

# Mach Schnell



Central Wisconsin Region – Porsche Club of America

July/Aug 2015

## CWI Monthly Meeting Changes, Aug and Sept.

August's monthly meeting (Wed. Aug. 19) will be held at the residence of CWI members Mark and Pauletta Lindner, Merrimac, WI. We will arrive a bit earlier at around 6:30 PM. Mark is in the process of building a 914-6 and should have lots to show us on his progress. Weather permitting, there may also be a boat ride on Lake Wisconsin or we can sit on the deck overlooking Lake Wisconsin. You can take the Merrimac Ferry across the river. Their house is on the west side of the lake, south of Merrimac.

Lindner's residence is at E13461 Grace St., Merrimac, WI. Phone: 608-493-3011. mlindner@merr.com

September's meeting will be held at the residence of CWI member Maurice Scorsolini, Roscoe, Illinois.

Scorsolini residence is at: 7328 Timber Ridge Rd., Roscoe, IL Phone: 815-389-3640 mscorsolini@msn.com

More information about September will be coming by e-mail.

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## CWI-PCA Calendar

Aug 19 (Wed) 6:30 PM Monthly Meeting At Lindners, Merrimac, WI

Sept 6 (Sun) 8:00 AM Cars & Coffee, Church St., Lake Mills.

Sept 16 (Wed) 6:30 PM Monthly Meeting At Maurice Scorsolini's, Roscoe, IL

Oct 21 (Wed) 7:00 PM Monthly Meeting Lees Automotive, Watts Rd.

Oct ?? Door County Tour (planning)

Nov 18 (Wed) Monthly Meeting Lees Automotive, Watts Rd.

CWI Monthly meetings. Come join us for pizza and car talk!



## Writers Block


*Mach Schnell Editor, Chuck Schmeling*

Dashcams. You too can make your own youtube "Vodka Videos". I've been thinking about getting a dashcam for a while now. I can't count the number of times I've driven through a roundabout and had some idiot just pull right into the circle without looking and almost hit me. If one of the next times I get hit, I'd like some video witness proof of who was at fault. I have a small Go Pro knockoff that I use for autocrossing, but it's really not set up for what I wanted it to do. You have to manually start and stop the camera, and I want one that starts up automatically. Well, I found one. Black Box GS8000L Mini Dashboard Dash Cam

This is not an official product endorsement but I can say, for what this thing cost, I'm impressed. I searched for "dash cams" on Amazon and the results turned up hundreds of options. I could spend anywhere from the mid \$20's to well over \$200 depending on resolution, features and mounting options. This thing didn't have to be professional grade, so I went with one in the mid \$20's that had reasonably good customer ratings. Ordering it along with a 32 GB xd card, it cost about \$41 with free shipping.

I've been running it now for about three weeks and it works really well. The specs say it records in 1080p or 720p resolution. I don't know about that. I don't think the lens is good enough for real sharp 1080p, but for a \$26 camera, it looks pretty good on a wide screen monitor for playback. You can't read a license plat unless you're right behind the car at a stoplight. It is good enough to see a drivers face if you're close. I used it on the tour to Potosi and used some of the screenshots in the wrap-up (resized smaller). One of the things I might have to be careful of is sunlight and heat while mounted on the windshield. Some customers remarked that theirs melted in the sun. The quick disconnect does not work very well, but the suction cup mount is easy to remove and apply. I'm still experimenting with mounting positions. It has the ability to flip the video so it can be mounted from below and the video will be in the correct orientation. In all, not bad for what it cost, and it provides some pretty good video of moving traffic.





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## Porsche 944 Hatch Rattle; The Cure

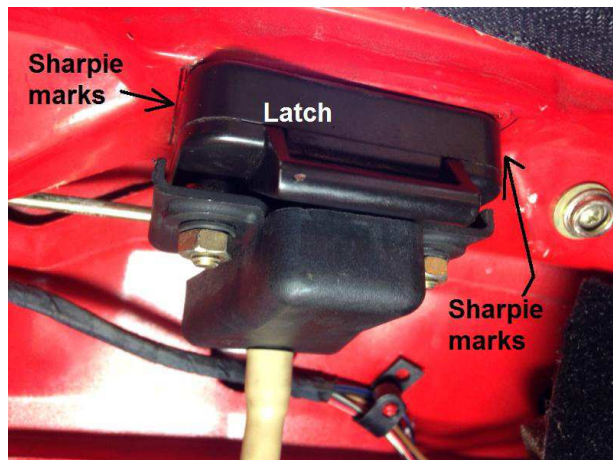
Chuck Schmeling

How many of you with 944's used to have a nice, quiet, rattle free car? Notice I said "used to". My 944 Turbo has been a joy to drive. I love getting back into that car, firing up the A.C and driving back home after an event in complete, quiet comfort, for an almost 30 year old car. Last year, I became more aware of an increasing amount of rattle and squeak coming from my rear hatch. This spring, it seemed worse than ever. It used to only rattle on bad roads, but this year it did it all the time. It's one of those nerve chafing, fingernails on the chalk board kind of rattles too. You can't mask it by just turning up the music. Well, I found a fix, and that really cured it.

