



Motor-Stadt



madness

PORSCHE

October 2020
Volume 49, No. 10

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

IN THIS ISSUE:

President' letter	Page 4
Officers & Board Members	Page 6
Membership News	Page 10
Around the Zone & Zone News	Page 11
Motor-Stadt News	Pages 12-15
Ask the Master Cylinder	Pages 18-20
Board Minutes	Page 23
From the Editor	Page 24



PORSCHE



Porsche Okemos Driving Tour 2020

Velocity loves company. Let's take on the open road together and Stay Driven.

Porsche Okemos invites you to an exclusive event to experience the open road behind the wheel of a Porsche. Enjoy one of Michigan's most spectacular seasons from the cockpit of your Porsche as we invite you to take the open road with us for our fall driving tour.

This year's event will start at our brand new Porsche Okemos facility with a continental breakfast prior to departure. From Okemos, we will enjoy a 65-mile journey to Hickory Corners, Michigan home of The Gilmore Car Museum. There is nothing like fall in Michigan and there is nothing like driving a Porsche.

Let's Drive.

Join us at our Porsche "Stay Driven" Event.

Date:	Saturday, October 17, 2020
Time:	9:00 AM
Location:	Porsche Okemos 2777 Jolly Rd, Okemos, MI
Destination:	The Gilmore Car Museum, Hickory Corners, Michigan.
RSVP:	Michelle Ebarra - mebarra@serraautocampus.com

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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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

Fall is here!

The dog days of summer have faded away, the days are getting shorter, and there is a chill in the air! The sun is rising around 7:45 am and setting around 6:59 pm. There is still a lot of time to drive your Porsche in the upcoming fall weather. Just turn on your seat heaters if you have them. Nap time has not arrived for your Porsche yet!

Fall Color Tour:

Serra Auto Campus along with Motor-Stadt is currently working on a fall color tour for Oct 17, 2020. We plan to travel to the Gilmore Car Museum in Hickory Corners, Michigan. Timing is as follows: 9 am official start time with a continental breakfast, 9:30 am will feature a Taycan introduction, 10:00 am a driver's meeting, 10:30 am depart for the museum, 12:00pm arrive at the Gilmore Museum for lunch. Serra Auto Campus sent out an email on Monday of this week. I will send out an email blast on Wednesday the 14th about the tour. Please RSVP by Friday, October 16 to Michelle Ebarra at Serra Auto Campus by email (mebarra@serraautocampus.com) or phone (517-853-2600).

Stay safe, stay healthy!

As the phrase goes,

"It's not just the cars, it's the people..." This is what PCA is all about...

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

Ken Jones,

Motor-Stadt President



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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



Have you signed up for PCA Juniors?

It's not just the cars. And it's not just the grown-ups. PCA is about the kids too!

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

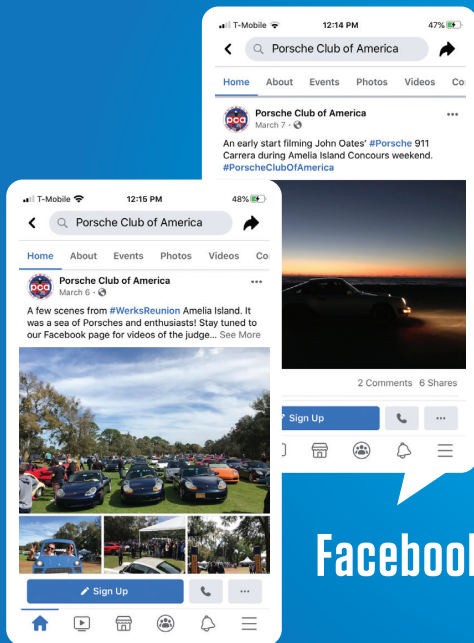
The PCA Juniors program has worked with coloring book illustrator Fireball Tim to create custom coloring sheets for you to download and enjoy.

