



Motor-Stadt



madness



September 2020
Volume 49, No. 9



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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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 approaching. The dog days of summer are fading away, the days are getting shorter and there is a chill in the air! But there is still much time to enjoy driving your Porsche in the upcoming fall weather.

Auto-Cross events:

On July 25, 2020 Motor-Stadt sponsored an autocross event at Corrigan Oil Speedway. We had 17 cars that participated in the event. The temperature was mid-80's with a mild breeze. In all a very good day.

The autocross event we had on August 15, 2020 at the speedway was also a great success! It was a very sunny day with the temperatures in the high 80's and very little wind. Over twenty cars participated in the event and fun was had by all! We wanted to do another auto-cross event at the racetrack, but we learned that the venue will be closing in mid-September due to a local noise ordinance. We are looking forward to next year.

Fall Color Tour:

Serra Auto Campus/Porsche of Okemos along with Motor-Stadt is currently working on a fall color tour for October 17, 2020. We plan to travel to the Gilmore Car Museum in Hickory Corners, Michigan. More details to follow as we firm up plans for the tour. Watch for Facebook, newsletter, and e-mail blast updates on this event.

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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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 August 2020:

Primary	136
Affiliate	70
Life	0
Total	206
PCA Juniors	10

PCA national membership as of August 2020:

Primary	87,175
Affiliate	47,859
Life	17
Total	135,051

The largest single marque car club!

New PCA/Motor-Stadt Members & Their Cars

F. Paul DeGenova, Canal Winchester, OH, 2010 911 4S Cabriolet

Kelly Eyde, Okemos, 2014 Panamera 4S

Greg Frederickson, Saginaw, 1987 911 Carrera

John C. Watson, Brentwood, TN, 1986 911 Carrera (transfer in)

Welcome to the Club!



Around the Zone

By Lori Schutz

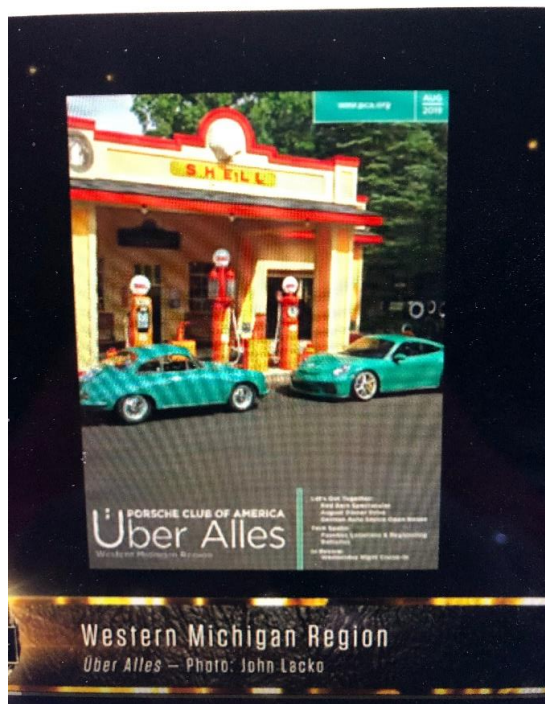
Hi Zone 4 Friends and Family,



August was a great month for Zone 4 – our High Performance Driver Education program is getting back into high gear, albeit somewhat adapted to COVID restrictions, with solo only events from Southeast Michigan, Rally Sport and more. Mid-Ohio Region and Northern Ohio Region teamed up for the 25th Annual Porsche Club Race / DE weekend at Mid Ohio Sports Car Course. A commemorative photo and special swag were the highlights, in addition to a very well executed weekend.



