

**10**

*Enthusiast of the Year*

**UPCOMING SEM AND PCA SPONSORED EVENTS  
SEE DETAILS INSIDE**



**12**

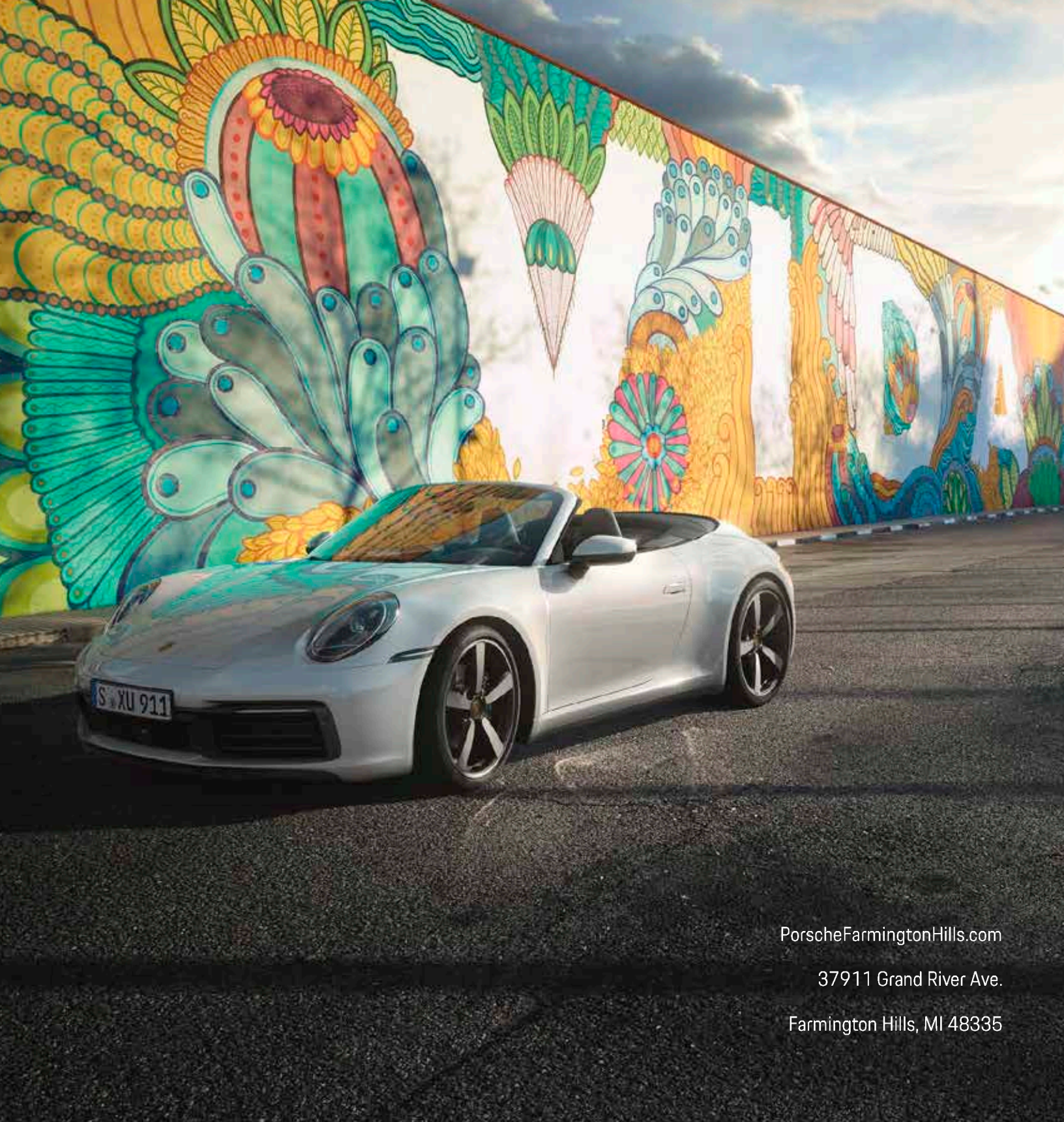
*Membership  
Dinner  
Recap*



**26**

*Fastest Shark  
on Earth*





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### **ON THE COVER:**

*Patti Door presents Lisa Molzon with the SEM Enthusiast of the Year Award  
Photo by Marc Molzon*





# *President's Column*

BY **WALTER CRUMP - SEM PRESIDENT**

I would like to wish everyone a happy and healthy new year. Thanks to all the past Presidents, Board and Club Members for the opportunity to be the SEMPCA President for the next 2 years.

