



28

American Speed Festival at M1 Concourse Recap

UPCOMING SEM AND PCA SPONSORED EVENTS SEE DETAILS INSIDE



10 DE #4 Recap



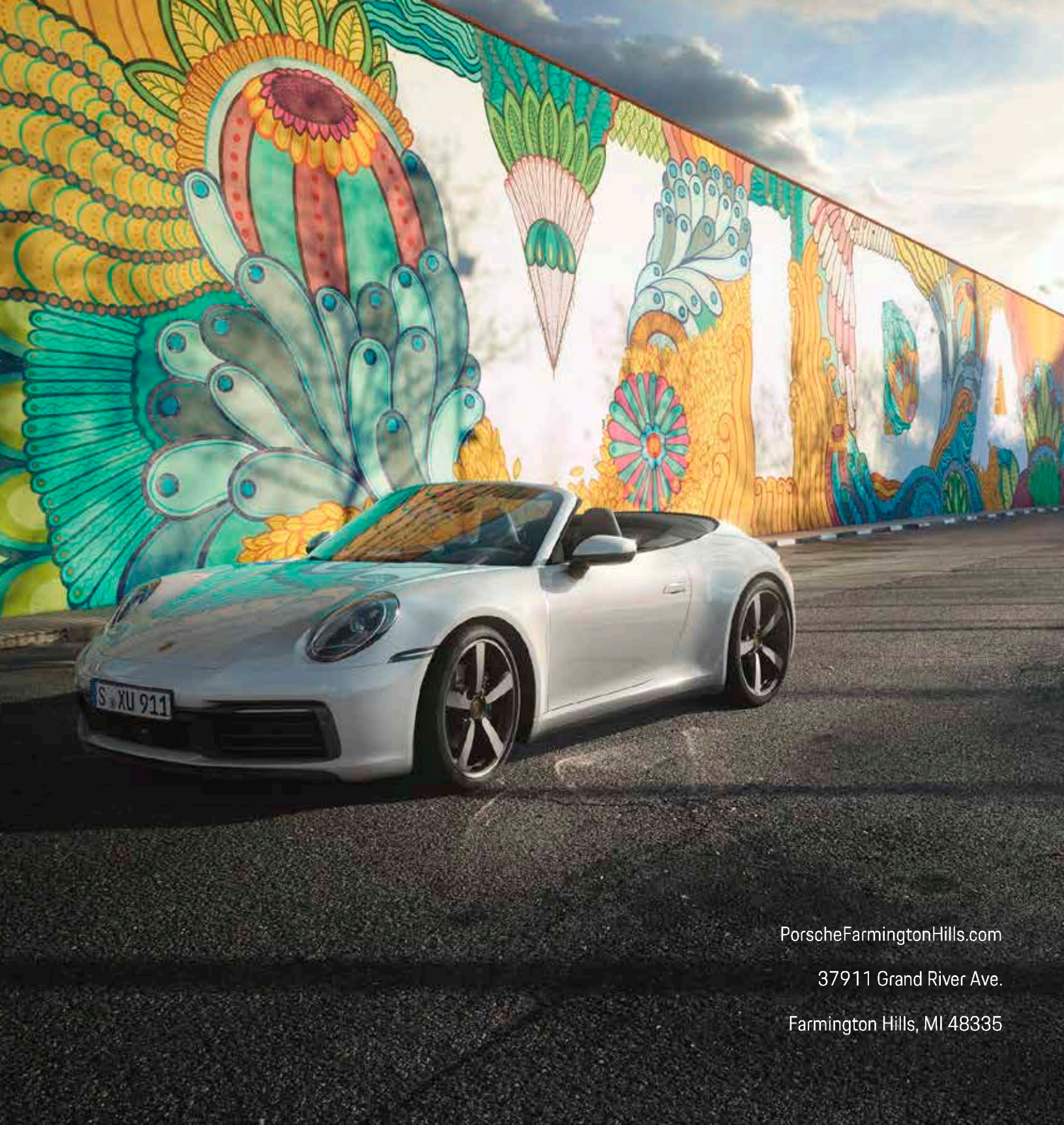
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ON THE COVER:
Porsche 917-30 at the M1 Concourse American Speed Festival
Photo by Jim Williams


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2021 SEM/PCA CALENDAR

NOVEMBER		DECEMBER	
4	Business Meeting & Calendar Planning	2	Business Meeting
5	Membership Dinner	4	Holiday Party

* = Not an SEMPCA Event
All dates and events are subject to confirmation

ATTENTION MEMBERS - New P4 Improvements!
Much of the electronic P4 newsletter is now hyperlinked.

(i.e. click on the cover highlights to reach the articles, table of contents event call outs to get to the ads, event ads to reach ClubRegistration and advertiser ads to get to their websites.)

*All events are subject to Covid guidelines issued by PCA and the State of Michigan, they may be cancelled or rescheduled.
Watch for E-Blast updates and check the online calendar at sem.pca.org to verify the event schedule.*

ATTENTION MEMBERS
Stay abreast of the latest PCA/SEM News!
Please log-in to pca.org (Membership/My Account/Edit tabs) to verify your contact information is up to date.
Numerous members have missing or incorrect E-mail addresses.

BUSINESS MEETINGS
Business meetings are typically held on the first Thursday of the month at various locations.

Please note: for anyone interested in attending future Business meetings, please contact any board member.

