



# Motor-Stadt



# madness

## May 2020

### Volume 49, No. 5

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

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PORSCHE



## SPRING IS HERE at Porsche Okemos

When the weather is warm and the sun is shining nothing sounds better than hitting the open road in your Porsche. At Porsche Okemos, we are here and ready to serve you in any way that we can to make sure that happens. Visit us online or give us a call, we are ready.

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## 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](mailto:motorstadt.pca@gmail.com)

### Advertising Policy & Rates

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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](mailto: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](http://www.pca.org)



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

Check out our Facebook page:

[www.facebook.com/groups/2133402886881201/](https://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](mailto:motorstadt.pca@gmail.com)) or post them on our Facebook page.

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Looking for PCA/Motor-Stadt apparel? Visit [www.sportsstop.net/motor-stadt-region-porsche-club/](http://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 rough couple of months this year. March started out like a lion with the raging Covid-19 virus, putting many events in Michigan in jeopardy. Many events and venues wound up being canceled or postponed due to stay-at-home orders and social distancing. April was a carbon copy of March with more executive orders extending the stay-at-home orders and social distancing until May 15th. May 1st rolls around, very little change in the Covid-19 issue in Michigan and a new set of executive orders extending the stay-at-home and social distancing date to May 28th.

Due to the Covid-19 issue, Motor-Stat has canceled the May autocross events for this year to be in compliance with the state Covid-19 orders for social distancing and group size to help combat the virus in Michigan. We are also looking at upcoming events if the current orders extend past their current May 28th 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 in regards to national events.

Stay safe, stay healthy!

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

Ken Jones  
Motor-Stat President





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## 2020 Motor-Stadt Officers & Board of Directors

Ken Jones—President

Terrill Whitney—Vice-president

Steve Lee—Secretary,  
Advertising & Insurance

Treasurer—Mark Haas

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](mailto: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

### Don Dickmann, board at large



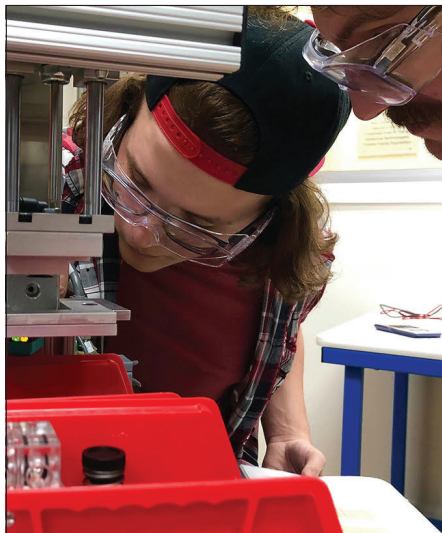
Don joined the Motor-Stadt board in 2011, during the period when the monthly board meetings were at Hobie's Restaurant in East Lansing. He has served as Secretary, Vice-President, and, during 2016-17, President. In 2018 he took over as editor of *Motor-Stadt Madness*. He also organized the successful 2018 Porsche on the Mac event in St. Ignace. A reprise of this event is scheduled to occur this year, but its future is uncertain due to COVID-19.

In 2010 he purchased a one-owner, Polar Silver 1995 993 Carrera Cabriolet off the used car lot at Williams AutoWorld, his first Porsche. He and his wife Kathleen drove that car to the 2013 Porsche Parade in Traverse City. In 2014 while perusing the internet he located an Arctic Silver 2002 911 Turbo being offered at a Grand Rapids auto gallery. He was hooked and bought it. That was one hell of a car. It took him and Kathleen in 2015 to the Porsche Parade in French Lick, Indiana and along the length of the Blue Ridge Parkway. But because it was a 6-speed manual and Kathleen was reluctant to drive it, he regretfully sold it in 2016 and bought a 2009 Racing Green 911 S with a PDK transmission. He still owns that car and the 993.

Don was on the faculty of the Department of Forestry at Michigan State University for over 40 years. He came out of retirement to be acting chair of the department during 2010-11. He retired for good in 2011. He and Kathleen live in Haslett.







## PCA members make a difference in their community!

Porsche Club of America Regions create fantastic opportunities to give back and support many different aspects of their communities.