I joined the Porsche experience in 2002 with the purchase of a 1983 944. In 2009, I moved up to a 1999 Boxster and joined SEM. I was elected to the Board of Directors in 2015-2016 and two years later I successfully ran for reelection. In the past I have chaired the Fall Color Tour, which is always one of the club's best attended activities. My wife Sabrina and I enjoy participating in the club drive tours, picnic, social activities and Parade.

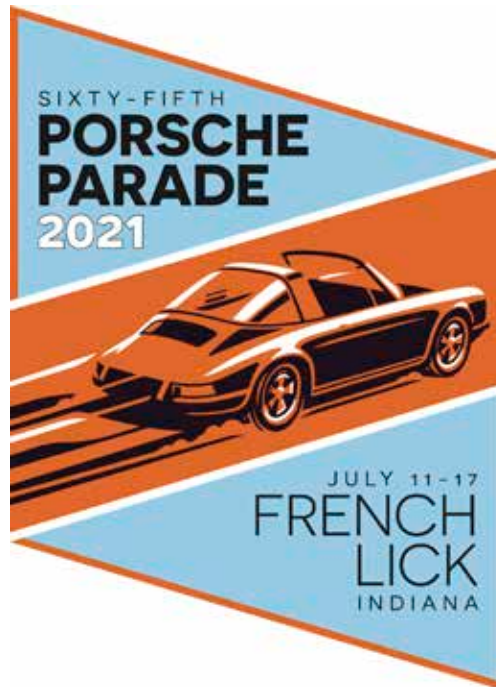
I have an automotive engineering background with Ford and TRW. I am currently a Booz Allen Hamilton consultant with the U.S. government at the Detroit Tank Arsenal working as lead engineer for Foreign Military Sales of the ABRAMS tank in the Australia Management Office. I am a U.S. Naval Academy graduate and served as a Marine Corps officer before joining the private sector in 1983.

*Walter Crump with his 1999 People's Choice Boxster*



2020 was a memorable year in many respects. We learned that we can change and adapt in many ways to situations we didn't foresee or plan for. Our relationships and interactions with others met challenges that we all had to accept and work out in our own ways. Throughout all of this, your PCA region and its Board made the best of our options and completed a successful year with the hand we were dealt. We had to comply with all State of Michigan Emergency Orders and amendments along with all PCA guidelines and requirements.

In spite of everything, we were able to conduct a Spring Tour chaired by Lucas Phan and a first ever Solstice Tour chaired by Lisa Molzon. Later in the year we had the Ladies Only Drive chaired by Patti Door, Drive Your Porsche Day chaired by Chrissy Crowe, and the Fall Color Tour chaired by Lucas Phan. No Street Survival School or DE 101 didn't stop us from conducting DE's chaired by Steve Carbary in July and August with adjustments made for scheduling, weather, and social distancing. Other successes included Waterford Hills Family Day, the Picnic and Concours, the Progressive Dinner, and Membership Dinner. Lucas Phan and Gretus Hoogestraat organized a caravan to Maryville, Tennessee to participate in the Rennsport Dragon Rally.



We look forward to the opportunity to revisit events we had to pass on last year. We would be disappointed to forego Street Survival School, DE 101 and our Holiday Party again. Also, the Belle Isle Grand Prix, Porsche Parade (French Lick, Indiana) and Porsche on the Mac (St. Ignace, Michigan) are usually well attended by members of SEM. Let's hope that won't be the case this year.

Communication will be key to a successful 2021. We have our monthly P4 publication (hard copy and digital), our website: [sem.pca.org](http://sem.pca.org), Facebook: Southeast

Michigan Porsche Club of America, Club Registration: [clubregistration.net](http://clubregistration.net), and regular email blasts from the president to help keep you up to date. Also, you can reach out to any member of the Board of Directors through the contact info provided in the P4.

# 2021 SEM/PCA CALENDAR

## JANUARY

7 Board Meeting

## FEBRUARY

2 Board Meeting

## MARCH

4 Board Meeting

14 Lingenfelter Collection - Chrissy Crowe

## APRIL

1 Board Meeting

17 DE-101 at M-1 - Steve Carbary/  
Marc Molzon

24 Swap Meet - Michael Cohen

30 - 2 \*Autorama

## MAY

5-9 \*Spring Treffen - Scottsdale, Arizona

6 Board Meeting

8 M-1 DE #1 - Marc Molzon

22 Street Survival School - Lucas Phan

23 Spring Tour - Lucas Phan

*\* = Not an SEMPCA Event*

*All dates and events are subject to confirmation*

## THE FOLLOWING EVENTS ARE ON HOLD AT THIS TIME

Concours Judging School - Fred Young  
Collision Shop Tech Session - Fred Young  
Devil's in the Details - Michael Cohen