While the National Porsche Parade was cancelled, the National Awards were presented in an online video event. Zone 4 was well represented with the following winners. Congrats to these regions! And a special congrats to **Amber Door for the Zone Rep Award** for her many years of service and contribution to PCA. (<https://www.youtube.com/watch?v=TXMI2jFTb-Q&feature=youtu.be>)



Best Newsletter Cover

Class II: *der Rückspiegel* — Maumee Valley Region

Class III: *Über Alles* — Western Michigan Region

Class IV: *Rundschau* — Allegheny Region

Best Newsletter

Class II: 2nd: *der Rückspiegel* — Maumee Valley Region

Class IV: 2nd: P4 - Porsche Pushers Private Papers — Southeast Michigan Region

And,

2020 Public Service Award

Honorable Mentions - Central Indiana Region

Thanks so much - Your **VERY** 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 OCTOBER 13...MAYBE



Motor-Stadt 2020 Event Calendar

- The **Fall Color Tour** sponsored by Porsche of Okemos and Motor-Stadt will be held on **Saturday, October 17**. This year we will drive to the amazing **Gilmore Car Museum** in Hickory Corners. Look for further details in this publication, e-mail blasts, and on our Facebook page.
- No other events are planned for 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.



Autocross II, 2020

Saturday, August 15 dawned sunny with a few scattered clouds, another great day for an autocross. In fact, it was to be the second Motor-Stadt autocross practice at Corrigan Oil Speedway. We were soon underway. Again, Motor-Stadt members were few and far between, with most of the participants from the Michigan State Racing Club. The same four board members showed up again—Ken Jones, Terrill Whitney, James Yen, and Don Dickmann. But we made it work with help from other attendees. The timed runs began about 9:45 with 15 cars in two heats lining up. But they kept coming! By early afternoon we were up to about 23 cars, although the exact number was difficult to determine with all the coming and going. Once again, there were only five Porsches running, three 911s, a Boxster S, and a Cayman GTS. The rest of the foreign and domestic cars ranged from a 4-cylinder Honda CRX to a rumbling V8 Camaro SS with a hot cam. The timed runs ended about 3:00 p.m. and, after cleanup, the last car left the track about 4:00. A great turnout for an event that has proved to be popular in the greater Lansing area, if not for Porsche drivers at least for people driving other makes. This was the last Motor-Stadt autocross of the 2020 season.



Our 4,500 Mile Trip to the 'Beauty and the Bridge' Non-Event Or We Have Reservations – Let's Go Visit Friends and Family

By Curtis J. Howe

As the end of July approached and the Bridge Event was going back and forth between happening and being cancelled, LeNan and I decided that since we already had reservations for The Colonial House B&B in St. Ignace we would make a trip of it no matter what.

As it turns out, Steve Lee and his wonderful wife Jennifer (the important factor) were also planning on making the trip. And they had convinced their boating friends (Ken and Cindy Braun, C4S and Joe and Lisa Desormeaux, Cayenne S) to come along also. Joe and Lisa even brought their teenage daughters (Julia and Kate) along. We all stayed at The Colonial House Inn and enjoyed sitting on the second-floor balcony, over-looking the Island, discussing several topics. It was really a good time just hanging out together, even if much of the conversation centered on boats, marinas, etc.



There was an excellent fireworks show for which we had an unobstructed view from the balcony. We were pleasantly surprised as there was some talk of the fireworks being cancelled. Some of the other sights from our balcony included several Porsches running back and forth on State Street (at least 20 were in town) and Chris Braden (think Munks in Waterford) and his entourage.



Since some of the group hadn't been to Whitefish Point and the shipwreck museum there; and I had been the sweeper on Don Dickmann's tour during the last bridge event, we decided to caravan up there. I asked Don for the detailed directions as my memory isn't what it used to be, and he was

glad to oblige. We headed out of town at about 9:15 with a four-car caravan. But before we reached the edge of town, we picked up a pretty blue Boxster and had five cars. They stayed with us until we reached a point where Sault St. Marie traffic had to split off and they headed to the Sault.