Every year across Porsche Club of America, members are making a difference with many amazing, heartwarming, and thoughtful acts of kindness. PCA is continually collecting stories of member's community contributions, and publishing articles for all to read in an effort to highlight what our club is doing and inspire other regions to help in their own way.

READ ALL OF THE HEART-WARMING MEMBER STORIES: <https://www.pca.org/members-making-difference>  
OR SUBMIT YOUR REGION'S CONTRIBUTION: <https://www.pca.org/contact-members-making-difference>



# PORSCHE CLUB OF AMERICA



## Membership News

### Motor-Stadt membership as of April 2020:

Primary	121
Affiliate	67
Life	0
<b>Total</b>	<b>188</b>
PCA Juniors	10

### PCA national membership as of April 2020:

Primary	86,314
Affiliate	47,555
Life	17
<b>Total</b>	<b>133,886</b>

*The largest single marque car club!*

### New PCA/Motor-Stadt Members & Their Cars

**Tim Fraticelli**

Grand Ledge, 2014 Cayman S

**Welcome to the Club!**



## Around the Zone

By Lori Schutz

Hi Zone 4 Friends and Family,

Despite most of our club regional events are cancelled or postponed, our members have been busy collaborating and connecting for the good of our communities. Honorable



mention in the PCA eBrake News on Tuesday, April 29<sup>th</sup>, in the Members Making a Difference column to Central Indiana and Allegheny Regions. Check out their stories at this link to the

pca.org website, or check your email for the full edition.

### [More PCA Regions and members support their community during covid-19 pandemic](#)

Several of our members are participating in the SIM Racing program on the national level. There is the national series, and also the California Festival of Speed event in late April. All of the region Facebook pages and groups are

active with posts including recipe's, games with your kids, casual drives along country roads and other safe social distancing activities. Until we can be together again, at least we can stay connected.

Mid Ohio Region began the Thirsty Thursday tradition with an on-line zoom experience. And several regions are holding their monthly meetings online – which is fantastic during this time.

For the year starting after Memorial Day and beyond, my brothers and I are asking “Is it May Yet”, since we so look forward to the events leading up to the Indy 500, and the big race itself. Somehow “Is it August Yet” doesn’t have the same ring to it! We are all missing racing and other sporting events.

Stay safe my friends, and we’ll be together soon!

Til then,

Lori - Your Proud Zone 4 Representative - [zone4rep@national.pca.org](mailto:zone4rep@national.pca.org)





# CONCOURS d'ELEGANCE OF AMERICA

24 JULY 26

HONORING: Collector of the Year - The Honorable, Joseph Cassini, III  
Enthusiast of the Year - Moray Callum



## 2020 ConcoursUSA it's GO time!

Onsite Club Parking  
at the Inn at St. John's

Sunday, July 26, 2020

7:30 a.m. - 5:00 p.m.



\$25.00/person - general admission\* \$10.00/car club pass\*\*

A ticket is required for each person attending.

Purchase your 2020 General Admission Tickets and Car Club Parking Pass at:

**ConcoursUSA.org**

PORSCHE CAR CLUB MEMBERS USE CODE: 2020PRSCH

Car Club Parking tickets must be ordered before July 1, 2020.

\*\*You must purchase 1 Car Club Parking pass to receive \$25.00 admission price.

Your Car Club pass will be mailed to you.

You must have your car club pass to park in the designated area.

Parking passes will be mailed to you via USPS.

### WEEKEND OF EVENTS:

Motoring Tour, Battle of the Brands, Art Invitational, 2020 Kick off Dinner - Cars Under the Stars,  
Cars and Coffee, Ford Bronco Design Seminar and Lunch, British Invasion II

CONCOURS d'ELEGANCE OF AMERICA - AT THE INN AT ST. JOHN'S - 44045 FIVE MILE ROAD - PLYMOUTH, MICHIGAN 48170  
ConcoursUSA.org - 248.643.8645

FOLLOW US:



