



Motor-Stadt



Madness



April 2020

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A monthly newsletter by, and for, members of the Motor-Stadt Region, Porsche Club of America

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WE HAVE ARRIVED

We are open in our new facility for online sales/home delivery. Additionally, service is open and has been busy with Porsche vehicles. It is the time of year for yearly service work on those beautiful Porsche automobiles.

Porsche Okemos | 2777 E Jolly Rd Lansing, MI | 1.517.853.2600



Editor—Don Dickmann

Madness is the official publication of the Motor-Stadt Region (MST) of the Porsche Club of America (PCA).

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Submit articles or photos to Don Dickmann, editor, as Word files, pdfs, or image formats (e.g. jpg). Send them to motorstadt.pca@gmail.com

Advertising Policy & Rates

Non-commercial classified ads (e.g. cars or parts for sale) are published in *Madness* in the "Member Message Board" at no cost to PCA members or at nominal cost to non-members.

Commercial display or classified advertisements that are of interest to members, whether automotive related or not, are published in *Madness*. Contact Steve Lee for ad rates at (motorstadt.pca@gmail.com).

Subscriptions

Monthly issues of *Madness* are available to MST and PCA members for free and are sent by email. Hard copies available on request.

Address Changes

Please notify:
PCA National headquarters
P.O. Box 6400
Columbia, MD 21045
www.pca.org



Want to stay updated on the latest information from our region?

Check out our Facebook page:

www.facebook.com/groups/2133402886881201/

➔ **NOTE:** Our web site (<https://mst.pca.org>) has been shut down for some time. But our new web site will go live soon. Watch for it!

You are encouraged to post items on our social media that would be of interest to club members—no ads or nothing political, religious, or personal, please.



We especially want photos—your Porsches, events, drives, etc.

Send posts and photos to Don Dickmann at (motorstadt.pca@gmail.com) or post them on our Facebook page.

Looking for PCA/Motor-Stadt apparel? Visit www.sportsstop.net/motor-stadt-region-porsche-club/ to order directly.





President's Letter

"Well, well, spring has finally arrived!! Has it?? We have had a couple of days with the temperatures in the 60 to 70 degree range. But many more days of very high winds, rain, temperatures in the 15 to 30 degree range and yes even the s word, snow!! But we are looking forward to our "Spring Kickoff and Auction" at the Okemos Auto Collection on April 27, 2019 at 10am. Looking forward to seeing everyone there!"

Those were the words that I started this letter with last year!

This year we were looking forward to our annual "Spring Kickoff and Auction" at the new Serra Auto Campus and some other events. Then the Coronavirus or COVID-19 hit the world and our nation with a vengeance! The world has not seen an event like this since the Pandemic of 1919! Many communities in the nation and in Michigan have taken steps to help contain virus such as limiting crowd size, discouraging dinning out, and working from home to name a few. To be in compliance with the orders the state issued in term of social distancing and group size to help combat the virus, we canceled our "Spring Kickoff and Auction," perhaps to be rescheduled later. We are also looking at upcoming events if the current orders extend past their current April 30th expiration date. We will do our best to keep our members informed with regards to the COVID-19 Pandemic. We also are in touch with PCA national with regard to national events.

Stay safe, stay healthy.

Until then, dream of that perfect drive, shifting gears, perfect engine temperature.....

Ken Jones
Motor-Stadt President



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Editor**

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Webmaster—Vacant****

Randy Kleiman—Legal Counsel

Historian—Vacant****

NEW BOARD MEMBERS WANTED!

If you are interested contact the
board at this email address:

motorstadt.pca@gmail.com



All Board meetings are held on the second Tuesday of each month at Spagnuolos restaurant in Okemos beginning at 6:30 p.m. All club members are invited.