After spending time at Whitefish Point, we headed to Paradise for lunch and to discuss where we were headed next. We ate at the Paradise Inn. The food was good, but the desert was fantastic. Cindy, Ken, LeNan and I shared a humongous piece of carrot cake with a ton of cream cheese frosting. We all agreed it was the best!



The people at the restaurant told us that at Tahquamenon Falls the cars were lined up all the way out onto the highway. After a brief discussion we decided to split up. The Desormeaux car headed to the locks and the rest of us headed to Cedarville to see another of the Boat Crowd that just happened to be there. To our surprise when we came out of the restaurant the blue Boxster was there. It was a couple from Ohio. They had been to the locks, Whitefish Point and were on their way to the Falls. Since they had come so far, they were going anyway even if it was crowded. Steve and Jenifer stayed an extra day and went to the Falls on Sunday.

So, all in all the non-event turned out to be a good trip and we had a lot of fun and good company without the hassles of being the ones that would have to run registration, tech quiz (yes Steve prepared one), etc.

But what about the 4,500 miles mentioned in the title?

LeNan and I now live in Colorado, however, I have never changed my membership as I am loyal to Motor Stadt! I put a lot of effort into the region while on the Board and still enjoy supporting you. Even if we start in Colorado and go to St Ignace, that is only 1,362 miles or 2,724 round trip. Where did the other 1,800 miles come from? That is the visit friends and family part of the title.

Our oldest son's family lives in Kenosha, WI; LeNan's sister's family is in Milwaukee, WI as are other friends. That makes south-eastern WI the first stop. From there we took the northern route through the UP to St. Ignace. Our friends from Grand Ledge, MI were staying at Mill Creek Campground in Mackinaw City, so we had to stop there. And then on to Grand Ledge to visit other friends from our 13 years in Michigan.

Even if we returned home from there, it wouldn't come close to totaling 4,500. But if you throw in a visit to one of the young missionaries that served with us while we were on our mission in San Jose, CA and who just happens to live in Warrenton, VA (600 miles ESE of Grand Ledge) that would do it. Matchet Seeley and LeNan became remarkably close on the mission. He had to have surgery on his rotator cuff which meant going home early. He struggled with that decision and LeNan was his mom away from home that he could talk to about it.

It was well worth the us to get ice cream. Battlefield while we – which the Union lost.



extra miles. We had dinner with his family and then they took We also toured the first battle of Manassas (Bull Run) were there. This is the sight of the first major Civil War battle

It was a great trip. We had a fantastic time with friends and family. Did some fun Porsche stuff with great Porsche people. The Cayman S was flawless (other than picking up a nail in a brand-new tire - easy patch). Though, I must admit, that many days/miles in a Cayman makes it awful hard to get out when you finally do get home. The legs just don't work right!



The Book Rack

Faster: How a Jewish Driver, An American Heiress, and a Legendary Car Beat Hitler's Best

by Neal Bascomb

Illustrated; Houghton Mifflin Harcourt 2020; 344 pages.

Many of us like to root for the underdog. If that underdog happens to be “our team” and it is up against a “bad guy” or an evil force, the rooting can become a passion. If you happened to be French in 1938 and your guy was a Frenchman driving a French car in a French Grand Prix race against the Nazi racing juggernaut, your passion would be aroused. That your guy was a Jew at a time when antisemitism was rampant in Europe would have likely intensified your reaction to such an encounter.

The 1930s were a highwater period in Grand Prix, sports car, and hill climb racing. The major auto companies in Europe all recognized the sales value of wins at major events, and they competed fiercely to be atop the podium. The blue French Bugattis, Talbots, and Delahayes; the silver German Mercedes and Auto Unions; the red Italian Alfa Romeos and Maseratis, and many others, all were in the game. The cars were driven by legendary drivers of the period: Louis Chiron, René Dreyfus, Rudi Caraccioli, Bernd Rosemeyer, Hans Stuck, Tazio Novulari, and Luigi Fagioli. Crowds in the hundreds of thousands witnessed the races. They were a major spectacle.