## *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 regular  
meetings



**NEXT MEETING JUNE 9...MAYBE**





## Motor-Stadt 2020 Event Calendar

- **Autocross Practice I** to be held on Saturday May 16 at Corrigan Oil Speedway in Mason has been **cancelled** due to the COVID-19 stay-at-home order. The rain date of May 23 also has been **cancelled**.
- **IROC Autocross**, one of three inter-regional events, is to be held this year at Corrigan Oil Speedway on June 27 (rain date July 25). This event **may** also be cancelled, but stay tuned.
- **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>. As of the date of this newsletter the event is still on the books. But that may change. In the event of a cancellation, registration and service fees will be refunded.
- **Autocross Practice II** will be held on Saturday August 15 (rain date August 22) at Corrigan Oil Speedway in Mason.

The monthly member's meeting at Spagnuolos the second Tuesday of the month have been **suspended** for the immediate future. When the COVID-19 stay-at-home order has 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.



**Cancelled** →

~~Autocross  
Practice I~~

~~May 16 (rain  
date May 23)~~

**IROC**

**Autocross**

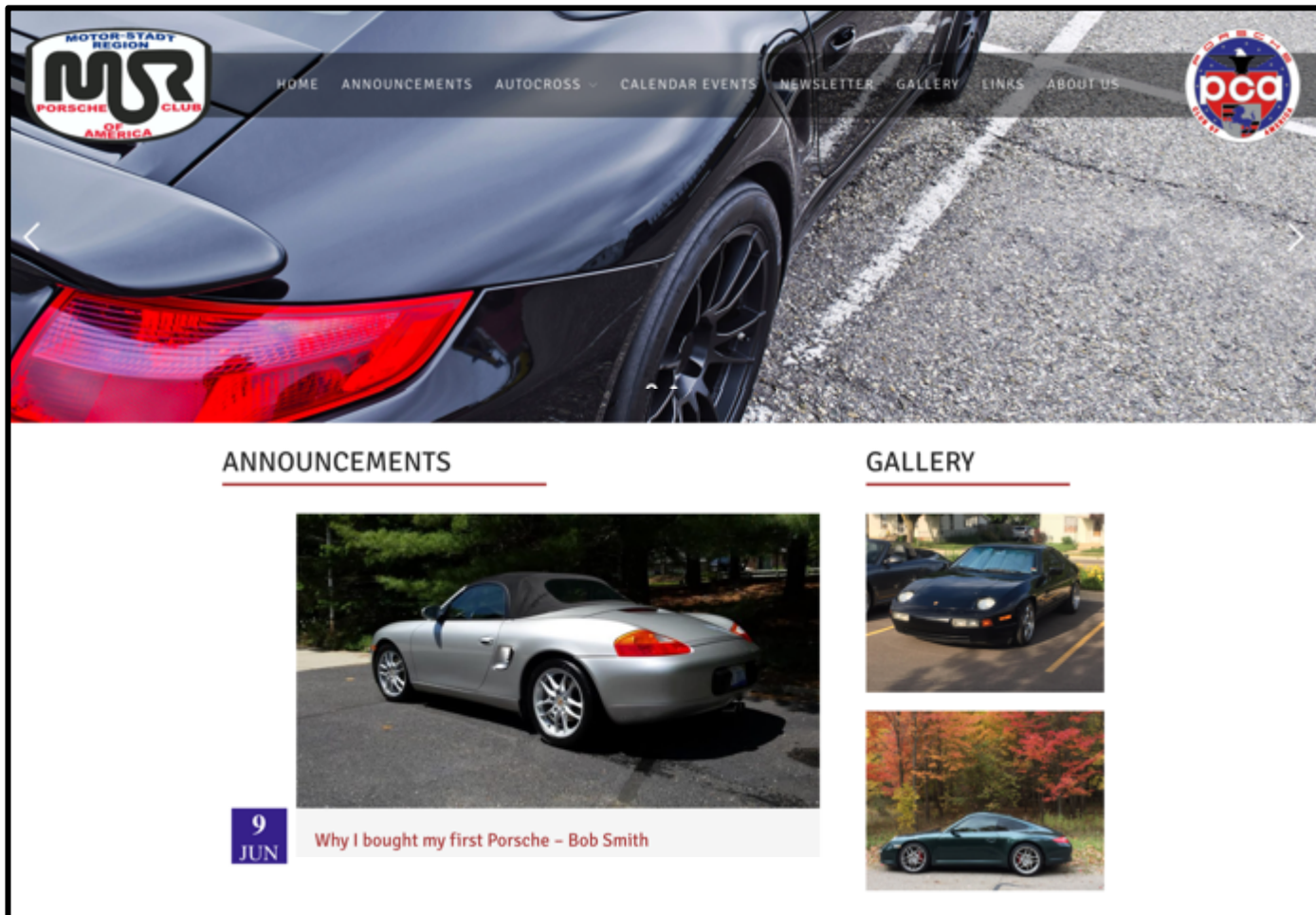
June 27 (rain  
date July 25 )

