



Motor-Stadt



madness



August 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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Editor—Don Dickmann

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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 new web site (<https://mst.pca.org>) is now live. Check it out!

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

Not available




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Steve Lee—Secretary,
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Don Dickmann—At Large, *Madness*
Editor

Jon Hotchkiss—At Large

James Yen—At Large

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





Did you know PCA has its own racing series?

PCA Club Racing has provided fantastic Porsche-only wheel to wheel racing since 1992 at tracks big and small across North America.

Club Racing is a place for Porsche enthusiasts to race their Porsches in a friendly, competitive environment. Club Racing has a class for just about every sports car Porsche has made, everything from a converted 944 to a new Porsche Motorsport GT3 Cup is welcome. With Club Racing, you can race your Porsche on some of the most historic tracks in North America like Lime Rock, Watkins Glen, Road Atlanta, and Canadian Tire Motorsports Park.

If you are a PCA member and have a Porsche race car, come race with us. For information on how to get started, head over to <https://pcaclubracing.org/licensing>

FOR MORE INFORMATION: <https://pcaclubracing.org>

SOCIAL MEDIA: @pcaclubracing on Facebook and Instagram



PORSCHE CLUB OF AMERICA



PCA Sim Racing provides fun and competitive online racing against members from all 14 Zones!

Join PCA members from all 14 Zones.

Ready to join us in PCA Sim Racing? The group is founded on the principles of gentlemen driver racing found in PCA Club Racing. If you are a beginner racing online this is a great place to start as we openly coach and mentor new drivers through our highly successful eDE Driver Education program. Races are broadcasted live on YouTube with professional announcers.

JOIN US! <https://register-simracing.pca.org>

FOR MORE INFORMATION: <https://pcasimracing.com>



PORSCHE CLUB OF AMERICA



Membership News

Motor-Stadt membership as of July 2020:

Primary	133
Affiliate	68
Life	0
Total	201
PCA Juniors	10

PCA national membership as of July 2020:

Primary	86,753
Affiliate	47,729
Life	17
Total	134,499

The largest single marque car club!

New PCA/Motor-Stadt Members & Their Cars

Greg Papendick, Corunna, 1999 911 Carrera Cabriolet

Peter Sykes, Midland, 2017 911 GTS Cabriolet

John Zipp, Lansing, 2003 Boxster

Welcome to the Club!



Around the Zone

By Lori Schutz

Hi Zone 4 Friends and Family,

As one region president stated, this year has been a lot of idea, plan, organize, cancel, repeat !! As we all strive to stay safe and protect each other from the COVID-19 Pandemic, we try to be creative to stay engaged with each other with our Porsches. Maybe some ideas to keep us having fun?



Photo 1 Lori's 911 - ready for the next tour or Show and Shine!

Tours – we all love to drive our Porsches. How about go exploring and find new roads? Then we can plan a tour or gimmick rally next year along that route? Keep good notes of roads, interesting landmarks and good stopping points. And then a good wash and detail when done. We all pamper our Porsches, right?

SIM Racing –Visit www.PCAsimRacing.org for latest. Soon the National team will be launching a zone and region program. Details coming soon.

One activity that is still able to happen are the Driving Education events for solo and advanced drivers. And where restrictions allow, some in-car instruction scheduled for October. These events still require volunteers, so please try to pitch in when and where it is safe.

And then there is always more time to share with kids and pets – my kitten Danica is very helpful with landscape projects. Let's stay connected as best we can while staying safe. I look forward to seeing everyone as soon as possible.



Photo 2 My kitten Danica always likes to be included, even when watching racing on TV or help in the yard.

Lori –

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

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 regular
meetings



NEXT MEETING SEPTEMBER 8...MAYBE



Motor-Stadt 2020 Event Calendar

- **Autocross Practice II** will be held on Saturday August 15 (rain date August 22) at Corrigan Oil Speedway in Mason. Masks are required.
- **Western Michigan Region IROC** Autocross, Saturday August 22, Kentwood Community Church (<https://www.facebook.com/events/3385807614816879/>)
- No other events currently are on our schedule.