*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](http://sem.pca.org) to verify the event schedule.*

## ATTENTION MEMBERS

### Stay abreast of the latest PCA/SEM News!

Please log-in to [pca.org](http://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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# *Southeast Michigan Region Porsche Club of America*

## *2020 Board of Election Results*

The following members have been reelected to the Board of Directors  
for the two year term (2021-2022)

*Steve Carbary*

*Walter Crump*

*Howard Gilson*

*Lisa Molzon*

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# 2020 SEM Enthusiast of the Year

## Lisa Molzon

ARTICLE BY **PATTI DOOR**

PHOTOS BY **MARC MOLZON AND PATTI DOOR**



*Patti Door presents Lisa Molzon with the SEM Enthusiast of the Year Award*



*Lisa and Marc Molzon holding the SEM Enthusiast of the Year Awards*

Lisa married into the Porsche family in 2012 and has eagerly embraced SEM/PCA and lived up to the PCA motto “Fueled by Volunteers” the past 8 years, lending a hand with events, writing articles for the P4 and adding to the collection of photos for the Club. Although the annual Tire Rack Teen Street Survival School was cancelled for 2020, Lisa has been actively involved with it since SEM/PCA started hosting this important program several years ago.

As the Registrar for and a participant in the High-Performance Driver Education (HPDE) events, she meets and rides with many Porsche Club driving enthusiasts at the track. Through these interactions she lives her enthusiasm for SEM/PCA.

In 2018 she was elected to the Board of Directors. Lisa is a valuable member of the Board because she provides a female perspective and is actively involved in SEM’s social, track and community events. Since joining the Board, Lisa has also been involved with the behind the scenes duties of developing and documenting procedures for the Club ranging from Cancellation/Refund guidelines and other financial policies to this year’s new COVID-19 event guidelines.

Lisa continues to give back to SEM and its membership by this year developing and chairing the new Solstice Tour, a summer morning drive that expands the range of events offered to Club members.





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# Membership Dinner Recap

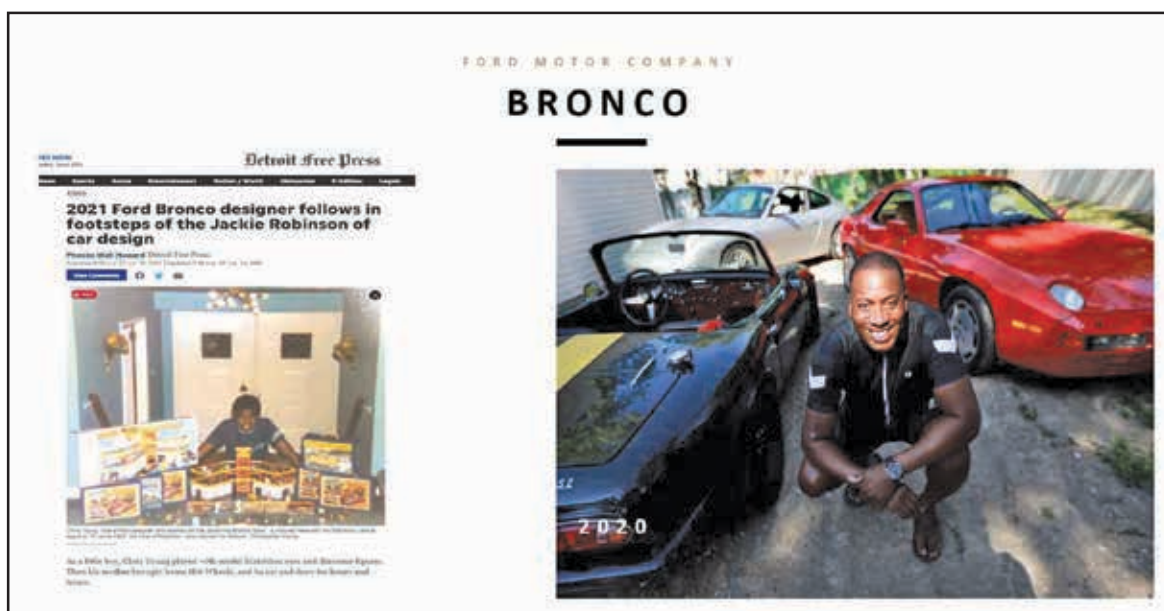
ARTICLE BY **GRETUS HOOGESTRAAT** - IMMEDIATE PAST PRESIDENT

PHOTOS BY **GRETUS HOOGESTRAAT AND CHRIS YOUNG**

This year we held our Annual Membership Dinner on Friday November 6th at Roger's Roost in Sterling Heights. The weather was clear, but the majority of the members did not drive their Porsches because most of them were already winterized and stored away. Only a few Porsches occupied the parking lot including a Boxster brought by SEM Charity Chair Chrissy Crowe.