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Submission Deadline: 15th of the month

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BY **WALTER CRUMP - SEM PRESIDENT**

President's Column

Thanks all for the help and participation throughout this past year. We pulled off some amazing events despite the ongoing pandemic. We continued to follow all government, state plus local guidelines and have been successful beyond our expectations. This past month saw the Tail of the Dragon overnight tour to Tennessee. SEM conducted its own version of the historic drive with a small group of participants organized by Howard Gilson. There was a lot of driving, good food and comradery.

We also had our annual Fall Color Tour in October chaired by Lucas Phan. We had 80 cars and 128 people attend the event. We kicked off the tour in nice weather, but it didn't last. By the time we got to the cider mill stop it was raining and it continued through the rest of the day. The group was not deterred, the dinner was sold out and enjoyed by those who persevered.

There have been a few inquiries about our current membership status. I am happy to report that we are at record levels for both PCA National and SEM. The following is the September membership update.

PCA continued a strong membership growth year in 2021

SEM Club Membership:



Total Primary Members 779,
Affiliate Members 432
Total Region Membership 1211

PCA National Club Membership:



Primary Members 93130,
Affiliate Members 49728,
Life Members 21
Total National Club Membership 142879



Tail of the Dragon Food Stop



Fall Color Tour Starting Location

(continued on page 9)



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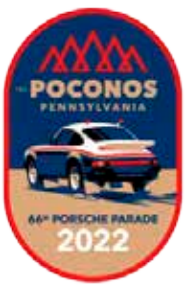
President's Column (continued)

Mark your calendars and sign up early for upcoming SEM events:

November 5th Membership Dinner

December 4th Holiday Party

It's not too early to begin planning for the next Porsche Parade. If you have never attended a Porsche Parade, this is an excellent opportunity for your first. Parade is not always within driving distance of our region, so let's take advantage of it and go for record SEM participation. Mark your calendar for June 12-18, 2022




SAVE THE DATE!

Election of the next Board of Directors ended in October. Voter turnout was awesome and there was an outstanding slate of candidates. We are looking forward to the results. Good luck to all the candidates.

Please come out and enjoy our year end events. Your early sign up for these, and all events, helps the organizers greatly. We hope you and your family had a safe and enjoyable summer. Your comments, suggestions and feedback are always welcome. ■

Thanks all for the help and participation throughout this past year. We pulled off some amazing events despite the ongoing pandemic.

Be a P4 Contributor




Always looking for interesting automotive and Porsche related articles for P4 publication.

Idea starters-Track days, collectibles, road tours, my first sports car or Porsche, races, museum visits, car shows, Porsche repairs or restoration, etc.

Please consider writing a P4 article for the education and enjoyment of your fellow SEM members.

Contact
 Mark Vander Eyk at
P4@sem.pca.org





DE #4 Recap

ARTICLE BY **MARK MOLZON** - CHIEF DRIVING INSTRUCTOR
STREET SURVIVAL SCHOOL CO-CHAIR

PHOTOS BY **LISA MOLZON**

Final High Performance Driver Education School of the Season

What a great weather day as we started off for HPDE #4 at Waterford Hills Raceway which, sad to say, was our last HPDE for the year. We began with drivers arriving nice and early to get registered and make it to pit lane for the track walk at 8:30 AM. As we conduct the track walk we point out the different slopes of the road, the

turn-in apex and track-out cones. We also discuss passing zones, braking zones and other things to pay attention to that you may not notice as you go around the track at speed. As we finish the lap around the track I have multiple drivers telling me how great the information was and how it will help them once they are driving their cars on the track.



Lining-up in Pit Lane

DE #4 Recap (continued)

After the track walk, next is the Driver's Meeting to explain all the rules and procedures that need to be followed when running on the track. On this day, 9/11/21, we also had a minute of silence to remember all of the losses our country suffered on this day 20 years ago. After the Driver's Meeting, we start with classroom instruction for our Tour and Green groups while the instructors get ready to go on track for their first session. We have an awesome group of instructors that get in the cars with the drivers and help all of them to become better drivers.

As we start rotating through the different groups out on the track, I notice clusters of drivers in the paddock enthusiastically talking about their sessions on the track saying what a great time it was and that they should have tried this a long time ago. The day continues on as we get to our lunch break with lots more talk about apexes, turn-ins and braking points.

As we near the end of the day, some of the drivers are starting to tire out from the long day. On the weekend we get extra sessions on the track per the Waterford ordinance rules that allow us to run longer. The last session ends and we celebrate another successful year of, once again, equipping numerous drivers with new skills for driving not only on the track but on the road also. Thanks to everyone that has come out to the HPDE's with us this year. Watch for next year's HPDE schedule in the New Year and make your plans to attend again, or come out the first time to experience these great events. ■



Lucas Phan, Michael Cohen and Mark VanderEyck



Munk's Motors taking care of drivers with breakfast, snacks and beverages at each DE



Tom Fielitz and Robyn Christian

MORE PHOTOS ON PAGE 13

SEM/PCA Fueled By Volunteers

SEM is need of a CPA, Accountant or Tax Professional who can assist us with filing a Form 990 return for a tax exempt organization. This is for the 2021 return in 2022 and beyond.

If you can help, please contact Jim Williams, SEM Treasurer
treasurer@sem.pca.org or
248-561-8301

DE #4 Recap (continued)

*Thanks to everyone that has
come out to the HPDE's
with us this year.*



Stephen Cramer, owner of Autocore, a sponsor of our DE's, was on the track for the day.