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

Autocross I, 2020



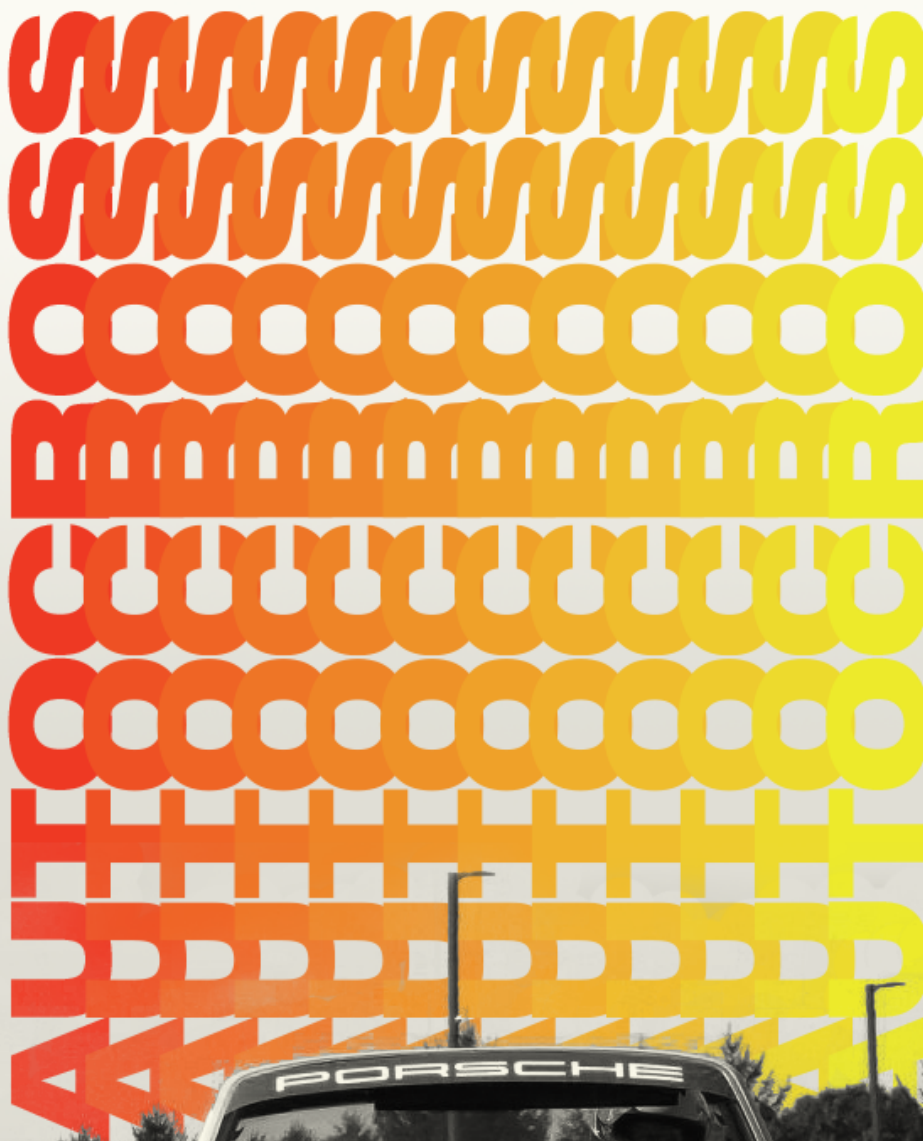
After three cancellations due to the coronavirus and predicted thunderstorms, Motor-Stadt successfully held its first autocross on Saturday, July 25. The venue, as usual, was Corrigan Oil Speedway in Mason. Masks were noticeably in evidence and participants tried to maintain appropriate distancing. President Ken Jones also provided a large container of hand sanitizer, along with a cooler of bottled water. The weather was nearly perfect—partly sunny skies and temperatures in the '80s. The track was dry and needed just a bit of sweeping in preparation for the event.

Turnout was good at 16 cars, meaning that revenues exceeded the \$450 cost of renting the track for the day. The turnout was especially gratifying considering the pandemic we are living through. Porsches outnumbered all other makes—five 911s and one Cayman. Matt MacFadden brought his hotrod 996 911 powered by a Chevy V8 engine, which certainly was the loudest car on the track. Other makes included two Mini Coopers, two Ford Focus STs, a BMW M3 (ran by Conan Dombrowski, who also ran his 997 911), a Chevy Cobalt, a Corvette C6, a Boss Mustang, a Mazda Miata, and a Pontiac Firebird. After self-inspection was completed, cars began running in two heats at 10:30, and after an hour for lunch, runs ended at about 3:00. All cars had at least eight timed runs. Times on the 0.4 mile course varied from over 50 seconds to 38 seconds plus.