DOWNLOAD HERE: <https://www.pca.org/pca-juniors-activities>

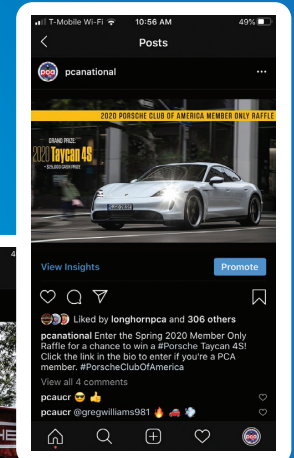
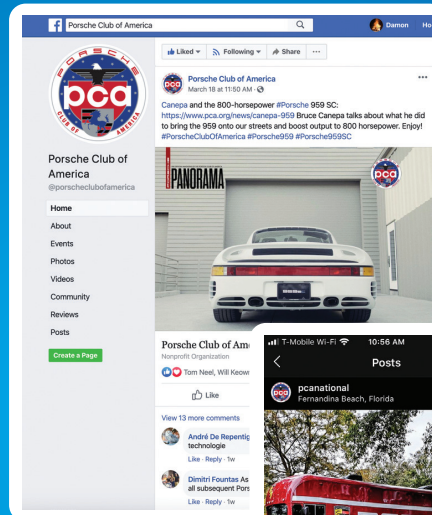


PORSCHE CLUB OF AMERICA

READ | POST | COMMENT



Facebook



Instagram

Hang out with PCA on social media

In addition to the huge regional social media presence, the club is active at the National level, too. Join us for our daily posts on Facebook, Instagram, and Twitter.

We bring you the inside scoop at PCA and Porsche events, auto shows, road tests, Porsche Panorama video and photoshoots, and more.

Help us grow our social media community and subscribe to them all!

FACEBOOK @PorscheClubOfAmerica

INSTAGRAM @PCANational

TWITTER @PCANational

HASHTAGS: #PorscheClubOfAmerica #PCATogether



PORSCHE CLUB OF AMERICA



Membership News

Motor-Stadt membership as of September 2020:

Primary	136
Affiliate	70
Life	0
Total	206
PCA Juniors	10

PCA national membership as of September 2020:

Primary	87,600
Affiliate	48,011
Life	17
Total	135,628

The largest single marque car club!

New PCA/Motor-Stadt Members & Their Cars

Daniel Farley, Lansing
2015 Cayenne S

Roger Siminski, Owosso
2017 Cayman S

Welcome to the Club!



Around the Zone

By Lori Schutz

Hi Zone 4 Friends and Family,

We are starting to get out there and safely meet up to enjoy our Porsches this summer. August saw many more driving tours, cars & coffee events, and yes, even a few driving schools. This continued into September. I was able to join the Southeast Michigan gang at Waterford Raceway for a great day of Driver Education sessions. Despite no in-car instruction due to the COVID restrictions, we had all run groups full and the novice drivers were enthusiastic about their Parade Laps with Pace-setters showing the line. They will be back in the spring when hopefully we can get in the cars with them and improve their skills. HPDE events around the zone are showing great participation, despite no in car instruction - such as Western Michigan Region at Grattan and upcoming events at Mid Ohio, Putnam Park, and Indianapolis Motor Speedway.



Finding a silver lining, there have been many humorous cartoons and other 'punny' twists on the COVID situation. As a sign of the times, when at a Porsche Dealership, I saw this sign on the floor, as a substitute for the standard 'stay 6 feet away' to separate those customers standing in a check out lane and the like.

And later that week, driving in my Boxster, I had to pull over and take this photo of the trip odometer reading. Doesn't that say it all!



Meanwhile, thinking ahead, I was able to spend a few days at French Lick Resort area with the Parade Planning Committee, for an onsite visit. Mark your calendars for the 65th Porsche Parade, July 11-17th. Zone 4 and Zone 13 are the host zones, and there is so much fun being planned for us. The concours will feature the Historic Display, this year with the theme of 'Blow the Lid off of Summer', featuring all the Porsche models with removable (or no!) tops. Let me know if you have a special Porsche for this display.



Take care and Happy Driving – Lori
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 NOVEMBER 10...MAYBE



Motor-Stadt 2020 Event Calendar

- The **Fall Color Tour** sponsored by Porsche of Okemos and Motor-Stadt is coming right up. The tour will be held this **Saturday, October 17**. It will be preceded by an introduction of the all-electric Taycan. We will drive to the amazing **Gilmore Car Museum** in Hickory Corners, leaving Okemos at 10:30 a.m. Lunch and admission to the museum will be provided.
- No other events are planned in the immediate future.

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.



Why I Bought Another Porsche I

By Ben Staples

Several years ago I decided (with my wife's approval and encouragement, of course) that I "needed" a Cayenne Turbo. I mean, it made a great companion for the 964 that I was driving! This was the time before Cayennes became popular and they were not easy to find. In fact, when I would go to races and park in the Porsche Corral area, there might be only one there among several hundred Porsches. Now there seems to be as many as there are 911s.