The evening started out with a social hour that allowed members to renew old friendships and to meet a few of the new club members attending their first event. We were seated in a private dining room with a well-staffed cash bar and round tables that helped facilitate the dinner conversation. About 7 PM we were served dinner from a special menu.

This year the guest speaker was our own SEM member Chris Young who made a fantastic presentation about his life with cars and his work at several automotive companies. He provided us some insight about how to get inspiration and ideas for certain products. Chris owns both a Porsche 928 and a 996.



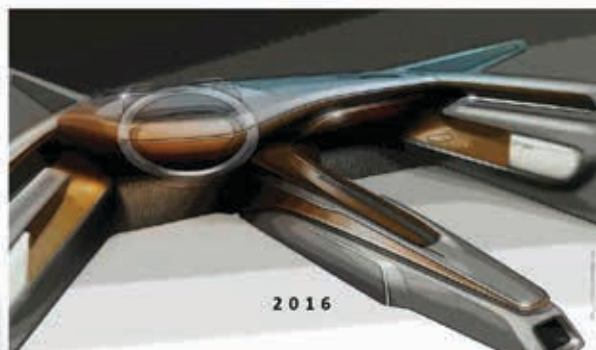
Learn more about Chris Young from the following Detroit Free Press article <https://www.freep.com/story/money/cars/ford/2020/07/13/2021-ford-bronco-chris-young-mckinley-thompson-jr/5384019002/>



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(continued on page 14)

Due to Covid restrictions we had a limited crowd that enjoyed the evening and the outstanding dinner. Thanks to Chris Young, John Dorscht and the team from Roger's Roost for making this a memorable night.



*Lucas Phan, Chuck Palfi, John and Kelly Schoemake  
plus Jennifer Livernois at Membership Dinner*



*Membership Dinner Registration Team*



*Adam and Jodi Klein*



*Enjoying the Membership Dinner  
are Dario Giovannini, Vera Dusaj and Lori Schutz*



*Tom and Chistine Grabowski, Marilyn and Dale Gobi,  
Paula and Kiro Trendov*



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- Have check or credit card handy and enter all required information. PCA Region is SEM.
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To learn about the basics, please visit the PCA Sim Racing site at <https://pcasimracing.com/reference/> for everything you need to know. Hone your driving skills for the off season, or make this YOUR racing venue on the best tracks in the country, and even the world. Or, log onto the races and cheer on your region and zone favorites.

Thanks so much to our zone coordinators. You can contact them directly from links on the website.

**Jared Rodeheaver** - Zone 2 – Riesentöter Region

**Igor Soykher** - Zone 2 – Chesapeake Region

**Josh Vieira** - Zone 2 – Potomac Region

**David Palmer** - Zone 4 – Allegheny Region

**Rusty Pruden** - Zone 4 – Central Indiana Region

We look forward to watching, and enjoying the fun.

Sincerely,

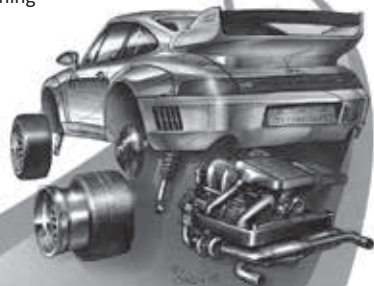
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BY **TOM FIELITZ**

# ***Tire Pressures***

If you follow racing as much as I do you know how obsessive race teams are about tire pressures. It is obvious how much influence tire pressure has on the amount of grip available with a tire and therefore how much performance can be extracted from that tire. What is not equally obvious is how much effect tire temperature has on tire pressure.