Thanks to board members Ken Jones, Terrill Whitney, James Yen, and Don Dickmann for showing up and carrying the load of running the event. Thanks also to other PCA and non-PCA participants for help with setting up the course and timing equipment, shagging tipped cones, manning the timing station, and helping with cleanup. All in all, another enjoyable and challenging autocross. Look for the next one on August 15, same time, same place!





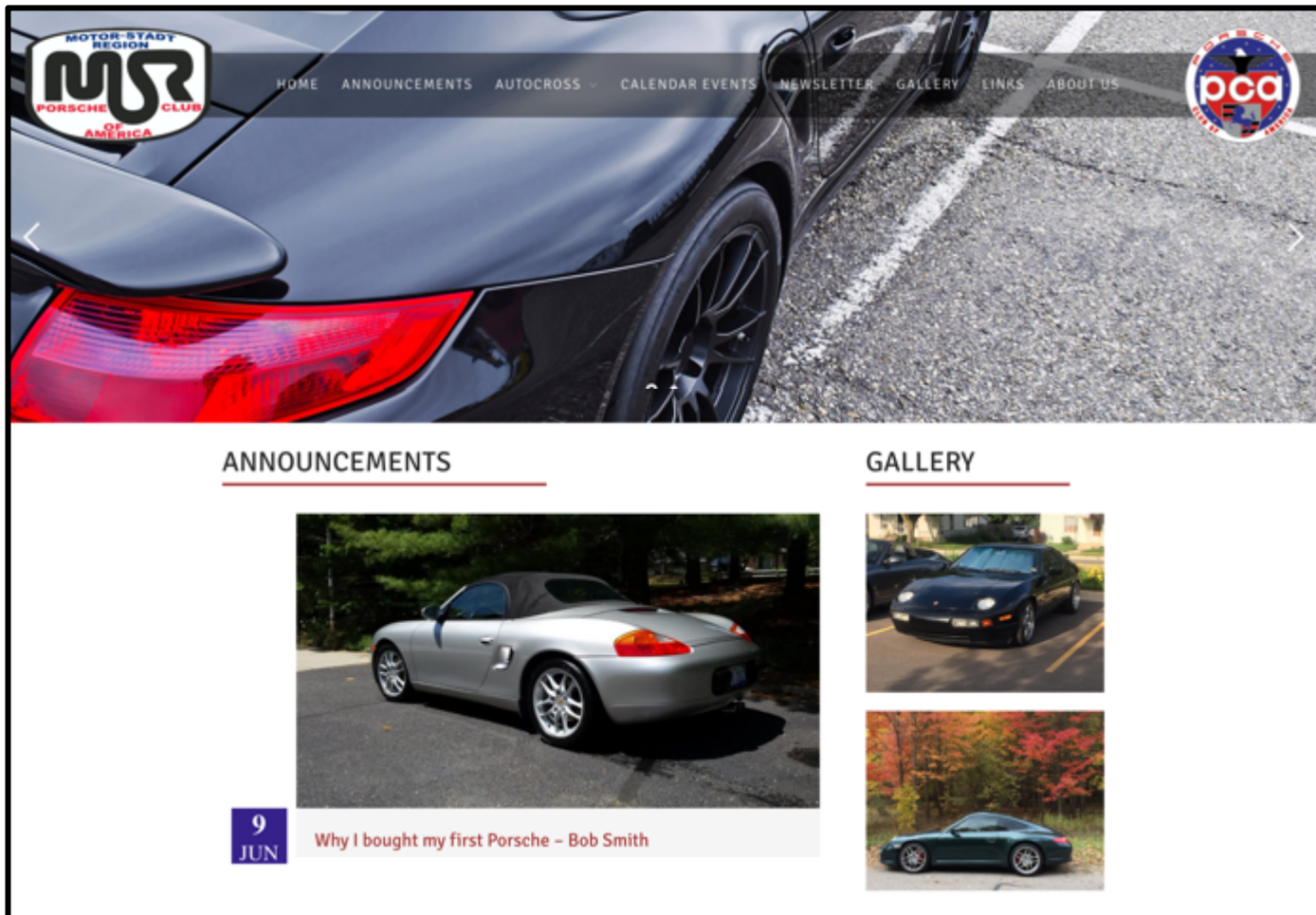


**Motor-Stadt
Autocross
Practice II**
Saturday
August 15,
Corrigan Oil
Speedway

**Western
Michigan IROC**
Saturday
August 22,
Kentwood
Community
Church



The new Motor-Stadt website is alive!