After more than a year of search on every Porsche site, I found one on Craigslist in Virginia Beach...low mileage, right year but not much other information. I emailed the seller/owner and the replies were not too forthcoming, so I called the guy and finally reached him as he was traveling from Las Vegas. He didn't seem to know a lot about the Cayenne and had "maybe" a few service records. Nevertheless, it was the only 2006 Cayenne Turbo I had found for sale in the USA. I really wanted one, and I had been hunting a long time.

After a few weeks of slow negotiations, I decided to go see it and buy it if it checked out. The seller reluctantly agreed to pick my wife and I up at the airport. I got one-way tickets, some money, and we took off. Upon arrival there was no one to meet us so we were stranded, setting on our luggage at the Virginia Beach airport. I called the seller and he said he would be there shortly. He arrived driving an old beat-up van full of mostly junk and only 1 passenger seat. He was a large man dressed flashy casual, including gold chains etc. Scary. We hesitated but decided to go since we were stuck at the airport and wanted that Cayenne.

He drove across town and turned into a wooded area. I began to search discretely under and around the seat for a tire wrench or some sort of weapon because I was not feeling comfortable about this trip. We went down the wooded road for a bit (which made me even more nervous) and arrived at a gate. The seller put in a code, the gate opened, and we drove up a cobblestone driveway to a massive house on the beach with its own pool and a dock with a sailboat. I was feeling much more at ease at this point, but it was a very scary situation for a while.



As it turned out the seller was a wonderful guy as was his family. The Cayenne was his wife's daily driver and in great shape. I bought it, we stayed at the beach a few days, and drove it home. I still have it with over 200,000 miles.

I would not recommend this buying procedure for most folks because it could easily have turned into a scam, robbery, or worse. Fortunately for my wife and I it was legit and the seller was as worried about me as I was about him. Whew!!!

Why I Bought Another Porsche II

By Bill Mialki

I started my quest for a new car by selling my 1990 Jaguar XJS V12. It only had 30,000 miles, but I came to realize that I did not enjoy it enough because I was hesitant to add more miles. I wanted something to drive and enjoy. So the quest started. There were a lot of contenders, some from a wish list and others from memories of cars past that I thought I might try to recapture. In the end I decided that I wanted to get another Porsche. I have a 1990 Porsche 928 S4 that works well, but I decided to change a lot of rubber pieces. Because of that it would be laid up, but that is another story all together. My ear was now set on a Porsche. Either a 1988 924 SE or a 2004 911 Carrera Convertible commemorative edition.