2020 Board Meeting Dates

| | | | |
|----------------|----------------|----------------|---------------|
| January 14 | February 11 | March 10 | April 14 |
| May 12? | June 9 | July 14 | August 11 |
| September 8 | October 13 | November 10 | December 8 |

Meet Your Board and Officers

Ken Jones, President



Ken joined PCA in 2008 when he bought a Guards Red 1984 3.2 911 Carrera Targa. He got interested in Porsche when his brother acquired a 1979 3.0 Targa 911 about three years earlier. He started to notice the performance envelope of his brother's 911. It was outperforming many of the domestic cars of the same vintage, even some of the more recent domestic sport cars.

His 1984 911 was at a used car lot that he passed going to work. Each day he would glance at the lot to see if the car was still there. This went on for six months. Surely someone was going to buy that car! On one of his days off he stopped at the dealership to ask about the car. The salesperson asked if he wanted to take a test drive; for some strange reason he said yes! As soon as he adjusted the driver's seat and fired up the engine, he said to himself, let me run this by my mechanic. The mechanic gave the 911 a thumb's up. On his return to the dealership, he couldn't remember having so much fun driving a car! The salesperson asked if he wanted to buy the car—what could he say? The rest is history.

Ken has been on the Motor-Stadt board since 2012, serving as President for the past two years. He retired from the Michigan Education Special Services Association after 34 years in several different management positions. He has served six years on the board for the Lansing School District. Ken is married with two adult daughters and two grandchildren. He is also a jazz fan and patron.





Membership News

Motor-Stadt membership as of March 2020:

| | |
|--------------|------------|
| Primary | 123 |
| Affiliate | 69 |
| Life | 0 |
| Total | 192 |
| PCA Juniors | 10 |

PCA national membership as of March 2020:

| | |
|--------------|----------------|
| Primary | 87,158 |
| Affiliate | 47,806 |
| Life | 17 |
| Total | 134,981 |

The largest single marque car club!

New PCA/Motor-Stadt Members & Their Cars

Adeel Khan, Midland

2006 911 Carrera Cabriolet

Welcome to the Club!



Around the Zone

By Lori Schutz

Hi Zone 4 Friends and Family,

Well we are sure in interesting times. Little did I realize that the DE Instructor Refresher Training in Cleveland on March 14th would be the last Zone 4 event for the foreseeable future. Depending on when this appears in your region publication, we may still be 'sheltering-in-place' until the COVID -19 threat is past us.

We sure did have a fun filled event with our instructors and presenters. Thanks to Mid-Ohio Region for sponsoring the venue, and to Lori and Bob Bryant from Northern Ohio Region for their work in organizing the presenters, registration and catering. We had a strong turn out of over 50 in the room (capacity of 150 – social distancing!) and 20 attended remotely via Zoom (that's a web conferencing platform, in case you didn't know).

On April 2nd, I had a Zoom meeting with most of the region presidents to check in and see how everyone is doing. A lot of common themes, with events being cancelled and discussion of the newsletters and websites. The good news, is that everyone is healthy and safe. Some groups are using Zoom and other video platforms for monthly meetings, happy hours and social interaction that is safe and keep us connected.



As we are spending more time at home, I hope you have seen the announcements about the SIM Racing program. Check out the latest at <https://pcasimracing.com/>. By the time you read this, the spring season may be complete. There will be more to come. Even the Indycar series has gone iRacing this season. Stay tuned for more.

Please stay safe and healthy, and I look forward to seeing everyone when we can gather once again.

Lori - Your Proud Zone 4 Representative - zone4rep@national.pca.org

Beauty and the Bridge



Porsche on the Mac II

July 31-August 2, 2020

Registration is now open:

<https://visitorsbureau.regfox.com/porsche-on-the-mac-2020>

For lodging go to:

<https://stignace.com/places-to-stay/>

Still on the schedule, but that may change

Monthly Club Meetings

The club holds an informal meeting of members the second Tuesday of each month at 6:30 p.m. at Spagnuolos Restaurant in Okemos. These meetings have been temporarily suspended due to the COVID-19 virus pandemic.