**Autocross  
Practice II**

Aug. 15 (rain  
date Aug. 22)



## 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!



## Why I Bought My First Porsche

James Topper

It was a 1971 911T Targa with a real glass rear window, in white (I'm not sure if it was "Alpine" or "Polar" or "Grand Prix" or whatever they called white in 1971). It was so long ago that I have forgotten the name of the salesman who sold it to me, or even if the dealership was still owned by Phil Gordon or if it had been purchased by Wayne Williams by then. It was also so long ago that I doubt that I still have any pictures of the car; if I do, they would be on film, not digital, so words will have to suffice. It was also a mistake!

Let me explain. During my formative years, which is to say high school and college, I was a motorhead like most other males of that era. I built model cars, almost all of them "Detroit Iron" because it was the 1960's and it was all that I knew. My first car was a 1954 Studebaker wagon which was painted British Racing Green. It was slow but reliable. My next one was a beautiful 1958 Chevy "Bel Aire" (or was it "Biscayne"?), in Hawaiian Bronze with a white and gold interior. The original six-cylinder engine with a "Powerglide" 2-speed automatic transmission was soon replaced by a 348cu.-in. V8 cop motor, which unfortunately also included a cop Powerglide.

While studying mechanical engineering at MSU in the late 1960's, I worked as a "gofer" at the local Dodge dealership during the summer breaks. Being an employee, I was able to buy my first new car, a 1966 Dodge Dart GT, at a discount. It had the hot 235hp 273cu.-in. V8 engine and a 4-speed transmission. Like the Chevy before it, it went like stink but it didn't stop or steer. One of my high school friend's many brothers had an MG-TC (or -TD?), and we got to cruise around in it once or twice. His parents also had an early 1960's VW Beetle, which was cool. Another high school friend had a Triumph GT-6, and then a Triumph TR-6 and later in college he had a Lotus Elan 2+2. It was hard to walk around MSU back then and not see one of Team Realm's white and blue rally cars in a parking lot somewhere; the one that I remember the most was the Lotus Cortina. My dream car at that time was fast becoming Chapman's Lotus Elan; it was light, it handled, and it went like the clappers. My brother drove various MG's including a "B" and a "Frog Eye" Sprite. Nevertheless, my interest in British sports cars waned as I experienced their unreliability and as I gradually learned about German reliability and performance by reading road tests and race results. I finally visited the local Porsche dealer to see what they were all about.

It was 1971. I had been out of college for almost two years and had had a real job, earning real money, for about a year-and-a-half, and there it was. The Targa cost a bunch more money than the T coupe and, as I found out later, if I had waited a month or so, I could have had an S coupe in silver for about the same cost. In the early 1970's, a '71 S was a fast car and it had the last of the high-revving engines. The T Targa was not nearly as fast, but it was rarer than the coupe. If I had seen the movie "Le Mans" before I bought the Targa, I probably would have changed my mind and waited for the S coupe. Whether the S would have suffered the same fate as did my T if I had purchased it instead will forever remain an unknown.

Perhaps as a tacit acknowledgement that the Targa model was not as structurally rigid as the coupe, it was offered as the "Comfort" model with 5.5 x 14 Fuchs alloy wheels instead of the

6 x 15 Fuchs wheels on the coupe, and 87-series tires instead of the 70-series tires. It also did not have anti-roll bars, which would have exaggerated the flexibility of the chassis. Even with the removable top in place you could feel the front move relative to the back, and with the top removed, it was really bad. In the three years that I owned the car, I had the top off exactly three times, so it was money wasted.