There are a lot of factors that interact with tire temperature and tire pressure. As tire temperature increases there is a corresponding increase in tire pressure. It is not a simple extrapolation between the two either. Ambient temperature, track surface temperature, track coefficient of friction, tire construction, tire surface composition or coefficient of friction, tire wear and even suspension settings all contribute to the effective performance of the tire. There is even a growth factor to tire pressure and tire temperature. As pressures grow inside a tire the sidewalls become stiffer and tire circumference can increase which can even have an effect on the ride height of the car and the effectiveness of suspension settings. Obviously, all of these factors contribute to the actual performance of the car. So you can now understand why a race team monitors tire pressures and tire temperatures so closely. Quite often the simple tire pressure gage is one of the most critical tools in a race mechanics tool box. Along with that pressure gage there is often a surface thermometer to measure the temperature of the tire surface and even the temperature of the track surface. It takes an experienced and skilled race team member to evaluate all of these factors and make the correct decisions about setting the initial tire pressures. Quite often the tire manufacturer has done extensive testing to determine the optimum tire pressures and optimum operating temperatures for their tires.

For those people who race their cars or even just drive their cars in driver education events, you will also become obsessive about your tire pressures. You probably noticed that one of the first questions your driving instructor will ask is what the tire pressures are set at. This is not just idle talk to see if you are prepared correctly for the event, it has serious safety implications as well. Improperly set tire pressures will affect how the car performs and how it responds to steering inputs and cornering forces, even braking forces. Especially important is that the tire pressures are equally set at all four corners. Depending on the ambient temperature and the aggressiveness of the driving, tire pressures can vary during the day and even within the driving session itself. A general rule of thumb is that a hard worked tire will gain about four pounds of pressure by the end of a driving session due to the tire temperature increasing. Because there are so many factors involved this

is not a hard number, but rather just a guide. Likewise, a much larger gain in pressure may indicate an incorrect initial pressure setting or indicate that a tire is operating outside of its optimum tire temperature range. Tires operating outside of their optimum operating range usually manifest themselves in reduced tire grip and performance. Because tire construction is one of the contributing factors to tire performance it may be well worth your time to do some research on a manufacturer's website. I know that Michelin offers very valuable advice on operating pressures and temperatures on their performance tires. Likewise, race tire manufacturers also offer engineering advice on the use of their tires.

All of this discussion make tire pressures and tire temperatures sound more like guesswork and theory rather than an exact science. It is true that most drivers will not be able to sense the changes taking place in tire temperatures and pressures. My own experience is that the effect shows up more on the stopwatch than it does in the steering wheel. Again, you will almost always hear a driving instructor admonish the student driver to use caution in the initial track corners to warm up the tires to operating temperature. How do you know when that warm up is sufficient? It is subjective feedback from the responsiveness of the car to steering, acceleration and braking inputs. The effectiveness can also be sudden and dramatic. Cars that were passing you can suddenly become obstacles to pass just due to the tires coming into operating range.

For all of you casual or at least non track drivers the message is equally critical. Especially as the seasons change the ambient temperature will change and have an effect on tire pressures. As a general guide, every drop of ten degrees in ambient temperature will reduce tire pressure by two pounds. Depending on the size of the tire and thus its air volume, there can be a substantial drop or gain in tire pressure. For those cars with tire pressure sensors, the change can be directly monitored. I have observed a several pound gain in pressure as I drove my car on a cold day or as the ambient temperature climbed. Likewise, low tire pressures can mean more than just increased wear and reduced gas mileage due to increased drag. Low tire pressure is very dangerous and can lead to tire failure. Low tire pressure can also mean longer stopping distance and the inability to steer around an accident. You can't always rely on the external appearance of the tire, such as the sidewall bulge to indicate proper inflation. Checking your tire pressure on a regular basis just makes good sense on the street as well as on the race track.



**Our Porsche Travel Experience**

**ARTICLE AND PHOTOS BY MARK VANDER EYK**



The story of the Porsche Travel Experience began in 2010 as the idea of a group of enthusiasts traveling together to experience the Porsche brand in its entirety. The group, which has since grown to over 100 members, has traveled to over 20 countries, including Germany, France, Italy, Spain, and the United States. The group's travels are focused on experiencing the Porsche brand in its entirety, from the factory to the racetrack, and from the museum to the road. The group's travels are focused on experiencing the Porsche brand in its entirety, from the factory to the racetrack, and from the museum to the road.

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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

**Hello From The P68's**

**ARTICLE AND PHOTOS BY PAULA TREMPER**



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# Community Charity

ARTICLE BY **CHRISSY CROWE** - CHARITY CHAIR

PHOTOS BY **MEGAL CROWE**

## 2020 Holiday Spirit Lives On!!!

This year 2020 has devastated not only our country, but countries across the world. I felt as SEM Charity Chair that this provided our region with an extra special opportunity this year to support a good cause.