Enjoy a drink and pizza
on the club when we
resume



NEXT MEETING MAY 12...MAYBE



Motor-Stadt 2020 Event Calendar

- **The Spring Kickoff and Charity Auction** set for Saturday April 18 has been **CANCELLED** due to the COVID-19 virus pandemic. A substitute kickoff event will be scheduled when the stay-at-home mandate has been lifted.
- **Autocross Practice I** will be held on Saturday May 16 at Corrigan Oil Speedway in Mason if the COVID-19 stay-at-home mandate has been lifted. We will let you know.
- **IROC Autocross**, one of three inter-regional events, will be held this year at Corrigan Oil Speedway on June 27. Be sure to put his date on your calendar and come out to support our event.
- **Porsche on the Mac II**, July 31-August 2, St. Ignace MI. Registration is now open: <https://visitorsbureau.regfox.com/porsche-on-the-mac-2020>
- **Autocross Practice II** will be held on Saturday August 15 at Corrigan Oil Speedway in Mason.

The monthly member's meeting at Spagnuolos the second Tuesday of the month has been suspended for the immediate future. When the COVID-19 stay-at-home mandate has been lifted they will resume. The board will notify you via email blasts, in this publication, and on our Facebook page when the member's meeting and other events resume.

2020 Motor-Stadt Spring Kickoff & Charity Auction

Date: Sunday, April 18

Time: 9:00-2:00

Where: Serra Auto Campus/Porsche
Okemos, 2777 E. Jolly Road

Spring is on the way! Shine on your Porsche, bring it to the kickoff, and show it off. Also bring auction items and be prepared to bid. Proceeds will be donated to the Lansing Food Bank. Lunch will be provided by Porsche of Okemos.

* The Kickoff will not be held because of the COVID-19 stay at home order. When the order is lifted the Kickoff will be rescheduled.



Watching TV

We have probably been watching more TV than usual during the stay at home order. What else is there to do when we've completed all the house projects, worked on our hobbies, changed the oil and waxed our cars, and walked endlessly around the neighborhood or in local parks? The other night I checked out a documentary on Netflix that I read about in the newspaper—*Life of Speed: The Juan Manuel Fangio Story*. It is about an hour and a half long and worth the time spent. The Argentinian Fangio is regarded by many in the know as the greatest Formula One driver of all time. He won five world championships in the 1950s driving cars from Alpha Romeo, Maserati, Mercedes, and Ferrari and holds the highest winning percentage in Formula One—46%. Considering that Formula One cars of that era were exhausting beasts to drive, were murderously fast, and had no safety equipment whatsoever, not even seat belts, his accomplishments are impressive. Check it out.

We also could watch again our favorite racing movies. The iconic *Le Mans* by Steve McQueen is worth a look or even a second or third look. Although more of a documentary than a fictional account, and a bit quirky, it is one of my favorites. The film also portrays McQueen driving a 1969 Porsche 911S in the opening sequences and a 917K during the race. I also enjoyed *Grand Prix* with James Gardner and Eva Marie Saint. Great racing sequences. Or watch *Ford vs. Ferrari* again (see also pages 15 & 16 of this newsletter). You may have your own favorites. Make some popcorn, prepare the beverage of your choice, sit down, and enjoy!

Don Dickmann

P.S. Back in 2011 McQueen's 911S sold at auction for \$1.375 million! The book value of the car at that time was ca. \$55,000. I don't think it has sold again.





The Book Rack

Go Like Hell

by A.J. Baime

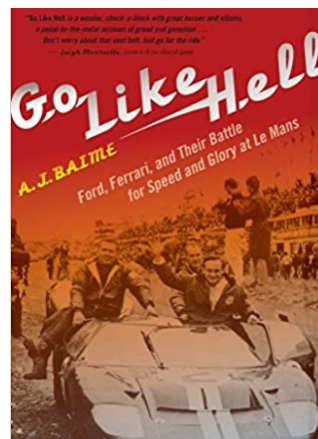
Illustrated; Mariner Books/Houghton Mifflin Harcourt, 2009; 304 pages

If you saw and enjoyed the film “Ford vs. Ferrari,” I recommend you read this book. As is the case with most Hollywood movies that are “based on a true story,” certain liberties with the truth were taken. This book sets the record straight and tells the facts behind Ford’s monumental victory at the 1966 24 Hours of Le Mans. It is a story of personal and corporate hubris, perseverance, human ingenuity, and untimely death. Once I cracked the cover, I could not put it down.