While I know of several pre-1974 cars that are still in excellent condition, I fear that mine would not have been one of them. It was my only car at that time, so I drove it year-round. I washed it frequently during the winter, but it still showed rust over the taillights after a couple of years. In its defense, it never let me down, at least not while I was driving it. Well, it did once, but it wasn't the car's fault. I had installed braided stainless-steel brake lines in place of the original rubber hoses and one of them broke, leaving me with no brakes in morning rush hour traffic. I managed to get the car off of the road and stopped by driving into a parking lot and using the parking brake and transmission. The one time that it did let me down was when it was parked in the garage. I heard a loud "Bang" from the garage early one morning. When I went to get the car so that I could drive to work, I found it sitting on three wheels; the left front was in the air, which meant that the right rear torsion bar had snapped all on its own.

Over time, I had installed Hella Model 128 fog lights and front and rear anti-roll bars. I had also maintained the car myself; oil and plug changes, adjusting valves, setting timing, and synchronizing carbs became a yearly ritual. Working around a running engine without getting one's shirt, or fingers, caught in the fan was a skill one learned early-on. I also had to change brake pads, rebuild the brake calipers, adjust wheel bearings, and replace the speedometer cable. We all did this, because we could; it was part of the fun of owning these cars. I drove it to Watkins Glen, Mosport, Mid-Ohio, MIS, and Road America to watch Can-Am, Trans-Am, and Formula 1 races, and I drove it to Le Circuit Mont Tremblant in 1973 to attend drivers school. In three years, I think I put between 50,000 and 60,000 miles on it, but I never drove it in any form of competitive event. My ownership of the car ended abruptly in an event that never would have happened if I had been paying attention. I had the car repaired, but for some reason, the magic was now gone.

In early 1974 I traded it in on a new 1974 911S coupe in silver. Some things come full circle, I guess. I located the car at Carrousel Porsche-Audi in Minnesota following an extensive telephone search of every dealer in the Owner's Manual. It had everything that I wanted and nothing that I didn't want. I gave the information to Marty Herstein, the salesman at Williams, who then flew to Minneapolis and drove the car back to Lansing. By the time that I took possession of it, it was thoroughly broken-in. I still have it today; it has 150,000 miles on it, including many competitive miles. It's currently undergoing "restoration" of some sort. A lot of what I've learned from the 1971 is still applicable to this car. It's the hot rod that I never got to build as a kid.

In closing, let me reiterate; it was a mistake because I ignorantly bought a model with which I would ultimately not be satisfied, and that was my fault. I also used it in conditions for which it was not ideally suited. I know that in Europe they are used in winter everywhere, but large quantities of road salt are used in the U.S. during winter and the bodies of the pre-1974 cars couldn't withstand it for very long. Again, it was my fault.

# We're here for you when you need us in these unprecedented times



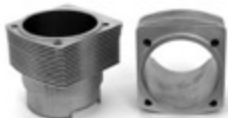
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## Ask the MASTER CYLINDER

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 - I own a 91 Carrera 4 and I love the car, the color, the interior, the sound...the whole package. I would love it a lot more if I could drive it in the summer but I can't because it leaks oil and the AC has never worked well for me.*

I heard that the AC systems in these cars are really inadequate and that R-12 coolant is very hard to find. I have never really had it checked out. Last year was really a scorcher and we drove it only 300 miles. Two years ago, I had a major service: spark plugs, valve adjustment and had some oil leaks fixed but last year, the oil leaks were back. I took it back to my guy and he tells me that the engine needs to be removed to replace the camshaft seal, something he did not work on before. So I am thinking that since I don't drive it, I might want to sell it. A family member expressed interest and I would want to get it fixed up before I sell it. I am looking for a second opinion. What do you recommend? Pete

A – First of all, I feel your pain! When the AC doesn't work, it is hard to get your honey to ride in the car! Oil leaks are another very annoying bad habit that some old Porsches have. I hate that stuff however, it's job security. We will start peeling the layers of this onion and as with an onion, there may be tears. Hopefully you will not be crying a river.