But the political clouds in Europe were darkening. The 1930s witnessed the rise of the Nazi party in Germany. Hitler and his cronies saw the value of automobile racing in promoting their National Socialist agenda. They poured millions of Deutsche marks into the racing programs of Mercedes and Auto Union (an amalgam of four struggling automobile

companies, including Audi; hence the logo of four linked circles). This government largess produced the fabled “Silver Arrow” racing cars: the supercharged, straight-eight Mercedes W25 and W154 and the rear-engined, V16 Auto Union P-Wagen, designed by Ferdinand Porsche. In the hands of drivers like Stuck, Caraccioli, and Rosemeyer, they were unbeatable...or almost unbeatable.

Enter Lucy O'Reilly Schell, an American heiress, race driver, and newbie race team manager. Born outside Paris and raised in France, she spoke the language fluently and was almost as French as the French. She was aggressive, used to getting what she wanted, and possessed very deep pockets. In 1936 she browbeat Charles Weiffenbach, production chief at Delahaye Automobiles, into agreeing to build from scratch a Grand Prix car that could beat the Germans. It would be the centerpiece of her Écurie Bleue racing team. Monsieur Charles demurred and set engineer Jean François to work on the project. René Dreyfus, a top French driver—and Jewish, was selected to lead her team on the track.

François designed a car, the Type 145, that was evolutionary rather than revolutionary. It was powered by a new V12, 4.5 liter, normally aspirated engine with a magnesium alloy block and three camshafts. The front-mounted engine developed about 245 horsepower and was high revving and smooth running. The body was all aluminum, but it was not pretty. With its blunt nose and huge frontal air scoop it reminded some of a bulldog. After the usual teething

problems were worked out, it was ready for competition.

The first test for the new car was the million-franc prize offered by the French government for the French car that had the fastest time for 16 circuits (200 kilometers) of the track at Montlhéry. The winner had to maintain an average minimum speed of 146.5 kph (91 mph). The Delahaye won that prize after an exhilarating performance with Dreyfus at the wheel. Talbot did not show and Bugatti was a DNF. But that was a race against the clock. The Delahaye had yet to prove itself in wheel-to-wheel racing competition. The first opportunity was the initial contest of the 1938 season—the French Grand Prix at Pau, located hard on the Pyrenees Mountains in southwestern France.

The 1.7-mile track at Pau was made to order for the Delahaye 145. It wound through the city much like the Grand Prix course at Monaco. There were no long straightaways, rather a series of sweepers, chicanes, and hairpins, some of almost 180 degrees. It was not a track that favored the high-powered German Mercedes, although their team came in force intending to win. Auto Union decided not to compete. After two days of practice Dreyfus felt he had a chance. The race comprised 100 laps, and he knew the gas-guzzling Mercedes, driven principally by Rudi Caraccioli, would have to pit stop for gas about mid-race. The more fuel-efficient Delahaye would not. If he could stay with the Mercedes until the pit stop, he would forge ahead. Then, if he could hold that lead, he would take the checkered flag.

Dreyfus did stay ahead and won with the Mercedes trailing one lap behind. The Écurie Bleue team and the French media and public were ecstatic. The Germans were humiliated but tried nonetheless to play down the outcome. With Joseph Goebbels in charge of propaganda for the Nazis, anything could be spun positively. Still, being beaten by a Jewish driver must have stuck in their craw.

Dreyfus won once again at the Irish Grand Prix. But as the Grand Prix circuit transitioned to the longer tracks, the powerful, supercharged Mercedes and Auto Unions took over. Although Dreyfus drove in these races, the lower-powered French Delahaye could not keep up. Dreyfus retired after the 1938 season and

Écurie Bleue was disbanded. In 1939 Europe erupted in war, and racing was postponed indefinitely.