Last DE - First Time Students enjoying the day



A gorgeous final Track Day with new friends and students



A beautiful sunset from Gary Mason's lake house, location of the season's end post-party.

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ARTICLE BY **TOM FIELITZ**

911 Secrets

Our Porsche cars each come with certain idiosyncrasies or characteristics that give them a special character, sort of like car secrets if you will. The early 356 models had a certain feel to their driving feedback. That translated to a different feel with the next generation, the 911/912. Subsequent chassis modifications such as longer wheelbase or wider track and certainly wider wheels each altered the driving feel of that model.

From the very beginning of Porsche, so called car experts held strong opinions about the driving characteristics of certain models of the cars. Writers were quick to attach labels and generalizations to certain models. Some labels stuck to certain model lines over several engineering generations of cars. Such a label was attached to the 911 line as having snap oversteer to the point that the car was difficult, if not outright dangerous, to drive. Having owned and driven more than one 911 since 1971 I found this label odd and incorrect. The 911 was born as a short wheelbase and narrow tired car that had some handling quirks such as a propensity for oversteer. It was a fact that to cure some odd handling, new cars came from the factory with lead weights bolted to the inside of the front bumper. Those quickly were dispensed with after some minor suspension changes which gave the 911 very predictable and neutral handling behaviors. The factory quickly adopted a slightly longer wheelbase, which shifted forward the location of the engine and gave the car a very neutral polar moment of inertia. That polar moment made the car much less likely to oversteer. For whatever reason, most auto journalists choose to ignore that change and still labeled the 911 as dangerous for well over a decade. Then along came the 1976 Turbo, it was quickly labeled the widow maker based on early history of crashes. I have driven a 1976 Turbo and all I can fault the car for is that the power is addictive. It did not handle any different than my 1972 911E. The only fault I found was that once turbo boost had built up, a sudden lifting off the gas did not take effect until the boost level dropped. This was subsequently fixed with pop off valves, but the label hung on through several generations of Turbo even the 996 Turbo that I had more track experience driving. In fact, it was very easy to deal with chronic understeer. Changing some suspension components on the 996 Turbo to GT3 pieces actually made the car into a spectacular track car.

The first 911 secret I learned came as a surprise with my 1969 911S Targa. I discovered it originally came with

front Boge Hydro pneumatic self-leveling shock absorbers. I suppose it was a concession for a more comfortable ride and the ability to load luggage in the trunk. The surprise was that the car did not have front torsion bar springs or sway bars as the shocks did all the work. While the car had decent performance it had considerable roll and unpredictable response to steering. I had the car converted to a conventional front suspension, but the dealer was adamant that such a swap would result in cracking the very big and expensive rear window due to chassis flex. In fact, this never happened and if anything the chassis flex did a wonderful job of planting all four tires on the ground. The next 911 secret came with my next 911, an E model coupe. As delivered, the nose sat rather high in the air due to DOT headlight height requirements. I was told the dealer was prohibited from changing the ride height, but I could change the height myself with hand tools and a ruler. The front torsion bars had a simple adjustable level stop and in minutes the height and subsequent chassis rake were corrected. This gave the car a better look and more responsive steering. When I converted the car to a Carrera RS tribute, the suspension was dramatically changed to racing Koni shocks, Weltmeister adjustable sway bars, plus Carrera torsion bars and wider wheels. But the surprise was the addition of bump steer steering rack spacers which eliminated the steering wheel twitch when hitting bumps. Another secret was the addition of a front suspension tower brace that improved steering response. The final surprise was the addition of a shoulder seat belt brace tying the two upper mounts together and giving the car structure more stiffness. All of these changes transformed what once was claimed to be a dangerous handling car into one that is very confidence inspiring, responsive, predictable and with neutral handling.

This brings us to the point of asking how it is done. It is my experience that much of the handling traits come down to alignment and tires. My 911 is shod with Toyo Proxis R1R tires and has the best alignment it has ever had thanks to Howard Gilson. I know that a proper suspension alignment can make any poor handling car into a good handling car and vice versa. These generations of 911 continue on to the present day. Now besides mechanical changes, there is the introduction of computer dynamics. Newer suspension designs call for updated suspension alignment specifications and techniques. The secrets to good handling 911s are no longer an unknown and the 911 is as capable as every super car on the market. ■



Ladies Only Drive Recap

ARTICLE BY **PATTI DOOR** - PAST PRESIDENT / PARADE HOSPITALITY CHAIR/REGION CHAIR FOR PICNIC, SILENT AUCTION & LADIES DRIVE

PHOTOS BY **LADIES ATTENDING THE EVENT**

Saturday, September 18th marked the 16th year of the SEM Ladies Only Drive. The Michigan, almost official, fall weather was perfect for the pre-tour drive to our tour starting point in Chesterfield. Because of the distance to our starting point, Pat Ambrus, Dawn Martindale and I met at Twelve Oaks Mall. As we sat and waited for Dawn to arrive, a gentleman pulled up next to us in his Tesla. After a brief conversation about cars he offered to let us take his car for a ride “so we could compare it to our Porsches”. We thought that it was odd to offer complete strangers in a parking lot a chance to drive his car, but we figured - to each his own. He left to complete some errands and said he would be back shortly for our “test drive”, but we knew we would be gone when he returned.