The Goodfellows was our charity of choice for 2020. This was not only an opportunity for giving back to the community, but chance to work with a charity that offers a program where 100% of the donations are given to the supported families. The Goodfellow program “Adopt-A-Family” and “No Child without a Christmas” begins during the holidays. I presented the idea of this program to the SEM Board and the adoption process was approved.

I contacted Robert Thronburg from Goodfellows, one of the organizers of this program. Robert and I choose to support the Humbarger family, a mother and her three children Harmony (8 years), Desmond (7 years) and Honesty (5 years). I received their contact information and the children’s Christmas wish list which included gloves, scarves, and hats, gift certificates for food at the local grocery market plus gift cards for necessities.

During the gift purchasing process, I had to improvise a lot due to Covid-19 regulations and restrictions. I must say it brought back memories from over 30 years ago when my kids were little. It was definitely a chore swerving down the aisles and not sure what I was looking for. Standing in line 6’ apart didn’t make it easier, the lines seemed so much longer and patience was definitely a virtue.

A few days later, I called Ms. Humbarger to make arrangements to deliver the SEM gifts. Due to Covid-19 restrictions we could not wrap the gifts, so we had to come up with an idea to present the gifts to the children. Mom told the children that Secret Santa helper Ms. Chrissy will deliver the presents and they can only have one gift to open ahead of time. I put the presents in colored shopping bags containing only one gift per child. The rest of the presents were for Christmas Day. Mom was shocked to receive a gift as well and she said it was much needed. I personally added a new Christmas tree for the family.

The feeling is priceless when you can see the children’s smiles and screams of excitement as they tore open their gift boxes. Mom’s eyes were watering with a smile of appreciation. You remember that feeling too when you were sitting in your first Porsche. This makes all of the challenges of Secret Santa shopping worthwhile knowing we made one family’s life a little brighter.

I hope everyone has a safe holiday and look forward to seeing everyone healthy and happy at one of our next events. Mark your calendar for the Lingenfelter Collection on March 14th.

*The Humbarger family was very happy with the gifts they received*





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Visitors at the Lingenfelter Collection.



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Contact-Chrissy Crowe, SEM Charity Chair, [charity@sem.pca.org](mailto:charity@sem.pca.org) or 678-661-1146



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# Fastest Shark on Earth

ARTICLE BY **JOHN DORSCHT**

PHOTOS BY **TRC STAFF**

It was an unusual summer for those of us tracking our Porsches in HPDE and other events. The dreaded Covid-19 pandemic disrupted virtually everything that was scheduled for the 2020 season. Our world was turned upside down and nothing at all was for certain. Kudos go out to the many devoted club volunteers who developed policy and logistical workarounds to facilitate our club activities. They were able to abide by CDC and state guidelines and still allow us to enjoy our track days and other events while mitigating our personal health risk. Overall, it was a good summer season considering the constraints.

The pinnacle of my 2020 season began with a phone call I received at the end of August. I was contacted by Carl Fausett from 928 Motorsports asking if I would like to crew for his latest 928 project. Me, being a Porsche and more specifically a 928 cheerleader, immediately replied YES, of course! I said “let me know what, where and when, I’ll be there”.

For over 18 years Carl Fausett has been developing the MEG, the nickname for his supercharged and highly modified 1100+HP 1978 Porsche 928. Many of the performance components Carl developed over the years for the MEG were subsequently purchased for fitment to 928s by owners and racers alike. Carl built a business on it; 928 Motorsports. In fact, many of the components Carl developed and built are fitted on my own 928 track car- 8 plate LSD, 3 piece front crossmember, adjustable front & rear stabilizer, short shifter, solid engine mounts, solid mount steering rack, etc.

Carl and the MEG already hold the 928 speed record at Bonneville (216 MPH) and also hold the record for the best 928 time at Pikes Peak. Carl thrives on pushing the limits of his 928 and he was convinced there was more left in the MEG and it hadn’t finished squeezing out its maximum top speed yet!