Four restored Delahaye 145s currently exist in the United States, three in California owned by Peter Mullin, a premier collector of French cars. The fourth, and possibly the Pau and Million Franc winner, is in Englewood, NJ, owned by collector Sam Mann. The history of racecars, which frequently have parts and even bodies swapped, can be confusing. Mullin is convinced he owns the star car, and has amassed considerable documentation. Yet Mann has one chassis he believes belongs to the French race winner. Neal Bascomb, author of *Faster*, believes both may own a piece of the car that beat Hitler.

Anyone interested in the history of auto racing will want to read this book. Bascomb sets the story of Dreyfus, Schell, and Delahaye firmly in the momentous events of the time. He profiles not only Dreyfus and other French drivers, but also their rivals from Germany and Italy. Obviously, at 344 pages this book is about more than one race. His accounts of the participation of the principal characters in pre-1938 Grand Prix and hill climb races, the Mille Miglia, and, especially, the Monte Carlo Rally are riveting.

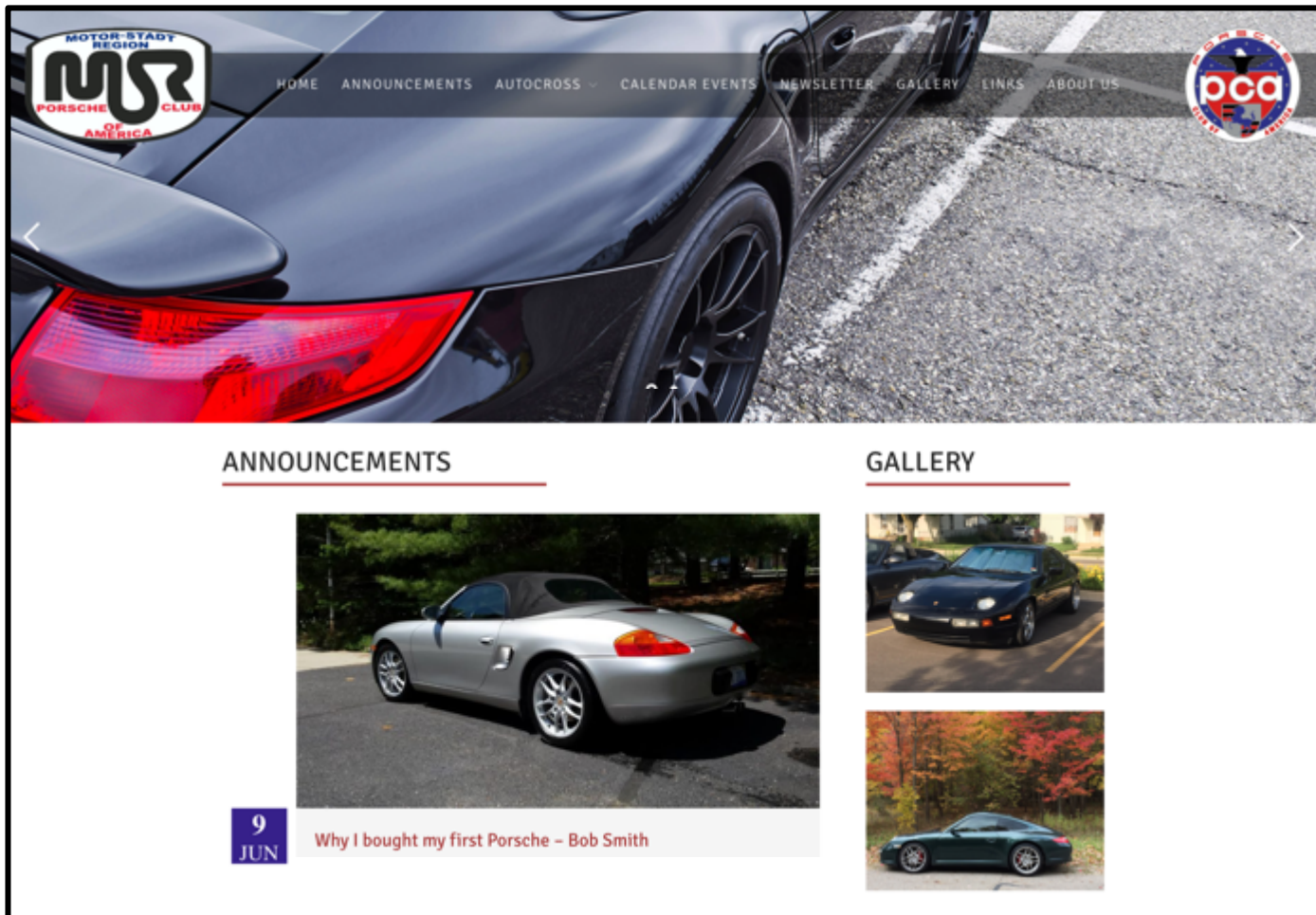
There are lots of technical car details to provoke the interest of gearheads. The text is a delight to read and seldom gets bogged down in extraneous details. Bascomb did his research—there are 50 pages of notes and references. The index is comprehensive, something I always appreciate. I bought the hard cover book from Amazon, but it should be available at bookstores or as an e-book. If you are looking for a book to help get you through these trying days, here's one I can enthusiastically recommend.