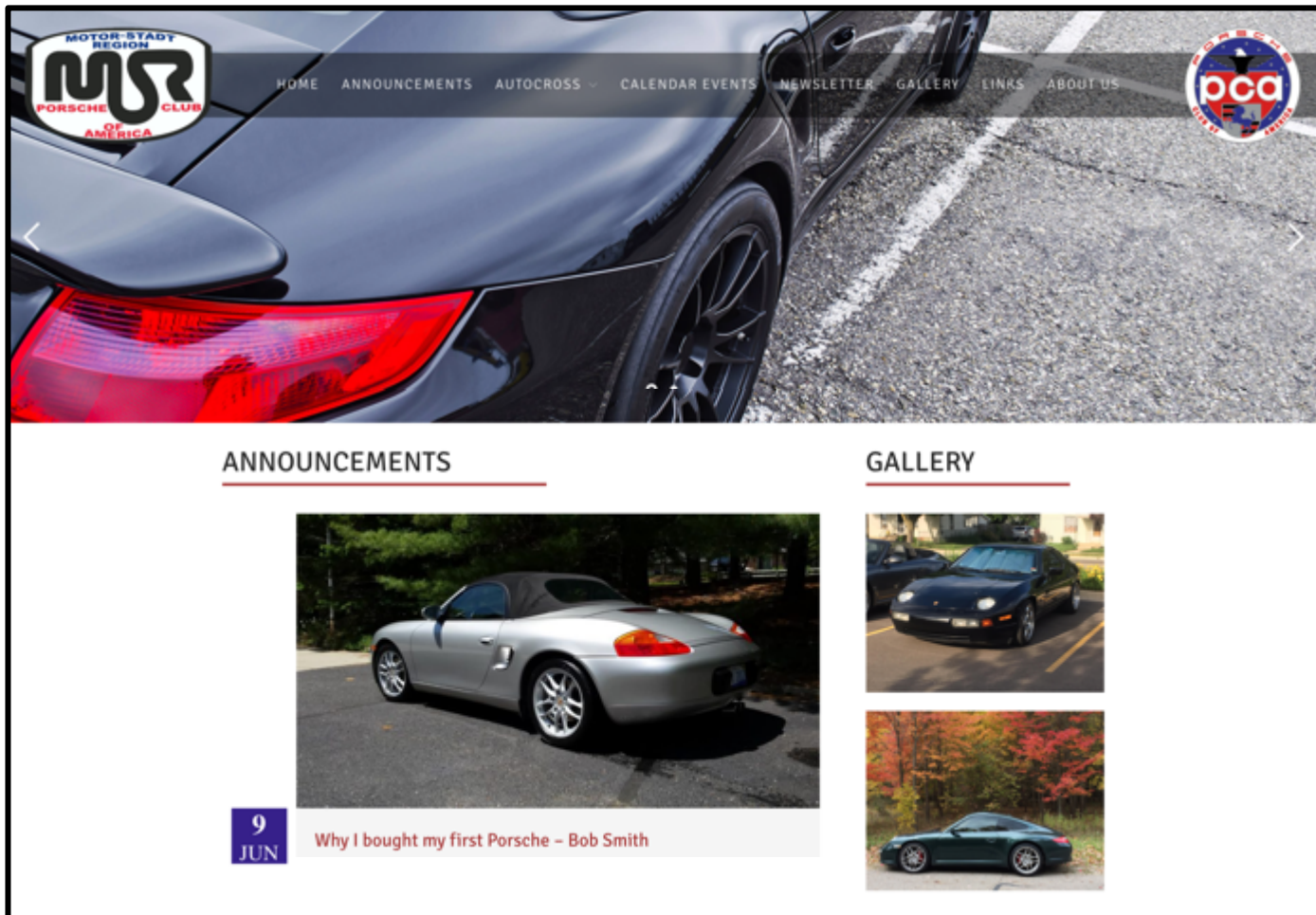


By chance while searching the internet I came upon a 1999 Porsche 996 Carrera 4 Convertible in an Ebay auction. It really got my attention when I noticed that it was only a two-owner car and had a lot of maintenance history recorded! It did need a water pump, but I like to work on the mechanics of cars so it was perfect for me. I also found that the auction was without reserve. In the end I grabbed the car for what I felt was a very reasonable price.

The transaction was smooth and the seller was very honest about the condition. So it was delivered. I am so happy to add this Porsche to my garage.



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!

Your Import Experts



Call for an appointment. We are open:

M-Th, 8 am - 8 pm

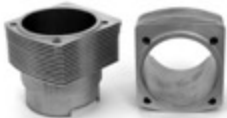
Fri. 8 am - 6 pm

Sat. 9 am - 5 pm



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Ask the **MASTER CYLINDER**

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

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

Dear PR,

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

The steering service is best done on a lift. There may be repair shops that allow you to work on your own car for a reasonable bay rental fee. But you can do it on the ground although it will be more difficult. To determine where the friction is in the steering, you'll first need to separate the wheels from the steering mechanism to isolate the cause.

You do this by unbolting the tie rod ends. Just inside each front wheel, the tie rod connects to steering knuckle with a stud, which looks like a bolt with a notched nut at the top. There's a cotter pin going through the nut. Remove that cotter pin. The slotted nut is referred to as a castle nut since... wait for it... it looks like a castle! That nut can be

removed with a socket. Do not fully remove the nut at this time. Instead leave the nut screwed on at least halfway down the stud in case you need to tap on it later.

Now comes the hardest part. You need to remove the tie rod end from the steering knuckle. But it won't come off easily. You can do this easily if you BBS (beg borrow or steal) a tie rod end puller, a special tool that will push the tie rod end off of the knuckle (or a pickle fork). Or, if you don't have the tool, you can whack the knuckle on the bottom of the tie rod end flange with a large hammer – but this isn't recommended except as a last resort. Do not beat on the stud or the nut and don't beat the doggone spindle to death either. Be careful not to hit the rubber tie rod end boot that keeps the grease in and the dirt out! (But it's replaceable if need be.)

