine noise to warn pedestrians. We may also be seeing the beginning of how an engine actually sounds is irrelevant to the pleasures of driving our Porsches. If they have to generate an engine sound my vote is for the primeval scream of the Carrera GT V10.



Used Porsche Values Plateau After a Dramatic Three Year Run-up

BY MICHAEL COHEN

From 2012 to 2015 most Porsche used car values increased dramatically, especially 356's, air cooled 911's and air cooled 911 Turbos. However, all good things must eventually come to an end and this is what has occurred in 2016. Porsche used car prices plateaued or dropped for many of the vehicles that previously had large run ups. 356's, early 911's and air cooled Turbos, all saw their values decline in 2016. Late model Porsche values also declined, since they are in the early stages of their depreciation cycle. Porsches that increased in value include 1978-1989 911's, 964s and 993's as well as 914 and 944 Turbo. However, in most cases the year to year increases were significantly less than a year ago. 912 and 928 models remained the same as in 2015. Of the vehicles sampled, 1984 -1989 911's showed the greatest year to year increases.

What caused the market shift? In the case of the older air cooled cars, prices rose to unreachable levels for many buyers. At the same time many of those owners, who tend to be older, seeing the higher prices, concluded that their cars had become

too valuable to drive and therefore decided to sell, creating a glut in the marketplace, resulting in lower selling prices. Conversely, younger buyers with less disposable income are gravitating to the less expensive newer cars such as the later model 911's, 964's, 993's and 944's driving the prices up on these vehicles. Interestingly, the same scenario is occurring with Ferrari's. The older front engine 12 cylinder models which were bringing mega millions a year ago, have declined in price while the more modern, mid-engine Ferrari's are being purchased by younger customers driving those prices up.

The table below is a sampling of vehicles from the *Excellence* magazine annual Porsche Buyer's Guide. *Excellence* provides a price valuation range for vehicles in average to excellent condition. Cars can exceed these values based on exceptional condition, low mileage or other factors. The table compares 2015 and 2016 values. If your vehicle is not listed here, you can find its value in the 2016-2017 *Excellence Buyer's Guide* mentioned above.

YEAR	MODEL	2015 PRICE RANGE	2016 PRICE RANGE	HIGH PRICE RANGE % +/- VERSUS 2015
1956-1958	356 SPEEDSTER	\$250,000-\$450,000	\$250,000-\$425,000	-6%
1964-1965	356C COUPE	\$65,000-\$125,000	\$65,000-\$115,000	-8%
1966-1969	912 COUPE	\$25,000-\$50,000	\$25,000-\$50,000	0%
1966-1967	911 COUPE	\$40,000-\$120,000	\$45,000-\$105,000	-12%
1972-1973	911 S COUPE	\$100,000-\$200,000	\$95,000-\$195,000	-3%
1978-1983	911 SC TARGA	\$22,000-\$40,000	\$18,000-\$43,000	8%
1984-1986	911 CARRERA COUPE	\$22,000-\$40,000	\$30,000-\$60,000	50%
1987-1989	911 CARRERA COUPE	\$25,000-\$55,000	\$33,000-\$62,000	27%
1973-1974	914 2.0	\$11,000-\$15,000	\$13,000-\$18,000	20%
1986-1988	944 TURBO	\$9,000-\$13,000	\$9,000-\$14,000	7%
1985-1986	928 S	\$10,000-\$18,000	\$10,000-\$18,000	0%
1989	930 TURBO	\$160,000-\$260,000	\$135,000-\$225,000	-15%
1993-1994	964 3.6 TURBO	\$160,000-\$260,000	\$135,000-\$225,000	-15%
1996-1997	993 TURBO S	\$250,000-\$450,000	\$250,000-\$350,000	-22%
1990-1994	964 CARRERA 2 COUPE	\$30,000-\$50,000	\$30,000-\$55,000	10%
1997-1998	993 CARRERA 2	\$35,000-\$55,000	\$50,000-\$60,000	9%
2000	996 CABRIOLET	\$18,000-\$30,000	\$18,000-\$30,000	0%
2005-2008	997 S COUPE	\$35,000-\$50,000	\$35,000-\$45,000	-10%
2008	997 GT 3	\$80,000-\$105,000	\$80,000-\$105,000	0%
2011	997 S Coupe	\$55,000-\$70,000	\$48,000-\$60,000	-14%
2003-2004	Boxster S	\$14,000-\$24,000	\$13,000-\$21,000	-14%
2006-2008	Cayman S	\$25,000-\$35,000	\$25,000-\$35,000	0%
2004-2006	Cayenne S	\$11,000-\$22,000	\$11,000-\$15,000	-32%
2010-2012	PANAMERA S	\$50,000-\$70,000	\$45,000-\$65,000	-7%



2016 SEM PCA General Membership Dinner

Friday, November 18th, 2016
6:30pm

Pasquale's Restaurant
31555 Woodward Avenue, Royal Oak, MI 4873

Featured Speaker:

Henry Payne

Automotive Columnist for the Detroit News



Henry Payne is *The Detroit News* auto critic, a syndicated editorial cartoonist, and opinion writer. A 30-year newspaper veteran, his auto column appears twice a week in *The News*. He also produces a weekly video and "Car-toon." The lifetime motorhead is a Pulitzer-Prize-nominated cartoonist, has published three books, and is an active race car driver. Henry and his family have an extensive history with the Porsche Marque.

