



GASCAR NEWSLETTER



Mike Lemons, Editor

www.gascarclub.com

February 2021

FROM THE PRESIDENT



GaSCar February 2021 Presidents Message

Wow, this Covid thing has had some fairly dramatic effects on our hobby! However, our GaSCar Board of Directors met last month and have come up with some very novel and sound proposals which will allow us to continue to enjoy our hobby in these trying times and still maintain recommended guidelines.

Unfortunately, the board felt that we should cancel the scheduled *GaSCar Night at the Movies* for January. These events were always thoroughly enjoyed (judging by the catcalls and comments tossed out during the showings) and more than a few members were disappointed. Further bad news is that the Board felt that the regularly scheduled February movie night also needed to be put on hold pending the progress of the immunization program. The good news is that they will be rescheduled for March if conditions permit. We do have some good news for the April meeting though. Mac and Dot Winn have graciously volunteered to host a cookout/covered dish barbeque at their beautiful pool area in Plum Branch. This outdoor area is large enough for us to

enjoy each other's company and have our club meeting while still maintaining social distancing guidelines. This will be a good chance to get your antique car out and dust off the cobwebs. I know that my cars always seem to be a lot happier after a trip with some "highway time".

Looking outside this morning and seeing the thermometer hovering around 35 or so reinforces my not liking winter very much. But...this is a good time of the year to get your classic car ready for spring activities. Things like changing the oil, a grease job, checking the differential and transmission fluid levels and other very necessary odds and ends. Then, when it's time for the event all you have to worry about is what the car *looks like*, and simply wipe the dust off.

Remember that all members are welcome to participate in our club's regularly scheduled board meetings. Your input is important in keeping our club viable and enjoyable with things you like to do.

As always, remember to keep our sick and ill members in your thoughts and prayers.

Happy Valentine's Day!

Gerald Melchior





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Treasurer's Report

| | | |
|-------------------|--|-----------|
| December 31, 2020 | Ending Balance | \$8028.86 |
| January 2021 | Receipts/Deposits | \$120.00 |
| January 2021 | Disbursements Primarily AACCA Dues | 2271.20 |
| January 31, 2021 | Ending Balance | \$5877.66 |



In our thoughts and prayers: Rick and Linda Endler, Jimmie Adams, John Force, Claude and Anne Johnson, Christy Sloan & Family, Donna & Jim Martin, Judy Murphy, Margaret Little, Harold Peacock, Larry Phillips. If you, or a member you know, is sick or in the hospital, please call the secretary or Linda Adams (706-755-3507).

UPCOMING CLUB EVENTS

NO MONTHLY MEETING OR MOVIE NIGHT IN FEBRUARY 2021

March 20th: GaSCar night at the movies plus monthly meeting.

April 17th: Lunch at Mac and Dot Winn's. Stay tuned for specifics.

June 19th : Trenton Peach Festival (we hope)



Happy Valentine's Day



2021 GaSCar Officers



President: Gerald Melchior Vice President: Jerry Jason



Treasurer: Scott Wilkes Secretary: Mike Lemons

2021 GaSCar/AACA Dues

If you haven't already renewed your membership, you're late. Yearly dues are \$70.00 (\$45 AACA National Dues plus \$25 GaSCar Region Dues). **IMPORTANT:** Anyone renewing now must send the \$25 GaSCar dues to Scott Wilkes, 5444 Meadowlark Lane, Grovetown, GA 30813 and pay the \$45 AACA dues directly to AACA.



Welcome to Lori and Anthony Grinnell. Owners of a 1957 Cadillac, Series 62. Look for them at our upcoming events (whenever that is).





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Birthdays

Feb 3rd Mary Morse
 Feb 7th Anthony Grinnell
 Feb 8th Claude Johnson
 Feb 8th Lois Monro
 Feb 9th Dalton Brannen
 Feb 11th Ralph Neitzke
 Feb 16th Stan Harrell
 Feb 21st Billy Peacock
 Feb 22nd Jim Ouzts
 Feb 23rd Robert Elliott
 Feb 27th Gerald May
 Feb 27th Stuart Smith
 Feb 28th John Moore
 Feb 28th Terry Brown
 Mar 6th Rick Endler
 Mar 14th Mike Lemons
 Mar 29th Sally Tatro



Anniversaries

Feb 16th Don & Brenda Waters
 Feb 25th Richard & Jan Beal
 Mar 4th Stuart & Gail Smith
 Mar 20th Billy & Esther Peacock
 Mar 24th Harold & Carolyn Peacock



FROM THE EDITOR:

If you are only receiving your newsletter thru the US Mail, please check the webpage at gascarclub.com (if possible) for updates. If you are currently receiving the newsletter by mail and you no longer need to, please let me know.