When the tie rod suddenly pops free, remove the nut and lift it off. Then raise the front of the car off its wheels and try rotating each wheel assembly back and forth. If they move easily, you'll know that it's not the ball joint or strut mount causing the problem. If either of the wheels is difficult to move, you'll need to loosen the upper strut shaft nut to see if the assembly is tight on the mount or at the ball joint. If both wheels move well side to side, then you will need to inspect the steering rack which may be dry (no grease). To gain access to this, you'll need to remove the pan that covers the steering rack and the inner tie rods.

Remove the two nuts and two Allen bolts and pull the pan off. Look for the two diamond shaped covers, about 3-4" wide, with two bolts in each. Remove the cover that's closer

to the rear of the car. Be careful removing it as it has a spring in the middle of it. This cover is different than the other so make sure you know which is which, especially when you clean them. They are easy to mix up. There is an inverted cup under this cover. You'll need to pull it out with the tool that expands like a pair of opposite pliers. It should pull out easily.

Turn the steering wheel with this off. I'm guessing that it will turn with your little pinkie. Now look into the hole from where the cup came. You'll want someone to slowly turn the steering wheel all the way from one lock to the other while you clean out all of the old grease. Have your helper repeat the turning of the steering wheel as you liberally apply grease to the rack. You'll also want to clean off the cup, spring and cover. Note, the bottom of the cup that was inside the hole may have a groove rubbed into it from the steering rack, due to the lack of grease. After the cup is clean, sand the bottom of it until smooth. Apply grease to the bottom of the cup, insert it, and reattach the plate while holding the spring in place. Remove the other cover. Clean it and clean out as much grease from the end of the steering pinion. Apply new grease and reattach the cover, torque down the bolts and then reinstall the bottom pan.

Now you want to lubricate the steering universal shaft just for good measure. Remove the cover that protects the steering shaft and you will notice two universal joints; one on the bottom and one on the top. While turning the steering wheel back and forth, spray penetrating grease on those joints to

minimize friction. Then reinstall the cover and the carpet.

After servicing all the moving parts of the steering, reinstall the struts and (if you removed them) the knuckles, then install the tie rod ends. Clean the tie rod stud threads and the castle nuts for ease of assembly. If the studs begin to rotate, you may have to keep them tight by squeezing the assembly tight with a pair of large ChannelLocks. After you torque the castle nuts, insert new cotter pins through the holes, put the wheels on and take your beauty for a drive and enjoy the easy-peasy steering! Now if the steering is still too difficult, there is always the ultimate retrofit, electric variable assist power steering.

Now for the shifter. This one is a bit easier. It's most likely worn shifter bushings. Start by removing the console that surrounds your shifter. Your shifter knob will need to come off. Slip a 15mm open end wrench under the ball and tap lightly with a hammer. Be sure to tap lightly as the handle will quickly become a projectile if you don't. There are two small screws to the front of the console box and one directly behind it that hold the box to the floor. Remove these. Pull back the carpet to gain access to the shifter itself. You'll need to glue the carpet back on after this. Be careful not to tear it as your carpet is probably in bad shape (or tear it up willy-nilly if you are replacing it!). With the engine shut off, put the car in first gear and engage the e-brake. Unbolt the shifter mechanism by removing the three Allen bolts (a.k.a. socket head cap screws). Remove the two Allen bolts to the rear of the shifter to allow the rod

guide to fall away from the shifter. Look at the bottom of the shifter and pull off the white ball cup bushing that holds the ball at the bottom of the shifter rod. Put lithium grease inside the new one and snap it on. Remove the ball cup bushing adaptor (into which the ball cup goes) by removing the hex head screw on the left side of that adaptor. Note: I believe that it is a 5/32 Allen wrench needed, not a metric size. Remove that adaptor and slide the rod guide off of the rod. Remove the old white plastic rod guide bushing by pushing it through the hole or cutting it off. Snap the new one in place. It looks like it won't snap through but just push harder with your fingers and it will. Thread the rod guide back onto the shifter rod and reattach the ball cup bushing adaptor onto the rod.

Then slide the seats all the way forward and access the tunnel cover that's directly behind the seats on top of the tunnel, under the carpet and held in place by 4 screws. Under that cover, you'll find the shift coupler secured by a pointed "set screw" with a 13mm head and clamped in place with an 8mm bolt with a 13mm hex nut. Mark the location of that coupler; both where it is located on the shifter rod front-to-back as well as where it is attached circumferentially on the rod. Remove the coupler by removing the set screw as well as the 13mm nut and bolt combo. There are two bushings on the coupler that wear and allow movement (slop) that cause unwieldy shifting. You can buy the whole coupler for about \$100 or just get the new bushings and replace them.