The mid-1960s contest for Le Mans pitted two strong-willed auto-industry titans against one another. They could not have been more different. On one side was the Italian Enzo Ferrari. He worked his way up from a humble beginning to create a small line of iconic road and race cars that became the toys of the very wealthy. Each car was hand built in Ferrari’s modest factory in Maranello in the north of Italy. Ferrari’s black on yellow *Cavallino Rampante* (Prancing Horse) soon became one the world’s most widely recognized automobile logos. Enzo was *Il Commendatore*; to question a command or call him by his first name were hazards few were willing to risk. He was fanatically dedicated to racing but never watched in person a race in which his cars contested. He was afraid of seeing one of his drivers die in an accident, which many of them did. He recognized that winning races sold cars, a lesson that Europeans learned early on. And he won a lot; Ferrari’s dominance at Le Mans was total from 1960 to 1965.

Enzo lived in a modest home above a garage near his factory. He seldom traveled. He was married to the same woman for his entire life, although in true Italian fashion there was a

mistress who bore him an illegitimate son. Enzo lost his only legitimate son Alfredo—“Dino”—at age 24 from muscular dystrophy. He never fully recovered from that tragedy.



On the other side was Henry Ford II, “The Deuce.” Born into immense wealth and privilege, he inherited control of the Ford Motor Company from his grandfather Henry I at age 28. Although struggling at first, he soon became an effective CEO. A bullying, hard-drinking, globe-trotting autocrat, like Ferrari his word was law. He was a compulsive womanizer. In 1963 he began an affair with the gorgeous Italian divorcee Cristina Vettore Austin. He eventually dumped his wife and married her. The conventions of polite society did not apply to him.

Ford Motor Company was one of the world’s largest corporations and, unlike Ferrari, produced untold thousands of mostly inexpensive cars for the masses. In 1962 Henry decided that Ferrari and other European car manufacturers were onto something; racing wins did sell

cars. So he abandoned Detroit's Safety Resolution and began to sponsor racing, NASCAR at first, then road or GT sportscar contests. His henchman Lee Iacocca fully supported this move and began promoting Fords based on their stock car racing wins. In 1964 after Enzo rejected Ford's bid to buy his company, Henry decided to challenge Ferrari at Le Mans, and the GT40 was born.

Two memorable characters now entered the story: Carroll Shelby and Ken Miles. Shelby was a brilliant though free-spirited automotive maverick who developed the legendary Ford-powered AC Cobra. Miles was an aging British mechanic and an accomplished driver who had an uncanny way of sorting out car problems. Working closely together they were largely responsible for developing the GT40 into a car that could challenge Ferrari. But it did not happen overnight. Although very fast from the get-go, the 289 cu. in. V8 powered GT40 was plagued by breakdowns and did not finish the 1964 nor the 1965 Le Mans races, a humiliation for Henry and Ford Motor Company. After the 1965 debacle Henry let it be known that there would not be another DNF in 1966...period! He went so far as to send top Ford executives a signed card with the Le Mans logo and a trenchant message: "You better win." That message was not forgotten by anyone who received it.

The car that eventually won Le Mans for Ford was not the 289 GT40 but its successor, the evolutionary Mk II. Powered by the massive 427 cu. in. Ford V8 that had conquered stock car racing, it had almost twice the displacement of the competing Ferrari 330 P3's V12. The Mk II was very fast, although it sacrificed something in handling. Shelby's team and Ford engineers worked non-stop to solve the reliability issues with the Mk II; a 24-hour race is a brutal test of car stamina. Anyone immersed in endurance racing knows well the famous dictum: to finish first, first you must finish. DNFs had killed Ford's challenges in the 1964 and 1965 Le Mans races.