Starting with the oil leaks first, the only external "cam seal" on your motor is called the power steering pump drive output shaft seal. They rarely leak but since the area is all wet, it is a possibility. The power steering pump sits right above that area so it must be considered a potential source as well. Since the motor can shift around on its mounts, the lines that attach to the pump can loosen up or shrink. This IS a

common source of leaks in that area. But diagnosis is where you begin.

I would remove all the external shrouds that conceal the valve covers, etc. Then, wash the engine with a cleaning solvent such as "Gunk Engine Brite". This is almost always necessary, because oil leaks on 911's usually go on for quite some time before they ever make their way to the ground; as they ooze slowly, the oil mixes with dirt and creates a wide-spread film of dirty, oily paste. This residue obscures the original source of the leak, a sort of "trees for the forest" camouflage.

After scrubbing and brushing the oily residue off the engine, add leak detection dye. After warming the engine up, the suspect areas can be viewed with ultraviolet light and the easy leaks can be spotted. Then the car needs a good long test drive up to full operating temperature to locate the smaller hard to find leaks. Bear in mind that there are so many areas that can leak, and so few that are easy to actually view with the naked eye, that leak detection can involve multiple rounds of detection and repair. It can be incredibly difficult to be sure you've found them all. Don't get discouraged! Every little bit helps.

I would be surprised if the areas that were resealed 300 miles ago are leaking but it has happened before. On the 964 and 993 engines, every one I have seen eventually leaks from the valve covers, the timing chain boxes, or covers. The youngest one was only 10 years old with 17,000 miles. The material was changed during the design of the 3.4 & 3.6 engines; where aluminum and gaskets were used on the older 3.2 liter engines, now magnesium and O-rings are the new standard. To keep the magnesium from corroding, the parts were powder coated. This is a definite improvement, but moisture

works its way into the cracks between components. This process lifts the powder coating and causes the underlying magnesium to corrode extensively. The O-rings harden, oil begins to seep, it ends up on the exhaust system and then your sweetie says, "What's that burning odor?" Annoying, isn't it?

When restoring these surfaces there are three things that I recommend. First, the channels where the O-rings sit need to be media blasted (and for good measure I usually prep the more visible exterior as well). Then, a couple coats of good quality paint are applied, taking care to block off any oil passages or threaded holes to avoid clogging them with paint. Finally, during installation, a light layer of RTV oil resistant silicone sealant is applied to fill the space in the channels around the seals and O-rings. The sealant not only keeps the oil in, it also helps keep moisture out of the cracks. The securing studs and nuts should not normally leak or seep but they do. I seal these too.

Resealing the power steering pump drive sprocket seal is tricky. Your former mechanic is right about removing the motor. Information in my data bases agree with him. However, that is not how I would do it. If you remove the passenger's side heater box, you can remove the aluminum casting which holds the seal and O-ring for the power steering pump drive. This method will save hundreds of dollars alone. Corrosion is almost never a problem with that area since it is aluminum. When the casting removed and the area exposed, you can more easily see the power steering pump and determine what is actually leaking. While you are in there, preemptively replace the crush washers that seal the hose fittings.

On the AC issue, R-12 Freon is getting hard to find and very expensive too. Shops that service

older classics have this, but it's getting more expensive by the year. You may want to consider changing the system over to the less-expensive R-134, but that's a different forum! The place to begin is with a test of pressures and inspection for wetness around the O-ring seals where rubber hoses meet the metal components.

A hard to find slow leak that is common to these models is often found at the filter/dryer which is located in the left front wheel well...hiding behind the inner fender liner! Assuming that you have no obvious leaks, have the system charged, look again for leaks, and cross your fingers. This might take a few tries. Systems that have been dormant for years will often leak just after a fresh charge since seals and O-rings can shrink from lack of use. It is a challenge to keep an older AC system working reliably but for me, *I gotta have it!* There is nothing I like better than driving my Porsche with the top down on a hot summer day with a cool breeze in my face, stereo blasting.