*The MEG as setup for Bonneville*



*The MEG as setup for Pikes Peak*

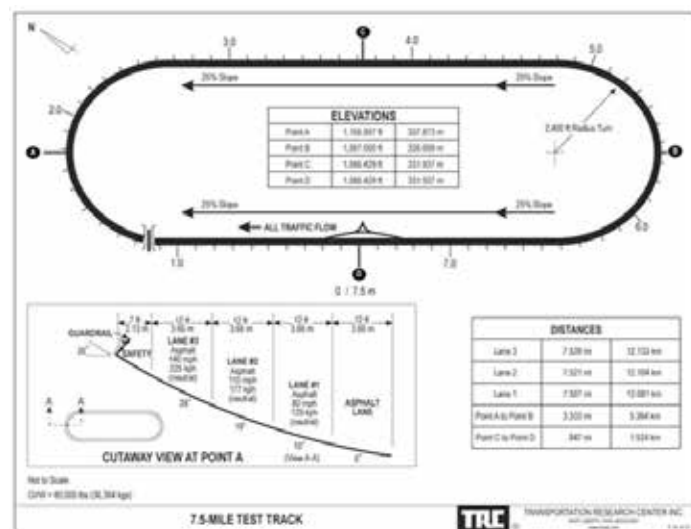
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What is interesting to note here is that Carl felt he could have gone much faster at Bonneville. This is why he kept returning there, only to be disappointed to weather and salt conditions. Carl was convinced that the MEG was not HP limited, what he felt he experienced at high speed was the rear tires tractive effort breaking loose (wheel slip) causing both an instability at high speed and limiting transfer of all that horsepower to the salt. On his high speed record runs at Bonneville, the salt was somewhat saturated and what would be best described as slightly “mushy”. Contributing further to the problem was that Carl was running on the narrow high speed tires required at Bonneville. So, this brings us to Carl’s new challenge.

**The What?** Carl’s mission was to set a world speed record for a 928 on a hard surface closed course. His goal was to achieve a top speed of 230 MPH+. Extensive engineering calculations were undertaken and supported a strong probability of success.

**The Where?** There are only a few locations in the US that offer a hard surfaced closed course large enough and with a straight long enough to achieve a 230 MPH+ goal. Carl honed-in on a location that had the potential to meet the requirements, the Transportation Research Facility (TRC) in East Liberty Ohio with a 7.5 mile closed course oval track.



**The When?** The TRC track was booked for two private and exclusive one hour sessions on Monday Oct 5, 2020. Rain or shine, the 7.5 mile was booked and paid for.

**The Event?** My experience begins with a pleasant Sunday afternoon drive in the Panamera Mansory from my home located north of Detroit to Bellefontaine OH, a 3-1/2 hour stint mostly on I-75. Bellefontaine was our meeting point and hotel location for the night, as other team members were arriving from Wisconsin and Illinois. Having arrived a half hour early, I thought I would scout out the TRC Transportation Research Center in East Liberty. What struck me immediately on the short trip to the track was the plethora of rolling hills. How could they ever find a flat surface large enough to support a 7.5 mile oval track in this part of the country? However, a couple of miles before arriving at the TRC facility the hills suddenly disappeared and I was back on the mid-west flatland. Security at the TRC gate was welcoming, but understandably tight. In speaking with the security guard he informed me that the hills just to the west of the TRC track were part of the Bellefontaine moraine and home to the highest point in Ohio.

TRC is a huge campus, with many manufacturers testing all types of vehicles at the facility including automobiles, motorcycles, buses, heavy trucks, off-road equipment and autonomous vehicles. You can find out more about this outstanding facility at <https://www.trcpg.com>. The 7.5 mile oval is just one of many tracks and testing areas on the TRC campus. Many large hangar-like buildings house OEM testing facilities and security is paramount. There was no way I was getting in to see the track before tomorrow’s scheduled session. What I did discover on my trail blazing adventure was that the Ohio Honda assembly plant is located adjacent to the TRC campus. With a feeling for the drive to TRC, it was back to the hotel to get organized and wait for the rest of the team. Lance and Carl were arriving from Wisconsin with the truck, trailer and the MEG and Austin, Carl’s son, was coming from his home in Illinois.



The MEG hauler

(continued on page 28)

Once everyone arrived and checked into the hotel a bit of freshening up was in order, then we all piled into the Mansory and were off to Brew Bellefontaine for dinner and a planning-strategy session. Bellefontaine is a friendly and pleasant mid-west town, but inundated with Honda vehicles everywhere.



*Strategy and planning session with the crew the night of arrival.  
Pictured (L to R) Carl Fausett – MEG owner/builder/driver,  
Austin Fausett – crew-photo/videographer,  
Lance Wiskirchen – crew/mech support,  
John Dorscht – crew/TAG Heur timer/mech support*

Carl was scheduled to run two solo sessions on the track, one at 11:30 AM and a second at 3:00 PM. Six track spotters with radios would be placed strategically around the track as would two ambulances and firefighting equipment. Carl was entering unknown territory and the support vehicles were planned to address any emergency. Essentially there were four issues of immediate concern, the weather, fuel management, aero handling considerations and the TAG Heur precision timer setup. The weather forecast was calling for possible light rain and 50 degrees with fog in the morning with the distinct possibility of a wet track. Regarding fuel planning, the MEG consumes copious amounts of racing fuel at speed and Carl planned to stop part way through each one hour session to refuel. My primary responsibility was the TAG Heur timer. It was to be placed on the track and serve as a redundant timing system, backing up the TRC installed V-BOX data collection system. The plan was to arrive at TRC the next morning at 8:30 AM to meet up with TRC's project managers and track coordinators, have a driver/crew meeting and get the MEG setup in the oval pit lane.