In 1966 they got it right; Ford Mk IIs finished one-two-three at Le Mans. But it also was the most controversial finish in Le Mans history. Ken Miles and his co-driver Dennis Hulme led most of the way. But during the last hour Miles was ordered by Ford executives to slow down and let the second and third place Mk IIs catch up. They wanted all three to cross the finish line

together, a photo opportunity not to pass up. Miles still thought he had won but French race officials ruled that because the second place McClaren-Amon car had started the race 20 feet *behind* Miles's car, their car had actually traveled a slightly greater distance and therefore was the winner. Although the film portrays a rather sanguine acceptance of this wacky decision by Ken Miles, he actually was furious and never got over it.

Once achieved, Ford's dominance of the road racing scene was almost total. Wins at Daytona, Sebring, Spa, and other top races worldwide were accompanied by further wins at Le Mans in 1967, 1968, and 1969. The Deuce had gotten what he wanted. Ferrari never won at Le Mans again. In 1969 Enzo Ferrari sold half interest in his company to Fiat, and his illegitimate son Piero Lardi took over. Enzo's time had come and gone. One of the most storied periods in auto racing history had ended.

Baime gives us plenty of the mechanical details that gearheads love. But his narrative is not only about the cars; it is about the personalities caught up in this international contest. Besides Enzo and Henry, there were the corporate people: Lee Iacocca, Leo Beebe, and Donald Frey on the Ford side; Luigi Chinetti, Franco Gozzi, and Vittorio Jano on the Ferrari side. Phil Remington on Shelby's team and the race promotor John Wyer played a key roles. And the drivers: Ken Miles, John Surtees, Phil Hill, Maston Gregory, Ludovico Scarfiotti, Lorenzo Bandini, and many others, including several who died in accidents along the way. The human dynamic carries this tale forward, providing fascinating insights into one of the most memorable struggles in automotive history.

Baime's book is well-written and compels the reader to keep turning the pages. He begins with profiles of *Il Commendatore* and The Deuce, then unravels their clash for Le Mans in a linear fashion. The book contains 23 pages of notes and attributions chapter by chapter and a comprehensive index, which I always appreciate. The book is widely available at bookstores and on the Internet, especially after the success of the movie. If you like stories of auto racing, this is a book you'll want to read.

Don Dickmann

Take Care of Your Battery

Modern cars, especially the most recent models, contain many electronic components. Whether the engine is running or not, to maintain themselves these components are drawing a load from the battery. During long periods of inactivity when the alternator cannot replenish the charge of the battery, this electronic draw may cause the battery to go dead. I have had it happen. This may occur in a week, a month, or longer depending on the age of a vehicle, the age of the battery, and environmental conditions. A dead battery has literally had some of the life taken out of it. Even if recharged, It will never last as long as a battery that has kept fully charged.

What are your options? You can, of course, drive the car periodically, best at least once a week. Driving during the current period of stay at home and social distancing order is NOT prohibited. About 20 minutes driving around town or wherever should be enough to bring a battery up to full charge. Idling the car for about five minutes before setting off can reduce the driving time. A secondary benefit of driving the car is that it gets the fluids moving and warms up the oil.

Another alternative is to use a battery maintainer. I have used the “Battery Tender” by Deltran for years. It is widely available on the Internet and at auto supply stores. Several other makes are available. Each fall when I put my 993 Carrera to bed for the winter, I hook up a Battery Tender. I am confident that when I turn the key in spring it will fire up. And it always has. The hook up is simple—the positive (red) lead attaches to the positive terminal on the battery, the negative (black) lead goes to ground. Then plug the tender into an AC outlet. Couldn’t be simpler.

Take care of your battery during these difficult times. You don’t want to get in your car, turn on the ignition, and...silence!