Internet technical forums are a wonderful thing. Rennlist, Pelican Parts, I'm sure you have your favorites. While searching for solutions on Pelican Parts 944 forum, I found a guy that had just replaced the hatch pin seats on his 944. He recommended a small on-line 944 parts store called **only944.com**. I clicked on his link and found the parts I needed. \$23.00 and free shipping, just like Amazon Prime!

They arrived this week and Saturday I set out to get messy. The directions for installation are right there on the order page. You can save it as a pdf file and print them out, with pictures, for reference as you do the work. Do that, it helps. The photos are excellent.

Following the directions, I did one side at a time. Here's one little tip that may have helped me. I used a Sharpie to mark the position of the latch assembly on the car, before loosening any of the nuts holding it in. When you loosen the nuts, the latch will move. Once it's out of position, without those marks, it would have been a pain to get them aligned again. More on that later....



After installing the first seat, I made sure the hatch opened and closed properly. As well stated in the directions, the latch mounts are adjustable for position. If you get one or both out of alignment with the hatch pins, you may get the hatch closed, but you won't get it open from the outside.

Once you have the latch assembly removed from the car, you have to remove the old pin seats. The old seats are best removed by grabbing them with a needle nose pliers and ripping them out of the latch. They usually will crack into smaller pieces and should come out fairly easily. Clean out the latch of old seat debris and grease, and apply a small amount of grease to the inside of the latch so the new seats snap in without binding. Pay attention to the directions. There is a small slot in the new seat that allows water to drain out. This must face in the correct direction.

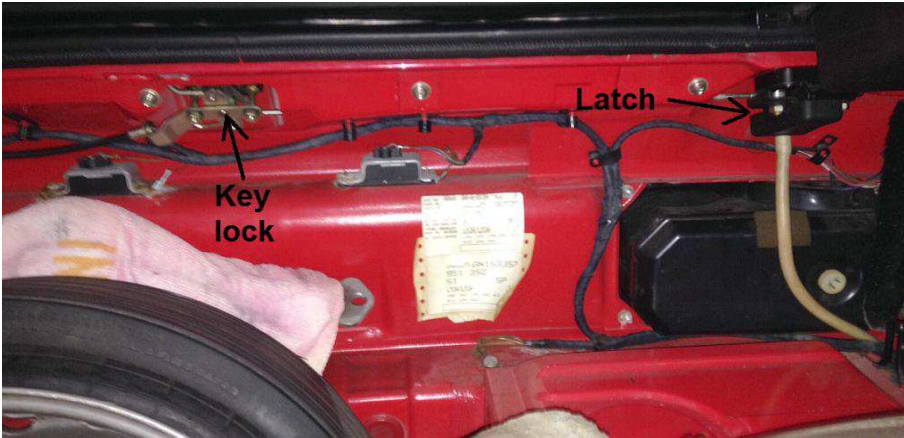


Again, the directions are excellent. The photos really help. One thing that is different, the new seats I bought are black rubber but the directions show a white Delrin material. That doesn't matter, they both work the same.

With the new seats in place, next install the latch back into the car. Now the fun begins....

I was lucky with the first latch on the passenger side of the car. I left the nuts slightly loose, as the directions told me to do. I closed the hatch and using the key, it unlocked and opened. Great! Tighten the mounting nuts and move on to the drivers side.

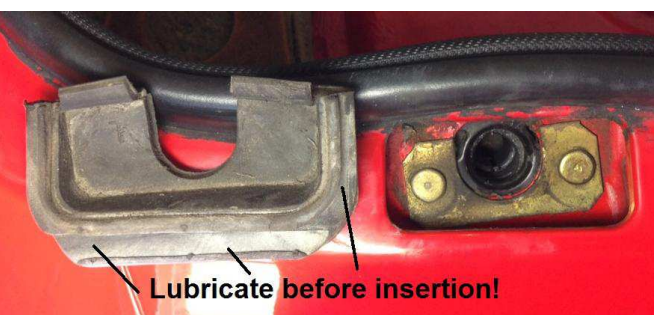
Removal was easy, just like the first side. I installed the drivers side latch, again leaving the nuts a bit loose, and closed the hatch. Using the key, it unlocked the passenger side, but not the drivers side. It was stuck. I tried the electric hatch release. That too, did not work.