Our pre-tour trip to Chesterfield seemed like a long drive, all the way across I-696 and then up I-94. With our cars being short, all the SUV’s seemed like they wanted to get in between us and effectively block my view of Dawn who I was following. When we finally arrived at the tour start, Home Goods in Chesterfield, I told everyone that it felt like I was in another state.

While the actual driving tour was shorter than usual, it was a beautiful ride up Jefferson Avenue. I have never been to New Baltimore and was very surprised at all the activity in this quaint little town. The town was vibrant with color and the streets full of people. Did you know that New Baltimore is the home of the tallest flagpole in



Front - Shirley Carlisle / Left to Right - Laurie Williams, Kathy Young, Dawn Martindale, Crystal Robinson, Pat Ambrus, Sabrina Crump, Valerie Malaney

Ladies Only Drive Recap *(continued)*

The pictures of our afternoon clearly show that a good time was had by all.



Patti Door, Laurie Williams, Kathy Young, Shirley Carlisle, Sabrina Crump, Crystal Robinson, Pat Ambrus, Valerie Malaney. Dawn Martindale behind the post.

Michigan? Our final destination was the Pink House Tea Room, a beautiful 1875 Victorian home converted to a tea room and B&B overlooking Anchor Bay on Lake St. Clair (right across from the tallest flagpole!). If you are looking for a nice drive and great brunch spot, the Pink House should be your destination – and don’t forget that flagpole.

The pictures of our afternoon clearly show that a good time was had by all.

I would like to thank Shirley Carlisle for mapping out our route and taking care of the reservations at the Pink House. ■

MORE PHOTOS ON PAGE 19

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ARTICLE BY **HOWARD GILSON** - VICE PRESIDENT/
NATIONAL SAFETY INSPECTION CHAIR/REGION SAFETY CHAIR

PHOTOS BY **HOWARD GILSON**

Tail of the Dragon Recap

The Tail of the Dragon Tour started out at the IHOP in Monroe. Mike Sexton, Tony McNeal, Mike and Morgan Paige, Patrick Coleman and I all grabbed some coffee and breakfast. We started out on the caravan down to the Tail of the Dragon at about 8:15 am. Every couple of hours we made pit stops for fuel and restrooms along with getting out of the cars to stretch. In total we made three short pit

stops and made very good time down to the host Hotel in Alcoa. We met up with Lucas Phan and Chris Bohr, then all checked into the hotel and freshened up before dinner at the Texas Roadhouse. At dinner we discussed the first day's driving route, had a great dinner and got acquainted with our new Porsche friends.

Tail of the Dragon Recap *(continued)*

The next day we all met up in the hotel lobby and were on the road a little after 8:00 am. We started out with a run down the Tail of the Dragon and stopped at the Tail of the Dragon store for a few photos and souvenirs. We then headed to the Gambler and our next stop in Cherokee for lunch. We had lunch at the Cherokee Casino Brio Italian Restaurant which had very good food and rested before our afternoon run. After lunch we did the Blue Ridge Highway and Highway 441, then stopped in Gatlinburg for dinner. We lucked out as Gatlinburg was very busy with tourists, but the restaurant seated us right away. After dinner a few of the group went to a distillery store and the remainder headed back to the hotel. This was a very long day and all the participants had a great time on some of the great roads in the area.

The third day we again met in the hotel lobby and started out at around 8:00 am. We had a little drive down Highway 411 to get to Highway 360, a very fast route with high speed corners that felt like a roller coaster. This was not a handling problem because of the capability of the

Porsches everyone was driving. The roads tightened up on the Cherohala and the Moonshiner run of our morning tour. We visited the Fontana Dam for a pit stop and a few photos. We then took a very short drive to Fontana Village where we planned to have lunch, but the restaurant didn't open for another hour. So we continued our tour to the Tail of the Dragon for a second run, which was a lot busier than the day before. We did have better weather the second day, so that may have contributed to more traffic plus being a Saturday didn't help either. After the Tail of the Dragon run we headed to the Devils Triangle, and on our way we found a great little BBQ restaurant for our lunch stop. After lunch we continued to the Devil's Triangle. This road was a little different then the Tail of the Dragon, it had some great turns and elevation changes. We did run into a little traffic when a biker went off the road, luckily he was alright and the accident was cleared in around 20 minutes. After the Devil's Triangle we headed back to the hotel to freshen up before dinner. We all met at O'Charley's Restaurant for a great dinner and enjoyed talking about all the challenging roads that we had driven that day.



Killboy or 129photos took this photo of the group cringing the Tail of the Dragon.

On Sunday morning we again met in the hotel lobby for a non-club caravan back to Michigan. We all stayed together for the majority of the drive back, but once we were in Ohio and Michigan we all went our separate ways home.

I want to thank all that participated in the Tail of the Dragon Tour. Lucas, Chris and I hope that you all enjoyed the tour, food and Porsche friends. We hope to plan more overnight trips in the future for the club. ■



1 - Mike & Morgan Paige, Mike Sexton, Lucas Phan and Chris Bohr.
2 - Fontana Dam, Chris Bohr, Lucas Phan, Mike & Morgan Paige, Mike Sexton.
3 - Second stop at Love's for fuel, lunch & rest before the last three hours of driving.



After the first tour of the Tail of the Dragon. Chris Bohr, Mike Sexton, Tony McNeal, Lucas Phan, Patrick Coleman, Mike & Morgan Paige, Howard Gilson.

I want to thank all that participated in the Tail of the Dragon Tour. Lucas, Chris and I hope that you all enjoyed the tour, food and Porsche friends. We hope to plan more overnight trips in the future for the club.