Don Dickmann



The Delahaye 145. The strange-looking fenders were removed for Grand Prix competition.

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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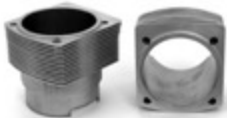
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Ask the **MASTER CYLINDER**

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'm getting ready to do a clutch job on my '87 944S. Like most, I've been to the web and shopped there. In the interest of keeping local guys in business, I thought it would be good to get a quote from my local shops as well. I'd like advice on what would be considered a "reasonable price" on this job. Also, if I get this out and the only worn part is the disc, can you guys resurface the flywheel and pressure plate and simply replace the disc? I've done this on American clutches, but never a Porsche. Some are telling me to just get a kit and make sure all is new. What are your thoughts? - Jeff

A - Thanks for your interest in keeping local shops in business. I assure you that they appreciate it! Clutch services on 944s are complex and expensive compared to any other car we service. Based on the labor alone to do the job, I have never done a "budget job" on a 944. An old mechanic once told me, "If you don't take the time to do a job right the first time, somehow you will always find the time to do it over again!" It is just not worth the risk. The "reasonable price" is whatever price it takes to only have to do it ONCE in a 100,000 mile time-frame!

Another factor is the condition of the linkage components that keep it all operating smoothly. If you only focus on the clutch and overlook those related parts, you might miss the original issue. On my own car, I would inspect the components then make a judgment call about replacement or

simply servicing. Any shop you choose can do that for you as well and it is a reasonable request. It will probably cost something for the inspection, but it would be cheap insurance rather than just firing the parts cannon at it!

Typically, I recommend the kit since it is not exorbitantly expensive (compared to Porsche genuine parts) and satisfaction is guaranteed. At my shop, we rarely replace the flywheel but we always have it machined or surface conditioned in a media blaster or with an abrasive disc...just like a Chevy.

I gotta ask though...how does the clutch feel on your car and are you sure you need one? I just drove a 944 that had a bad clutch master cylinder causing the clutch to act up. If it still drives, take your car to a shop that has driven hundreds of these cars and let them take it for a drive. One test drive by a qualified technician's is worth a thousand web opinions. There will be no shortage of volunteers. I know that when I test drive a Porsche, sometimes I pinch myself and think "You call this a job?!". – MC

Q - I am interested in finding (and using as a daily driver) a late 70's Porsche Carrera. Where is the best place to shop for a car, which version is the most reliable, and are there any pitfalls for a carbureted 911? Thank You. Tom

A - First of all, join the Porsche club if you are not already a member. The best cars stay within the club membership. Rarely do you find a great car on Craigslist; but look anyway. Check the want ads in the *Panorama*, in regional newsletters and in *Excellence* magazine.