Cost will be \$20.00 per person with a Cash bar.

Register at: www.clubregistration.net

Contact Greg Gallagher at gjgallagher@comcast.net or
313-300-4191

Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

It has been a very busy summer for us here in Zone 4, and all of our regions' social calendars are at full speed. There are opportunities to participate in a multitude of events, whether it's car shows and concours, driving tours and dinners, autocrosses, or DEs.

I recently attended ARPCA's premiere event, the Pittsburgh Vintage Grand Prix at Schenley Park, the nation's largest vintage race, and one of only two vintage races that occur on public streets in the world, the other being in Monaco. The 3-day event began with a tour through the beautiful countryside of western Pennsylvania concluding at the Kick-Off Welcome Party for visitors from out of town. Everyone attending received a gift from the evening's sponsor PCNA. In addition to the vintage races, there is an international car show, catered meals, and some great prizes. Nearly 200 Porsches participated in the car corral. During the weekend, I presented the Region President Mark Hanson with items to commemorate ARPCA's 55th Anniversary.



PVGP Chair Ed Rice, Zone 4 Representative Michael Soriano, and ARPCA President Mark Hanson

A few weeks later, I attended P20. For the 5th year in a row, the event was held in Granville, Ohio, just east of Columbus. Friday evening there was a reception at Dennison University's College House. Early Saturday morning, with the cooperation from the City of Granville, Broadway Street, the city's main thoroughfare, was transformed into the perfect setting for the nearly 300 Porsches that lined the street. The event sponsored by Stoddard raised money for a number of the region's charities. This year I registered my car and was pleasantly surprised when I tied for 3rd place.

On Sunday, I attended the Zone 4 Concours at the Concours d'Elegance of America at St. John's in Plymouth, MI. This is the 3rd year that Zone 4 members have attended this event. The Concours d'Elegance of America is widely regarded as one of the country's best concours events featur-

ing a world class exhibition of classic, rare, and exotic automobiles. The judges for our concours who graciously donated their time to make this event possible, were trained at last year's Zone 4 National Concours Judges School.

A great deal of hard work goes into making these events the successes that they are, and to all of the volunteers, I want you to know that your efforts are not going unnoticed. One of the goals I set when I first became Zone Representative was to have Zone 4 regions work together in order to provide even more opportunities for our members, and I was very pleased to see that each of these activities attracted participation from members from regions throughout the zone. The hospitality and camaraderie displayed at these events confirms that we are on the right track.

As we continue to enjoy our very busy driving season, there are a number of wonderful events being offered throughout the zone. Please remember to check your region's website and newsletter, as well as the Zone 4 website <http://zone4.pca.org> for the most up to date list of events available to you. I hope you will expand your horizons and travel to some of the outstanding events being held throughout Zone 4; such as:

- On September 2, please join **Michiana Region** for Porsches to Warsaw, A relaxed car show and street party
- September 10 is **Southeast Michigan Region's** HPDE at M1 Concourse in Pontiac
- **Maumee Valley Region's** Golf Scramble and Dinner is September 10
- September 14 is **Eastern Buckeye Region's** Gervasi Vineyards Cruise-In
- September 17 is **Northern Ohio Region's** Amish Country Driving Tour Extravaganza
- **Motor-Stadt Region's** Overnight Trip to Traverse City is September 17-18
- Join **Central Indiana Region** Sept. 17-18 for the New Harmony "Kunstfest" Weekend
- September 20 is **Rally Sport Region's** Waterford Hills Track Day
- **Allegheny Region's** Narcisi Winery Social is September 21
- September 25 is **Mid-Ohio Region's** 50th Anniversary Celebration at Don Scott Hanger
- **Western Michigan Region's** Upper Peninsula Drive is September 27-29
- October 1 is **Ohio Valley Region's** Rallye Porsche Milford

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

Enjoy Your Porsche to the Fullest...Join the Porsche Club of America

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\$46 for 1 year, \$90 for 2 years, \$132 for 3 years (*new members get a \$25 credit towards any event*)

PCA Membership Application

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 _____

Fax _____

E-Mail _____

Region Destination Preferred _____

*Some regions also require additional membership fees/application 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 release any individual membership information to any organization outside of PCA and its regions.

Porsche Car Information

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

Car #1 _____

*Year _____ *Model _____

*Body Type _____ *Color _____

*Vin# _____

License Plate # _____

License Plate State _____

Car Used: ☐Daily ☐Pleasure

Maintenance Performed By:

☐Self ☐Dealer ☐Independent

Average number of miles driven annually _____

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

Payment Information

Term of Membership

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

☐Check enclosed # _____

☐Visa ☐MC ☐American Express

Card Number _____

Exp Date _____

Name on card _____

Signature _____

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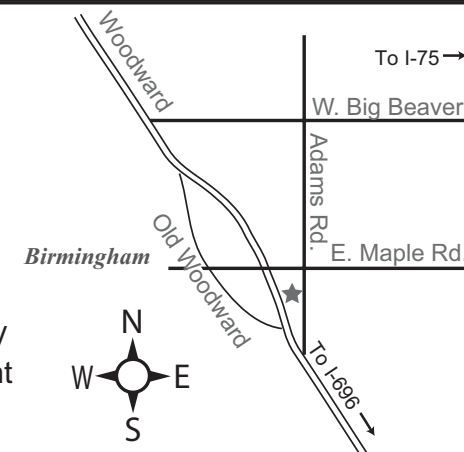
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