Each participant got a Tin Map of the Smoke Mountain Loop and a Tail of the Dragon Coin.



On the way home, Mike & Morgan Paige. Lucas towing his 997 Cab.

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PORSCHE CLUB OF AMERICA

American Speed Festival Recap

ARTICLE BY **BILL MOLZON**

PHOTOS BY **LISA/MARC MOLZON, JIM WILLIAMS AND MARK VANDER EYK**

The Inaugural American Speed Festival at M1 Concourse

Google defines Festival as a “gathering of people to celebrate something,” such as heritage, culture and traditions, AND states that “attending a Festival with your best friends means having GREAT experiences that you’ll be talking about for years to come”.

The American Speed Festival certainly fits that definition, providing the opportunity to see over 100 race cars (ranging from the 1901 Henry Ford Racer to current super cars like the Ferrari LaFerrari and McLaren Senna) in both static and dynamic displays. The dynamic demonstrations allowed you to see and hear the cars performing at speed on the M1 track and experience the sounds and excitement of their performance capabilities.

There was something for everyone in the range of vehicles presented, including four of the most historically significant cars designed, constructed and raced by the featured Marque, Chaparral. Each represented a significant milestone in the evolution of racecar aerodynamics from the inventive mind of Designer, Constructor, and Racer Jim Hall. The 2E and 2F introduced the use of wings to racing in the late 60’s, and was followed in 1979 by the 2K IndyCar, also known as the Yellow Submarine, which was created by legendary F1 designer, John Barnard. It incorporated full-length underbody tunnels to the rear wing to provide downforce along with many other outstanding design detail innovations such as the structural execution of the rear wing sub frame. In all, sixteen IndyCars were included among the



Chaparral was the featured Marque at the event.

American Speed Festival Recap *(continued)*

entries, ranging from a front engine 1952 Kurtis roadster to the Unser 1986 Lola. In addition Can Am cars, stock cars, super cars, performance cars (American, European and Asian), endurance racing cars, and a significant number of other featured cars were included among the show entries. Another of the historically significant featured cars was the original 1953 Duntov Corvette mule, which was built to test a V8 engine in a Corvette that began the evolutionary process that led to the Corvette as we know it today.



Jerry Grant Indy Car



Porsche 917-30



Early Offenhauser Indy cars



Mark Donohue Indy Car



Shadow Can-Am car



Group 44 IMSA Jaguar

(continued on page 31)

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American Speed Festival Recap *(continued)*



A selection of Porsches in the SEM Corral

Southeast Michigan Porsche Club of America members, the only car club with a dedicated car corral at the show, also enjoyed the opportunity to experience the sounds of the Porsche 917-30 in action on the track, something few of us have been able to experience in person. They watched their fellow member, John Dorscht, participate in the event with this Porsche GT1 replica. SEM members were also excited to see one of our Club sponsors, David Nikolas of Nikolas Motorsports, putting on an exhibition of his driving skill and speed in his March 817 Can Am, the Budweiser Paul Newman car. In the Solo class, Jonathan Finstrom, another of the local M1 garage residents, impressed everyone with his Staudacher's speed and handling. That, combined with his outstanding driving skills, allowed him to unofficially turn in one of the fastest laps at the event. In addition he recently set the outright lap records at M1, Waterford, Grattan and Gingerman! Quite an accomplishment for a car that tips the scales at 1000 pounds including the driver!



David Nikolas, of Nikolas Motorsports,
with his Budweiser Paul Newman March 817 Can-Am car



Porsche 917-30 on the grid



MORE PHOTOS ON PAGE 33

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American Speed Festival Recap (continued)

One of my personal highlights of the event was having the distinct privilege of experiencing the M1 course in the rain on a Sunday morning thrill ride with my son Marc driving! That, along with all of the other experiences of the show, I WILL be talking about for years to come! ■



1953 Corvette Mule with V8 engine



John Dorscht in his GT1 replica



Porsche Car Corral



Bill Molzon and Howard Gilson in the Porsche Corral



SEM member and driver Jonathan Finstrom talks with Jim Williams, SEM Treasurer in front of the announcer booth

Driving Porsche's Taycan

STORY AND PHOTOS BY **JOHN KHAMI - PCA CLUB MEMBER**

Waiting for traffic to clear so I could test-drive a Porsche Taycan southbound on Gratiot Avenue took forever. To my left, dozens of cars kept coming in groups of two and three but then it was time to get-up-and-go with the traffic stopped by the light. To my right, it was open road for at least a quarter mile, maybe more. I made the turn and was in the center lane where I slammed the accelerator to the floor. We were thrown back into our seats with the lurch of gravity resistance -- G-Force -- that left us motionless. The Taycan is an electric car, not a rocket, but Porsche calls the over-boost system "Launch Control" with a combined 522 horsepower and a top speed of 155 mph.

The 5000-pound machine of Porsche technology, muscle and a hybrid light-weight aluminum-steel body sped south where we were free of police and other cars at 10:30 on a sunny Saturday morning in the summer. Laughter, smiles and shaking our heads from the four of us feeling the unreal power surge.

With my sons, Jason and Bryan in the back seat and my brother, Roger, an automotive engineer, as the front passenger, we sat in a Black Metallic, Bordeaux Interior, 2021 Porsche Taycan 4S courtesy of Porsche of the Motor City Dealership in Eastpointe, Michigan.



The Taycan's Bordeaux and Black interior with soft leather and a center digital console.