Look for a southern or western car and have it inspected at its current location for obvious problems. If it passes there, conclude the purchase. Once it is transported to you, have it inspected at a local shop with experienced Porsche technicians. Do not buy a carbureted version...period. They are a pain in the butt (but I do work on them). For an occasionally driven car, fuel injection is far easier to live with and much easier to understand.

Regarding the price, spend 2/3's of your total budget for the car and save 1/3 of your budget for repairs and updates. Remember: Good versions of this car are not cheap and cheap cars are usually not good. Now if you find a car you are considering, send me the link and I will be glad to offer an opinion. MC

Q - *I have a 1989 Carrera and the leather seats are faded. The leather looks nice otherwise. I have been told that dyeing is an option but that it's not something that I should try on my own. I priced out a set of hides for simply recovering them and Wow! Are they expensive! I would not mind having*

them replaced if that is the best plan but I would like to keep it original. - Ted

A - I understand your dilemma Ted. You have the patina of the original seats and if they were well cared for, the leather is thick and well-formed to the driver. For re-dyeing, the only place that I know of in Southeast Michigan is Paul's Auto Interiors located in Pontiac on Cesar Chavez Avenue. Paul and his sons have been working on interiors for some of the finest restorations in the area for years, and have demonstrated their skills at our event, "Devil's in the Details." We have recommended them for years and they don't let us down.

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 Sep 8, 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 Sep 8th meeting was approved unanimously. (Moved S. Lee / Seconded M. Haas)

Meeting Minutes of Aug 11th, 2020 were approved online.

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

Treasurer's Report – Mark provided the report online prior to the meeting. Autocross income and expenses were reported along with board meeting meal expenses. The report was reviewed and approved unanimously (Moved S. Lee / Seconded J. Yen)

Advertising and Insurance – Newsletter advertising invoices will be prepared to be sent out in October. No events requiring insurance are on the schedule.

Publications – The Sep newsletter is planned 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 autocross was a success. Terrill will call the track to see if an opening exists for a Sep 26th autocross.
- Have an idea for an event? The club needs an event chair. Contact Motorstadt.pca@gmail.com for information.

Old Business:

- The local Porsche dealership is planning 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. Look for details in an upcoming e-mail post.

New Business:

- A brief discussion 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.
- Meeting adjourned at 7:14 (Moved S. Lee / Seconded T. Whitney)

Submitted by S. Lee, Secretary



From the Editor

The last club event for this year is the Fall Color Tour on **Saturday, October 17**, sponsored by Porsche of Okemos. Choosing a destination for this annual drive always is the hardest part. Marlon Olivas, Service Advisor at Porsche of Okemos, along with Motor-Stadt board members, chose this year to revisit the incomparable Gilmore Car Museum in Hickory Corners. If you haven't been there you have got to see it. If, like myself, you have visited several times, you nonetheless will be anxious to return. The place is just amazing, and they keep adding new exhibits all the time. The 90-acre campus is huge; you will not find it difficult to maintain social distance. Plus, there will be some pretty country roads to drive to get there.

If you attended the 2020 Winter Dinner you met Fred Colgren from Gilmore who talked to us about the museum. In case you don't remember or didn't attend, here are a few facts about Gilmore. First and foremost, there is an amazing amount to do and see. Visitors can reminisce in an old-fashioned gas station or stand inches from a 1912 Cadillac Touring or a 1929 Duesenberg J and examine the engine, dashboard, and upholstery...but don't touch! The older among us can reminisce about a 1966 Ford Mustang or a 1957 Chevy. You can explore a re-created dealership row or eat in the authentic 1941 Blue Moon Diner (but lunch will be provided). Visitors can experience an amazing collection of nearly 400 vintage automobiles and motorcycles or an extensive collection of automotive paraphernalia. Gilmore is North America's Largest Auto Museum and a place not to miss.

Don Dickmann