Check it out—<https://mst.pca.org>

The board will attempt to keep this new site up to date!

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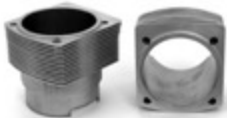
Fri. 8 am - 6 pm

Sat. 9 am - 5 pm



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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.*

Question - *My 928 S-4 is really frustrating me lately. I love it, but I am starting to hate it, too. When I got the car out of storage from the winter, I noticed unpleasant changes from the way it had driven last fall. It idled a little roughly and it slammed into each gear on the up shift (it's an automatic). Changing the transmission fluid made no difference.*

Even worse, after I have driven the car for 10 to 15 miles on the freeway and parked it, if I try to drive it after sitting for 30 to 60 minutes, it will start, run fine for about 50 to 100 feet but then die! It will start right back up, idle barely and take no throttle until it goes through a succession stalls, restarts and idle fluctuations. The first time it happened I thought I was going to get creamed by oncoming traffic. So now I don't like the way it drives and it scares me as well. Help me please, before I sell it. I can't drive it anymore. -Daniel

Answer - I once had similarly frightening experiences in one of my project cars. When you can't rely on your car to keep you safe, you can't enjoy it. That quirky cutting out problem might be tough to find, so let's tackle the shifting first. A common problem that can cause poor shift quality is low or contaminated transmission fluid, so changing it was

excellent preventative maintenance. However, that did not cure it, so you need to dig deeper into what controls shifting.

Your automatic transmission has a component known as the vacuum modulator. It gives the transmission feedback from the engine to determine the speed and intensity of the shift. The greater the vacuum signal (low throttle pressure) the smoother it will shift, the less vacuum signal (as in wide open throttle) the harder it will shift. Modern cars' shifting is controlled via computers, but your 928 was designed in the 70's.

The modulator can fail by leaking or by getting stuck. If it leaks, it can feed automatic transmission fluid into the intake and your car will smoke. You are not getting any smoke, so it may be seized or have lost the signal from the engine.

To determine if you have a problem with the modulator get under the car, remove the hose, have your assistant press on the brakes and start the engine to see if you can measure vacuum at the modulator hose. If you can, you probably need a new modulator. If you do not detect vacuum, shut the motor off, get back under the hood of the car and check under the intake manifold where there is a vacuum

port which you cannot easily see. You will need a mirror and a strong light, two tools that you already have in your arsenal if you work on your own 928. If you find that hose has come off the nipple where it connects to the engine, you have found the culprit.

When you have a vacuum leak at that location, you will get rough idle, that slamming sensation in gears and your fuel pressure regulator will be inoperative in the “full load enrichment” mode. If you are really lucky this could have something to do with that hot running issue as well.

For the cutting out, rough idle and stalling when hot, my first suspicion is a phenomenon known as “vapor lock.” This is very common in carbureted cars but rare in fuel injected cars. Fuel pressure is maintained in the injection system through a series of check valves. In addition, fuel pressure regulators frequently fail and, rarely, an injector may fail. Check valves fail intermittently and this can drive you crazy while you are trying to diagnose them. Most fuel injected cars have numerous check valves. I once had a car that would act just like yours every 20th start or so. On a hunch I changed the check valve; they are cheap and easy to change. Still, the car failed occasionally. It was so bad that I added a micro switch to energize the cold start valve when it happened in order to start the doggone thing! As crazy as it sounds, it got worse and I discovered that the NEW

check valve was defective. After replacement, the car started perfectly for the next five years.

The way we finally caught the symptom in the act was by temporarily installing a fuel pressure gauge on the fuel lines with the gauge taped to the outside of the windshield where I could view it in failure mode. Since then, I install fuel pressure gauges early in the process and I don’t remove them until I have had ten solid test starts in a row with no failures.