Don Dickmann



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Ask the **MASTER CYLINDER**

He's Chris Braden, head of **Munks Motors** in Waterford. These questions are real, and Chris, whose knowledge of Porsches is encyclopedic, takes them on.*

Q—The timing belt tensioner pulley for my 1984 928 has a noisy bearing and I need a new one. First, I ordered one from the dealer. They told me that there were none in the country but they could order it from Germany. They said that if might take a week to ten days to get it. Not wanting to wait that long, I checked online. One of the well-known parts suppliers (I will call them “Stork”) showed the part on their website in stock. Great! I ordered it from them and I was ready to pay for overnight freight (\$54.00) since I wanted the car back on the road for Sharks in Hell. The next day I got an email from Stork saying that shipment was delayed, the part was temporarily out of stock, but it would be shipped overnight as soon as they received it. They also said that it might take a week to 10 days to get it from Porsche. This was a bit frustrating since the website showed it, but I guess someone beat me to it. So I called the dealer for a status report on the first pulley I ordered and they informed me that there were none available even in Germany! Now I am starting to get worried. I called Stork and asked when they expected to get the part in. I was told that the part was on backorder from Germany and there was no expected arrival date. Now I am really starting to sweat.

I decided to cancel the overnight order from Stork since they could not get the part any faster than the dealer, it was the same price, then there was that \$54.00 overnight freight charge. When I called, they informed me that although they could cancel the order, I would have to pay a 20% restocking fee. I was astonished! They were going to charge me to restock a part they showed on their website, but did not have, could not get, and therefore, would not have to

after a five-minute wait she said that they would make an exception and cancel the order with no penalty. I will think twice before I call them again. So “with two out, bottom of the ninth”, here I am, needing a part that no one currently has nor can get, and a car that I cannot put together. Help!—Don

A - Ah, the world of online parts. Clearly the site was not updated when you placed your order but holy cow...a restock fee for a part they could not sell you? I know who you are talking about and I am very surprised to hear about that policy, but it is a very creative way of making a profit by just taking an order.

I need to put a plug in here for the local Porsche dealers. I have found them helpful and fair in their pricing (usually) and very eager to track parts that I order. When I get a part shipped from Germany, there is no extra freight and they deliver the part to my door. I recently bought a new front fender for a 930 Turbo which came from Germany in a giant box and it was no big deal. The on-line suppliers get many of their genuine Porsche parts from dealers and then they resell them at Porsche retail plus freight. The point is, if you want a genuine part, call the dealer and get their price. Some give club discounts and if you can wait for a stock order, there is no freight charge. Dealers sometimes get a bad rap for being expensive but they have rent to pay like any business. So give them a shot at selling you the part and definitely compare pricing. There was a time where some dealers charged more than Porsche suggested retail then took the club discount off the inflated price. Tricky!

But I digress. You need a pulley, the world cannot help you, and you are eager to get back on the road. Auto companies generally do not make many of the components which comprise the car and your 928 is no different. In some cases, a generic pulley can be purchased at a local auto parts store which will function quite nicely and live just as long as an original part. You take the sample part to the parts store and frequently they can match it up. If they can't, then you have to get creative. Tensioner pulleys have a bearing and an outer structure or shell, which is sometimes proprietary. However, if you look at the existing bearing in your tensioner pulley, there is a part number on the bearing and that bearing can be sourced. So that part of the process is do-able. Next, the Motor City has an abundance of qualified machine shops that do small jobs like fabricating a pulley and most independent shops know who they are. The fabricated part needs to have a bearing of sufficient quality to function properly and the material used must be stronger than the original metal when possible.