We drove a short distance to the south, turned left at a crossover and then north on Gratiot where we stopped for a traffic light, waited for a green signal and were off again. Another quarter mile north on Gratiot we stopped in a parking lot and switched positions. Jason now at the steering wheel feeling the road, touching the controls on the instrument panel that was lit up with many colors, square symbols moving left to right. Traffic cleared. Jason punched the pedal and he was off testing the Taycan for its handling and power. In his words-- "It was flat. Quiet. No body roll. It was fun." Bryan was next and said the Taycan, "... handled nice" as he made a Michigan left at 40 miles an hour. "It hugged the road and my eyes were pushed back into my head. I had a feeling of what the astronauts went through going to the moon." Roger's head and back were pushed into the headrest and seat. "This car is different. I've never driven anything like that. It was just a big, unexpected thrill and I had a big smile on my face." He was most impressed with the smooth and controlled driving.

We sat in seats over the power station of individual battery packs that made up the floor. SEM member Dave Renner, Dealer Customer Experience Manager for Porsche of the Motor City, said the pack, "... requires a ten-foot-

Driving Porsche's Taycan *(continued)*

wide door in the shop so a forklift can move the battery powered electric motor using special designed Porsche Equipment to lift the entire pack into place." Porsche has a 100,000 mile high-voltage battery warranty for the power plant of 390 Kilowatts (kW) of raw electricity for the 522 horsepower (HP).

Michael Moore, Sales Manager for Porsche of the Motor City says the Taycan charges to 80% capacity in 22 minutes using a DC current to charge from the right or passenger side of the car. Moore said that Porsche includes, "... an icon in the Infotainment center on the instrument panel showing the battery temperature to inform the owner of the best time to begin charging." He added, "The Taycan includes a mobile AC charger and a 120 Volt supply cable for charging. There is a time-out device or profile timer to accommodate different times to start and end charging such as in the evenings. Porsche recommends a 220 volt outlet. Today, the Taycan can be leased with three years of free charging through Electrify America Stations throughout the country."

The dashboard with the instrument panel is a curved display with touchscreen controls in front of the driver. It is digital, glowing color that is always in motion displaying different information updates from the onboard computers.



The Taycan's curved and colorful instrument panel



SEM members Jeff Topf (L) and David Renner (R) with Porsche's 2021 Taycan rear wheel drive in Chalk color with a base price \$82,700 optioned out for \$106,510. Jeff's first Porsche was a Silver, 1973 911 E Targa and David's first Porsche was a Silver, 1972, 911 T Targa

The Taycan includes Lane and Park assist plus cruise control using the onboard camera system. Porsche Communication Management responds to voice commands. There is a system for 3D maps with real-time traffic and route calculation with views of charging stops. A vehicle tracking system for theft detection is available on a 24/7 basis. Glass is thermally insulated and the Taycan has Porsche Connect Service for wireless coverage.

Southeast Michigan Porsche Club Member, Jeff Topf also drove the Taycan that morning and has driven many EV's including those from BMW, Tesla, GM. Jeff said "The Taycan outperformed. The Taycan felt like I was driving a 911. It had that feel to it. It's a neat car. Beside the straightaway speed, the car handles like a sports car due to seating position and steering wheel. I felt the way I sat in that car that it was like driving my 2011 Turbo S." The Taycan has the personality of every Porsche. Effortless. Confident. Decisive. The Taycan is technology and art with its body contours, the most comfortable interior, its many features and two-speed transmission -- fast and much faster. ■

***Porsche. It's not just the Taycans.
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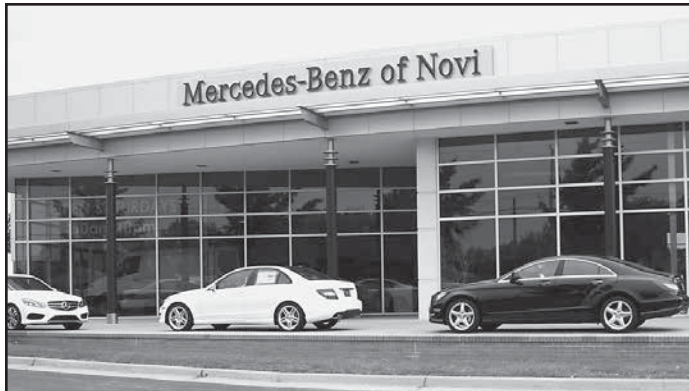
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Track Day


Porsches owned by MacArthur Mirabella, age 6
 First grader at Lone Pine Elementary School

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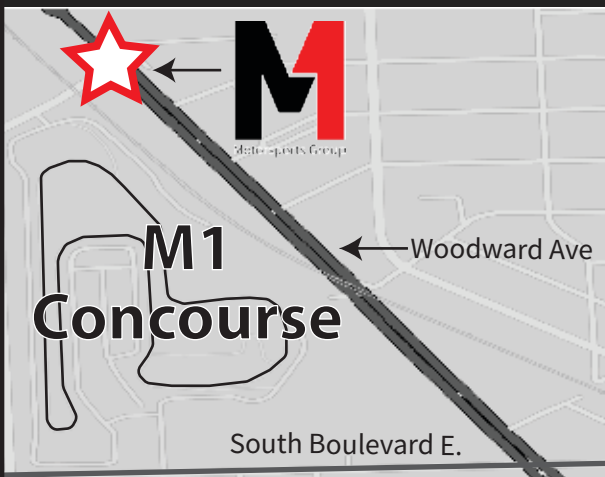
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FREE Track inspection

Business Meeting Minutes* (10/07/2021) by Fred Young

PREFACE: In these trying and uncertain times it is the responsibility of your Porsche Club to adhere to federal and state guidelines concerning the Covid 19 virus. Therefore as you can see, we have cancelled, postponed, or modified many upcoming events. While we regret the action, our first concern is for our members. We will post timely updates on our website or contact members by email. Thank you for your consideration.