So this might take a while. And since you do not want a car you can’t rely on, be prepared for a series of long test drives and test starts. I will dig deeper into this for you and by the next issue; I hope to have the answer. –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. You will never have more time to write something than right now. Do it! Ed



Member Message Board



Applying a clear bra to Charlie Hagen's new (to him) 2019 911 Targa

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).

Or send a photo or something else that would be of interest to Motor-Stadt members.



PCA Motor-Stadt Region Board Minutes Aug 11, 2020

6:30 PM - Spagnolo's Restaurant
(Regular Meeting - Second Tuesday of the Month)

Present:

President: Ken Jones
Vice President: Terrill Whitney
Secretary: Steve Lee
Treasurer: Mark Haas (Remote)

Board Member: Don Dickmann
Board Member: James Yen
Board Member: John Hotchkiss

Member:
Member:
Guest:

Proposed agenda for the Aug 11th meeting was approved unanimously. (Moved D. Dickmann / Seconded M. Haas)

Meeting Minutes of July 14th, 2020 were approved online.

Membership – Ken reported that the current membership is 133 primary, 68 affiliate and 10 junior members.

Treasurer's Report – Mark provided the report online prior to the meeting. No checks were written in July. The report was reviewed and approved unanimously (Moved S. Lee / Seconded J. Yen)

Advertising and Insurance – No new advertising to report. Insurance was canceled for the Porsches on the Mac event. A waiver has been received for the Autocross scheduled for Aug 15th.

Publications – The Aug newsletter is ready for publication pending the digital approval of these board meeting notes and the latest issue of the president's letter.

Committee Reports / Activities:

- **Autocross** – The Aug 15 (rain date Aug 22) event is a go weather permitting.
- Have an idea for an event? The club needs an event chair. Contact Motorstadt.pca@gmail.com for information.

Old Business:

- Porsches on the Mac was canceled but some members still made the journey to the UP and had a great time social distancing with other Porsche owners

New Business:

- The dealership is still considering a fall drive. It was suggested that they consider the Gilmore Car Museum as a destination. The Gilmore is dealing with Covid-19 in a very professional way and still providing a great experience for their guests.
- Meeting adjourned at 7:00 (Moved S. Lee / Seconded D. Dickmann)

Submitted by S. Lee, Secretary



From the Editor

After reading many years worth of “Tech Notes” and “Tech Q&A” columns in *Panorama*, *Excellence* and other automotive magazines, I find that questions regarding oil change intervals crop up regularly. My guess this is for two main reasons: 1) the discrepancy between what Porsche owner’s manuals recommend and what tech experts say, and 2) the reluctance of owners to dump oil that has only a few thousand miles on it, even though it might have been in the crankcase/oil tank for a few years.

Although an obvious question for gearheads and engineers, why change oil in the first place? Multi-grade synthetic oils, especially, will hold up for many years and tens of thousands of miles. But that is not the issue. Over time engine oil becomes contaminated with fuel, carbon, metallic wear debris, and the major culprit—water. These contaminants render the oil less effective in doing its job: lubricating the engine and dispersing heat. Contaminants can especially buildup if a car is not driven hard or at normal operating temperature, which evaporates off fuel and water contaminants. The solution is to drive your car regularly on trips of at least a half hour or more and put your foot down! Driving hard will not harm a Porsche.

The Maintenance Schedule for my 993 911 recommends oil changes every 15,000 miles, with no recommended time limit. I drive that car no more than 2,500 miles a year. Thus, it would take at least six years to reach the recommended oil change interval—way, way too long. I drive the 993 regularly (except during winter), hard, and have been changing oil at one-, or at the most, two-year intervals. Maybe I sometimes push it a bit too long, but I’m still way short of 15,000 miles!

Porsche has tightened up it’s recommended oil change intervals with the latest water-cooled cars. My 997 911S Maintenance Schedule specifies 10,000 miles and no longer than 12 months. This is a more reasonable interval and one that I abide by, although I don’t put on close to 10,000 miles in a year.

Most independent tech experts are more stringent in their recommendations for oil change intervals than Porsche AG. Typically they recommend something like every 5,000 miles and no longer than a year between oil changes. I don’t know why the company is more liberal in their oil change recommendations, but they must know something that we don’t. Nonetheless, when in doubt, I’d go with the more conservative recommendations of the tech experts. Oil changes are cheap compared to an engine overhaul!