Mike



“Lemons Law” My own version of Murphy’s Law” with a twist of Lemon.

Since we haven’t had any events since the Christmas Party, there’s not a lot to talk about in the newsletter. So I thought I would share a few comments on how my last three weeks have gone in the world of automobile repair. I used to think I was pretty good at trouble shooting issues, but now I’m having second thoughts about my prowess in this area.



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A little background on my 1980 Porsche 928S. I imported it under a provision in the law in the late 70's and early 80's which allowed me to import one car per lifetime without meeting EPA standards although I did have to make it comply with DOT safety items (pretty easy). Porsche made three series of 928's, one for US sales, one for Japanese sales and one for the rest of the world (ROW). So my model falls under the ROW specs and Porsche never imported my specific model to the US. The upside is I have mechanical fuel injection, a larger engine (4.7 vs 4.5), 60 more horsepower, no SMOG control, etc. The downside is there are areas where my US factory manuals don't quite match what I have on the ground.

I recently had gearshift linkage issues on the 928. That was a several day repair which also required that the center console be removed. While it was removed, I had a few other items to fix while I was in there. I replaced one of the heater control switches and cleaned up the internals of the heater control system. I thought that went pretty well but after I reinstalled it, the heater blower wouldn't work. Traced that to a faulty relay (an easy fix)

The blower motor issue which turned out to be a faulty relay (an easy fix). But then I noticed that the front left turn signal wasn't working (fast flash on the dash indicator). Should be an easy fix, I think, just replace the bulb. After taking off the whole front lens assembly (not easy) I found the bulb to be fine but I wasn't getting voltage to the socket. I also have an extra side marker so off it came to check voltage there, but no luck. Off to the fuse panel (located below the glove box on the passenger side and not easy to get to) and lo and behold there is a separate fuse for each turn signal (front, back, left, right). Blown fuse replaced and all is well with the turn signal although why the fuse blew is still a mystery. So if I had checked the fuse first, I could have saved an hour or so.

But while checking the turn signals, it appears the brake lights aren't working. So doing my best trouble shooting skills, off with the brake light switch connector and I short the two terminals together to

check the switch and nothing. A quick (?) check shows no voltage coming to the socket. So once again to the fuse box to test the fuse(s). No power there either. Start tracing wires and can't find anything wrong. Finally, I test the brake lights with the ignition turned ON and walla, the brake lights are working. Probably with every other car I've owned, the brake lights work without the key being on but with this European model, they appear to work differently than the US version. Another 2 hours down the tube and now I really am questioning my abilities.

After re-installing most of the console, I try the power windows (switches in the console) only to find the driver's side window isn't working. The window switches are fairly new since I replaced both of them a couple of years ago. Each switch just plugs into a connector. After swapping switches to make sure I didn't have a bad switch and checking fuses (this time early in the process), I figured I had a bad or jammed motor in the door. So off with the door panel (one of my favorite things to do) for a quick (?) check of the motor. Putting 12 volts directly to it makes it run so off to other trouble shooting steps, Disconnected one connector just before the wiring goes into the door (one of these that you can barely get apart and hidden up under the dash). No 12 volts there either. Tracing the wire back to the switch, I pull a small plastic cover beside the accelerator. What's this, another connector with nothing attached. Looks to be the same connection as the one coming from the window switch. Umm! Plug the window switch into this one and wouldn't you know it the power window works. Now what did I have the switch plugged into. Beats me. It is the same physical connector right beside the one for the passenger side switch but apparently has no function in my setup. But it does have power to it. Now I'm really concerned about my trouble shooting steps as I've spent another 2 or 3 hours trying to find a problem that didn't even exist. The saga has continued with other issues just to prove, I guess, that at least for me, "Lemons Law" is alive and well.