OCTOBER 7, 2021

In attendance: Board Members: Marc Molzon, Fred Young, Walter Crump, Gretus Hoogestraat, Lisa Molzon and Michael Cohen. Officers: Jim Williams, Mark VanderEyk, Patti Door and Dennis Denyer. Called in by way of telephone conference: Chrissy Crowe, Christine Gennari and Gary Ambrus. Absent with notice: Howard Gilson, Lucas Phan, Steve Carbary and Erik Ohrnberger.

Call to Order: 7:00 p.m. by President Walter Crump
Agenda Approval: It was moved by L.M. and G.H. to approve the agenda. Motion passed.
Minutes: Moved by M.C. and L.M. to approve. Motion passed.
Financial: Jim Williams - There was not a lot of activity. The club is still looking for a volunteer CPA. It was moved by ML.M. and G.H. to approve the October financial report. Motion passed.

Membership: Lisa Molzon - There are 779 primary and 432 associate members for a total of 1211. Membership is up year over year by 73 members.

Insurance: Steve Carbary - No report.
P-4: Mark VanderEyk - He went over future content for the November/December P4 issue. It was moved by M.M. and M.C. to purchase a gift card for Karen at Copyrite for the great job she has done. Motion passed.

OLD BUSINESS

September 4: Drive your Porsche Day: Chrissy Crowe - There was a good turnout for the Labor Day weekend. A recap is in the October P4.

September 10-12: *Sportscars Together Day at Indianapolis Motor Speedway: No report.

September 11: DE #4: Marc Molzon - The event went great. The entire year was a big success.

September 18: Ladies only Drive: Patti Door - After a short drive they had a really good time with a small group at the Pink House.

September 29-3: *American Speed Festival at M-1: Michael Cohen - There was a Porsche car corral all three days. The event itself was fabulous. Feedback was great with a wide variety of cars running on the track. There were also opportunities to talk to legendary drivers.

October 7-10: Tail of the Dragon Tour: No report - In progress.

October 24: Fall Color Tour: Walter Crump - The route, cider stop and restaurant are in place.

November 5: Membership Meeting: Gretus Hoogestraat - A speaker is in the works.

December 4: Holiday Party: Patty Door - It will be at the Heathers Club. The menu sounds great.

It was moved by M.M. and G.H. to subsidize the event over the fifty dollar cost for members. Motion passed.

Nomination Committee: Walter Crump - The biographies and ballot is in the October P4.

NEW BUSINESS:

Charities: Chrissy Crowe - Patti Door will work with Chrissy on guidelines for charities.

Webmaster: Erik Ohrnberger - Everything is working fine with some refinements and improvements.

Event Reports: Fred Young - Needed for the Picnic and Concours, Ladies Drive and Drive your Porsche Day.

New Business: Dennis Denyer asked for members with over forty years of club membership to be forwarded to PCA for recognition in terms of a certificate and other possible awards.

Fred Young put forth a budget for the 2022 concours trophies. It was moved by M.M. and L.M. to approve the request. Motion passed.

Meeting Adjourned at 8:40 p.m. - Moved to adjourn by M.M. and G.H. Motion passed.

Next Meeting Location: Patti Door’s residence: November 4th

Respectfully Submitted: Fred Young 10-11-21
*Subject to ratification at the next Board Meeting

Welcome New Members:

Robert Brooks
John Buckley (Transfer)
Keith Dean
Elizabeth Eads
Elmar Fuchs
John Golembiowski
Yves Hart (Transfer)

Jarrett Hopper
Brandon Horrocks
Dan Izydorek
Dzenis Nuhanovic
William Poellnitz
Tim Robinson (Transfer)