So, the only way to get the hatch open again was to crawl inside and move the latch position by hand until it opens. It would really help if I were skinny and about 4 ft tall. The rear of a 944 is not a large place to work. Sliding back there on my stomach, I loosened up the nuts and moved the latch around, working the linkage with my left hand until the hatch popped open.

Back outside once again, I aligned the latch with the Sharpie marks I had made before disassembly. This time I left the mounting nuts more loose than before. Closed the hatch, tried the key, passengers side unlocks, drivers side does not. Ugg! Back inside again.

It took a few more tries before I finally got it to work with the key. Then, it still didn't work with the release switch up front. Still more adjusting. All I can say is it was trial and error. Move the latch a half millimeter, tighten the nuts, close the hatch, crawl inside the car. I finally got it. I was trying to keep track in my mind how far and which way I was moving the latch each time. Once it finally worked, I looked at my Sharpie marks and #@%!!! If it wasn't exactly where the marks were. ???



One more bit of frustration. To remove the gold colored plate that has the mounting bolts on it, you have to remove a rubber "bumper" block. Getting it out was easy. Getting it back in? #\$\$%@!!!

It helps if you clean it well and lubricate the edges a bit with something like a mild dish soap. That thing does not want to go back in. The soap really helped it snap back into place.

Oh, well. It's done. My test run was nice and quiet again. No rattle....except for that squeak under the dash. !! Old cars. Aren't they fun?

Link to latch pin seats: <http://only944.com/partscatalog/only/hatchpinseats/>

## Potosi Tour Highlights

On July 26 we had a great tour with 15 Porsches out to the Potosi Brewing Company for lunch. We did have a bit of rain, so the open cars had to stay closed for part of the tour. Other than that, we had a fun tour. Three of us at the tail of the chain got a little lost when we were separated from the rest of the pack by traffic, but thanks to Trevors excellent directions and my GPS we caught up with the rest at the mid-point rest stop in Mineral Point. Still had time for some pastry. These are some great roads to explore. Maybe we'll have to go back when it's dry.



Yes, those are rain drops on my windshield



A mile of Porsches stretched out ahead.



## Is YOUR Email address current with Porsche Club of America?

CWI gets a member list from PCA monthly so if your Email address has changed please go on line to the PCA website [www.pca.org](http://www.pca.org) and update it else you won't get CWI or PCA Email communications.

## Sugar River Autocross

July 17 we had what may be our last autocross for the year. Everyone got at least six runs before dark and the mosquitoes took over the track. Gregg Elliott has been pounding some pavement lately, seeking out another track location for our autocross events. So far he has had some success. He contacted Madison College, the entity that purchased Columbus 151, and was basically told flat out, no way. Geneva National has offered part of their private airport for \$1,000 per session. They have to close the runways for the day when we run. We would have to partner with another organization to make that work out financially, but it holds some promise. He's also contacted several of the local high schools in the area and has had some interest, but we're still waiting for decisions. If anyone knows of a potential location, Call or e-mail Fred Howard (below) or Gregg ([gjelliott@litewire.net](mailto:gjelliott@litewire.net)).



## Marketplace

**For Sale:** 1977 924 : Runs well, well maintained (e.g., new timing belt), many years of maintenance records available, very clean, no rust, interior & exterior covers, sun roof, custom detailing, originally a California car, 4 owners, fancy Porsche wheels, some extra parts, stored winters. \$6000. Mileage: 54,000 miles, Exterior Color: Yellow. Interior Color: Black. Contact Paul at [608-233-2898](tel:608-233-2898) see <http://www.flussigmagazine.com/17/post/2015/04/1977-porsche-924-usd6000.html#comments>



- See more at: <https://www.pca.org/classified-ad/308181#sthash.2dNpwAbp.dpuf>

**For Sale: Turbo calipers.** Front 996 Turbo 'Reds'. Like-new paint and decals done professionally by Pcar. Includes a set of new Pagid Orange pads. \$500.

[GreggT@DrivingFanatic.com](mailto:GreggT@DrivingFanatic.com)

**Wanted:** 2007/2008 GT3. Low mileage (less than 20K), unmodified, no accidents, no track time. Prefer white but red or yellow will also work. Contact Jan Scott at 563-590-1464 or e-mail: [jan.scott@unisonsolutions.com](mailto:jan.scott@unisonsolutions.com).

**For Sale:** 1975 Porsche 914. 1.8 liter, one owner from new. Upgraded to 916 bumpers. Runs well. Please call Doug Kissell for more details. 262-353-6664



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