Getting the pin out of the coupler can break it if you do not properly support it as you

press on the pin. Therefore, the new bushings should to be installed by a repair shop and not tackled by a novice. It's your choice but you may want to bring it to your favorite Porsche repair shop and watch them replace the bushings (they'll have them, as well as the other bushing, on hand).

I highly recommend establishing a rapport with your local shop as you will need them sometime in the life of your car. Be sure to check Yelp and other reviews as well as talk to other club members about their favorite Porsche repair places. Once you have the rebushed coupler in exactly the same location as before, screw the rod guide to the shifter plate, insert the ball guide into the ball cup bushing adaptor and reattach the shifter plate onto the floor with the three Allen bolts. Reattach the housing and the shifter knob. Now enjoy your new, tighter shifting pattern.

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



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 Oct 13, 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: Tammy Keller
Member: Doug Keller
Guest:

Proposed agenda for the Oct 13th meeting was approved unanimously. (Moved T. Whitney / Seconded D. Dickmann)

Meeting Minutes of Sep 8th, 2020 were approved online.

Membership – Ken reported that the current membership is 136 primary, 70 affiliate members with 10 Junior members.

Treasurer's Report – Mark provided the report online prior to the meeting. The report was reviewed and approved unanimously (Moved D. Dickmann / Seconded S. Lee)

Advertising and Insurance – Newsletter advertising invoices will be prepared to be sent out in October. No events requiring insurance are on the schedule as the color tour is the dealership's event.

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

Committee Reports / Activities:

- **Color tour** - The Serra Porsche dealership has planned a fall color tour on 17Oct20. The drive will start at the dealership in Okemos and is planned to end at the Gilmore car museum. You should have received an e-mail from the dealership. Please RSVP to the dealership by Friday. We look forward to seeing you there.
- Have an idea for an event? The club needs an event chair. Contact Motorstadt.pca@gmail.com for information.

Old Business:

- Again a brief discussion was held regarding how to hold future events (like our winter dinner) if Covid-19 restrictions are still in place. We hope to find new ways to offer interesting events within required guidelines.

New Business:

- Social media – The board agreed we need to make our web and Facebook pages a regular agenda item. We will include discussion on updates in our monthly meetings.
- Meeting adjourned at 7:10 (Moved S. Lee / Seconded M. Haas)

Submitted by S. Lee, Secretary



From the Editor

Early this month my wife Kathleen and I drove to our place in the Upper Peninsula. Our route typically takes us to U.S. 127 north, then onto I 75 just south of Grayling. North of the Mackinac Bridge we merge with U.S. 2 west to the little village of Brevort. When on the freeways, where the speed limit is 75, I set the cruise control in the Audi Q5 at 80. Usually I am passing more than I am passed. Not so on this recent trip. Cars, even trucks hauling trailers, were regularly zipping by me at speeds I estimate were 90 or above. I had not seen a mania for speed quite like this before.

I realize that the temptation to drive fast on good roads is extreme. I am as guilty as anyone. Once when driving my 911S north on 127 I held it at 130 mph for a few miles. No other cars were in sight and my radar detector was silent. That's part of the mystique of a Porsche. Of course, the risk of being pulled over is ever present, and at very high speed a reckless driving charge or even a night in the slammer and your car impounded is a real possibility. But on this recent trip we did not see a single State Patrol or county sheriff cruiser. Were they all at a local hangout having coffee and a donut? If they were patrolling the freeways they would have had a field day writing tickets. Five mph over the speed limit will get you past a Smokey, but 15 or 20 over?

I phoned the State Patrol Post in Gaylord and asked the sergeant who answered if they just were letting these excess speeds go. He answered emphatically, "No, of course not!" Then he explained that their troopers were busy with lots of other duties besides catching speeders. Pretty much what I expected to hear. The take-home lesson from that conversation and my own experiences is that the State Patrol is ready to pull you over for speeding, but that is unlikely to happen.

Finally, let me emphasize that neither I, Motor-Stadt, nor PCA sanction speeding to excess on any highway. Even though the temptation is strong while driving a Porsche of any kind, resist it. My 911 S is supposed to top out at close to 180, and I would be excited to see that number appear on my speedometer. But that will never happen on a public highway in the U.S.A. Save the foot to the floor fun for an autocross, a driver's ed event, or a trip to the German Autobahn.

Don Dickmann