Yes, you face some challenges and potentially expensive repairs. That is always tough when you just want to drive and enjoy your car. You are a fine gentleman for putting the car in top shape for your relative. But once it is cool again, not smelling, nor dripping oil, I bet that you will think twice about letting it go. Remember the joy you felt when it was fresh and new? You can have it all again. MC

*Got a question about your Porsche? E-mail it to [service@munks.com](mailto: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

**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).**





## PCA Motor-Stadt Region Board Minutes May 12, 2020

6:30 PM – remote via Zoom  
(Regular Meeting - Second Tuesday of the Month)

### Present:

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

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

Member:  
Member:  
Guest: Lori Schutz

**Proposed agenda** for the May meeting was reviewed online and approved unanimously. (Moved M. Haas / Seconded D. Dickmann)

**Meeting Minutes** of April, 2020 do not exist as no meeting was held.

**Membership** – Ken reported that the current membership total is 188 (121 primary, 67 affiliate and 10 junior members).

**Treasurer's Report** – Mark reported \$484 was received from PCA national YTD. Expenses of \$1,569 include a \$500 donation to the Lansing food bank, and the costs of the holiday dinner and monthly meetings. Details were shared via e-mail. The full report was approved unanimously (Moved S. Lee / Seconded T. Whitney)

**Advertising and Insurance** – No new advertising or insurance items to report.

**Publications** – The May 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:

- **Spring Kickoff** – Canceled due to the Stay at Home order. We will hold off on possibly rescheduling until we better understand how the state is reopening public gatherings.
- **Autocross** – The May event will be canceled but are hopeful we can hold the June 27<sup>th</sup> (July 25 rain date) and Aug 15 (rain date Aug 22) events.
- Have an idea for an event? The club needs an event chair. Contact [Motorstadt.pca@gmail.com](mailto:Motorstadt.pca@gmail.com) for information.

### Old Business:

- **Web site design** – The new website is up and running and designer paid the approved balance. Ken will get with Kyle to suggest some dates for site maintenance training.
- **Porsches on the Mac** registration remains open and we are hopeful the event will be allowed to run. Lori commented she will still include the event in her news blast. She also suggested we review any refund policies if the State does not allow the event due to Covid-19 orders.
- We agreed the membership survey should be put on hold until we achieve our new normal.

### New Business:

- We agreed to keep in communication via e-mail to cover issues as they arise.

Submitted by S. Lee, Secretary



## *From the Editor*

I find it difficult to decide what to write about this month. I'm not going to mention COVID-19; we hear enough about that in the media. And with club activities shut down and not much driving being done, what is there to say?

I did, however, receive a mailing from PCA the other day about the latest member only raffle...grand prize a 2020 all-electric Taycan 4S plus \$25 grand. That is a tempting award for any gearhead. A single prize or multiple prizes will be awarded, one for the first 8,500 entries and one for each additional 4,500 entries. Chances of winning, of course, are infinitesimal, but I find that I usually purchase a few entries anyway...you never know.

The raffles must be a big money maker for PCA. Figure it out. At \$50 a pop, 8,500 entries will gross the club \$425 thousand; another 4,500 would add \$225 thousand more. What does PCA pay for a new Taycan 4S? I assume it would be close to what a dealer pays. The base price for a 4S is \$103,800. With some options added on, let's say the car lists for \$125 thousand (options add up fast on a Porsche). According to my internet search, a dealer would pay around 90% of MSRP, or in this case \$112,500. So let's look at the ball-park math, figuring two grand prizes.

Gross raffle receipts for first grand prize: \$425,000

Price for new Taycan: -\$112,500

Additional prize money: -\$ 25,000

**Net receipts for the club: \$287,500**

Gross raffle receipts for additional grand prizes: \$225,000

Price for new Taycan: -\$112,500

Additional prize money: -\$ 25,000

**Net receipts for the club: \$ 87,500**

**Grand total net receipts for two prizes: \$375,000**

Of course, not all of this largess is profit for the club; advertising and administration of the raffle have to be subtracted. On the other hand, entry receipts that do not reach the minimum for a prize have to be added in. Am I missing anything? All in all, not a bad deal for PCA...and some lucky folks win a nice car!

Don Dickmann