The last pulley that I had fabricated was solid steel rather than a stamping and the bearing used was the same part number. It took about three days to locate the components and have it made. When all was said and done, it was

about the same cost as buying the part from Porsche, just a lot more aggravating. So when the part can be bought you buy it and when it can't, you build it. The Motor City is full of creative people and resources are not hard to find. MC

Q—My 1993 RS America has had an intermitting starting and occasional stalling problem for years and I am about at my wits end with it. I have had components tested, replaced a few and, for a while, it seems better but every once and a while, it just will not fire up. I have replaced the DME relay, had the grounds checked and replaced one of the speed/reference sensors and whenever things are tested, everything works!. Got any ideas?—Robin

A—I have seen solder joints fail in the DME computer which have driven me crazy and although I do not recommend that you try this at home, suggest to your favorite Porsche technician that he take the computer out of the car, remove the guts and take a very careful look at it with a magnifying glass. If he finds spots on the circuit board that look questionable, a competent electronics specialist can re-solder these and that may do the trick. Let me know if it works.—MC

Got a question about your Porsche? E-mail it to service@munks.com with "Question for Master Cylinder" in the subject line.

* The advice in this column is Chris's alone. There may be other solutions. Motor-Stadt Region or PCA do not endorse any particular solution to vehicle problems.

Why I Bought My First Porsche



Maybe this was YOU at some point in the past picking up your new (to you) Porsche. There must be some interesting stories out there, yet I haven't heard from anyone in a long time. You will never have more time to write something. Do it now! Ed



Member Message Board

Need something for your car(s) or have something to sell of interest to PCA members? Used cars, body parts, interior parts, engine & drive train parts, tires, wheels, oil, posters, old copies of *Panorama*, model cars, etc. If you are a Motor-Stadt member post your ad here for free (no business ads or solicitations, please).



This is the page where the board meeting minutes for the current month are posted. There was no board meeting in April due to the Governor's COVID-19 stay at home order. Therefore, the board has been doing business electronically. On March 26 Don Dickmann made a motion via email that the board approve a donation of \$500 to the Lansing Food Bank. The motion was seconded by Steve Lee and carried by email vote. Below is the letter sent by Treasurer Mark Haas accompanying the check for \$500.

Mark P. Haas
1014 Southlawn Avenue
East Lansing, Michigan 48823
April 2, 2020

Greater Lansing Food Bank
P.O. Box 16224
Lansing, Michigan 48901

Dear Sir oar Madam,

In these trying times of disease pandemic and growing unemployment, we are all acutely aware of the needs of those less fortunate than ourselves. We have all seen the predictions that more hardships lay ahead of us; and the worst is yet to come.

Given these dire circumstances, our small club would like to do our part to help as we can by giving back to the community. Please accept our check for \$500.00 as a token of our appreciation and gratefulness for all you do.

Stay healthy and well.

Sincerely,

Mark P. Haas, Treasurer
Motor-Stadt Region
Porsche Club of America



From the Editor

How do we exercise our Porsches during this period of social distancing and stay at home? Do our cars have to remain parked in their garage? That's a good question. Trips to the grocery store, pharmacy, hospital, restaurants to pick up takeout, etc. all are permitted under the governor's latest executive order and will get the oil warmed up. What about a drive in the country? This seems to me a perfect way to practice social distancing while experiencing the pleasure of driving, enjoying the Michigan spring, and getting out of the house for a while. There certainly seem to be a lot of cars on the road and they cannot all be engaging in essential activities or permitted services. According to the Michigan State Police, while driving is discouraged it is NOT prohibited.

A key part of Governor Wittmer's Executive Order 20-42 that applies to driving and automobiles is this:

"Persons may engage in expressive activities (e.g, outdoor activities) protected by the First Amendment of the U.S. Constitution within the State of Michigan, but must adhere to social distancing measures recommended by the Centers for Disease Control and Prevention, including remaining at least six feet from people from outside the person's household."

(https://www.michigan.gov/coronavirus/0,9753,7-406-98178_98455-525278--,00.html)

Could a drive in the country be considered an outdoor activity? Maybe. According to *Car and Driver* magazine "If you're tossing the family in the car to take a loop around town and then head home without any stops, that's not much different from being at home with them." So if you have a yen to get out and drive, **make your own decision** (i.e., this is NOT to be construed as a recommendation by me or Motor-Stadt Region!), but please drive by yourself or with members of your immediate household only. If you must stop, practice social distancing and maybe don a mask. And wear gloves at the gas pump!

Don Dickmann