SEM/PCA Member Anniversaries - November / December 2021

YR	Name(s)	YR	Name(s)	YR	Name(s)	YR	Name(s)
NOVEMBER							
48	C & Marilyn Mally	4	Chris Peppo	42	Barrett Wayburn & Kip Vota	7	Allan & Sarah Skoropa
48	Heinz & Claudia Hilderts	4	Fred Boissinot	42	Clemens & Arndt Weierstahl	7	George Vasu & John Stone
47	Jeffery & Joel Topf	4	Peter Mauthe	39	George Costea	7	David Baiocco
41	Harry & Mary Kurrie	4	David & Susan Sears	39	Walter & Judith Mueller	6	Jim Plegue
33	David & Evelyn Horton	4	Larry Long	33	Bruce Gearns & Marsha Leister	6	Bruno & Kathy Cote
33	William & Shirley Hallandal	4	Manaki Iwamoto	26	Christopher Murphy	6	Robert Cory
29	Joel Topf	4	David & Ellen Moellering	23	Bhavin & Sandhya Patel	6	Angel & Todd Pronger
29	Mike & Mary Vigilanti	4	James & Deborah Cousens	23	Fritz & Deborah Praus	5	Scott Haywood
27	Gary & Patricia Ambrus	3	Brad Peters	23	George & Pamela Cornwell	5	Jeff & Megan Spearin
26	Jay & Trish Keranen	3	Andrew Vincent	21	Phillip Ingram & Beverly Ricci	5	Michael Medwid
25	Miles & Debra Singer	3	William George	20	Anthony Deblasio	5	Daniel Sandberg & Dawn Flint
23	Daniel Richards	3	Dennis Wygocki, Jr	20	Ashley Supinsky	5	Eric Lotz
22	Bruce Becker	3	Juergen Peters	19	Gary Mason & Greg & Patricia Little	4	Gunnar Ross
21	Kevin & John Fahey	2	Andrew Ronnisch	19	Wolfram & Deborah Walter	3	John Else II
20	Michael & Joanne Olboy	2	Jason & Megan McClellan	19	Walt & Matt Magon	3	Chrissy & Megal Crowe
19	Gord Heidinger & Leah Welch	2	Gary Sowpel	18	Ronald & Aimee Bogucki	3	Mitch Sparks
17	Karsten & Laura Lies	2	James Strickland	17	Jonathan & Maria Wallevand	3	Daniel Garrett
15	Steve Carbary	2	Ronald Mills	17	Ervin & Ervin Jr. Partain	3	John & Tawn Otrhalek
9	Dan McClung & Irina Dozortseva	2	Jane Trahan	16	Michael & Roxanne Glovis	3	Trent Endsley
9	Richard Leonard	2	Ron Willmowitz	16	Gregory & Cheryl Spinazze	2	Giuseppe Filippone
8	M Schiller & Laurel Charnas	2	Paul Patonis	12	Walter & Sabrina Crump	2	Ray Mackowsky
7	Todd & Reggie Goldman	1	Dario Giovannini	12	Mike Rains	1	Michael Alden
7	Richard vonDaggenhausen	1	Jeffrey Cartwright	11	David Wadowski	1	Vivien Martinage
7	Helen Romano	1	Matthew Nahass	11	Thomas & Robyn Christen	1	Derek Gibbs
7	Eugene Robertson & Meagan Lobzun	1	Tyler & Jim Saidla	10	Kevin & Sandy Kondrat	1	John Jahshan
6	Paul Lee	1	James Holland	9	Lutz Riedt	1	Brian Wong
6	Bruce & Kay Weber	1	Sean Stillwell	9	Peter Sinclair	1	Adam Herrmann
6	Roy Kethe	DECEMBER		8	Lyle Otremba	1	Mike & Aaron Preuss
5	Jed Yaish & Christine Van Damme	55	William Block & Freda Giblin	8	Raymond & Sharon Rahi	1	Andrew Soontharotoke
		45	C Cooper & Gary Mack	8	Bob & Athena Carson	1	Michael Lamb
		43	Peter Gladysz	8	Craig & Sheila Kellogg	1	Nicholas Krolikowski
				7	Frank & Nichole Weith		



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Around The Zone

BY LORI SCHUTZ, ZONE 4 REPRESENTATIVE



Dear Zone 4 Members,



What an exciting event we shared in the center of Zone 4 in the middle of September! Friday, Sept 10th was both the opening day of Sportscar Together Fest at the Indianapolis Motor Speedway and in the Bottleworks District of downtown Indianapolis, Luftgekühlt 7 – a collection of air-cooled Porsches through the years. What I found fascinating was the evolution or devolution of the Pegasus logo from the initial insignia seen on the front fender of a 911. Then seen again on a 356 in the dinosaur skeleton format and finally, as my dad used to say – “When Pigs Fly”, we had the winged pig version.

Sportscar Together Fest was a fun filled racing weekend executed in concert with IMS, PCNA and PCA. Joined by Lynn Friedman, National Porsche Platz Chair, our Zone 4 volunteers helped with the Platz and Corral. Volunteers were solicited and coordinated to assist in several areas each of the 3 days – Parade Laps each morning, the Platz itself, Experience Tents and the Car Corral. Special thanks for the assistance of Mid-Ohio Region president Dave Stetson with the registration of the volunteers. The Platz featured the Parade Store with event-branded items and PCA swag.



We gave out 1,000 event branded water bottles, over 600 event posters, various PCNA posters,

plus endless snacks and bottled water for our guests. The SimRacing and PCA Juniors experience pods were full of endless smiles

The car corral was nearly full on Saturday with over 300 Porsches. Parade Laps in the early morning were sold out on Saturday and Sunday. A highlight of the weekend was a first – an autograph session for the Club Race drivers, 27 of the 46 showed up at the tent over lunch on Saturday and signed event posters for fans for over 45 minutes.

So glad to see so many region events happening, for those outdoor venues it’s great to be getting together!

Cheers- Lori



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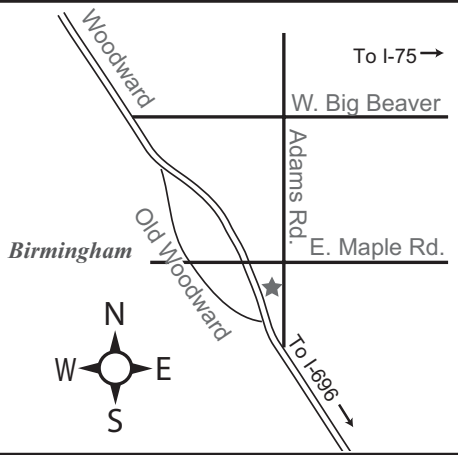


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