Upon arrival at the TRC facility we checked in and discovered they have a strict protocol of NO PHOTOS! Red security tape was placed over the camera lenses on each of our cell phones. Don't even think of removing the tape as it cannot be re-applied without it being obvious it had been removed. Your phones are subject to detailed examination before leaving the campus.



*Checking out the TAG Heur timer in my hotel room*

We found the TRC staff to be very accommodating, demonstrating great interest and participating to make the event a success. I should point out that these guys see and work with the future every day. We brought them a Porsche built in 1978. The TRC staff took photos as we requested and at the end of the day, after much study to insure no secrets were in the background, released and authorized us to use the photos. The TRC staff was knowledgeable and also helpful in assisting with our timing equipment setup. They also briefed us on the specifics of the track-maximum known safe turn entry speeds, maximum known safe turn sustained speeds on the banking, maximum known safe turn exit speeds, track irregularities (very few), landmarks (mile markers and bridge), etc. This speed record attempt was an unusual event for TRC staff as well as for Carl and the team. We did a few laps in the TRC trucks and vans on the big oval, transitioning with speed from the flat inside slow lane #1 through to the upper high-speed lane #4 with 28-36 degree banked corners. That was interesting!



*Entry to the Oval*

*(continued on page 30)*





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*The MEG ready for action*

*(continued on page 32)*



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**First session.** By 11 AM the fog had lifted and the track was close to completely dry. The MEG was ready, Carl was ready, the TRC V-BOX data acquisition system was installed by TRC and tested, the TAG Heuer timer was placed on the track and calibrated plus the track had been driven for driver and crew familiarity and key landmarks were noted. All the items on our list were checked and we were ready for our first one hour session. The plan was for Carl to do several familiarization laps to get a feeling for the car's handling character, while incrementally increasing the top speed on each successive lap, thereby flushing out any handling or other anomalies that the MEG might display. Many upgrades and modifications had been made on the MEG since the Bonneville high speed runs.

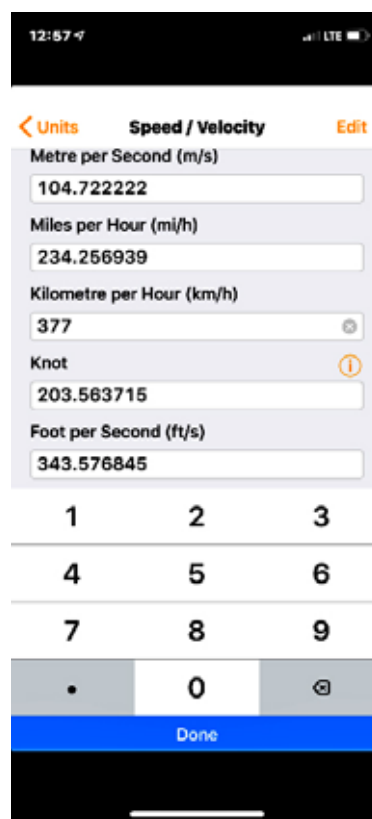
**Lap 1:** Carl warms up the car, engine, brakes and the Michelin Pilot Sport PS-2 tires (yep, the same tires many of us use on our own Porsches), and then runs a foundation top speed of 130 MPH. Carl has been here many times before in the MEG. Bear in mind that one lap is 7.5 miles long. From the pit lane we only had a visual on Carl on one straightaway, however we could hear the MEG's 1100+ supercharged horsepower thunderous roar performing flawlessly around the whole track. The RPM dropping for turn entry and then winding up again as the MEG was catapulting out of the turns to enter the two mile long straightaways.

**Lap 2:** The MEG was clearly fully prepped and ready to perform. Watching the MEG zoom past us on the straight it was fast, but not unusually so. One lap at TRC is equal to three or four laps on a circuit course, both Carl and the MEG were ready to perform. Top speed this time was pegged at 153 MPH. Carl was sticking to the plan, adding about 20 MPH incremental increases as he and the MEG warmed up to the quiet bucolic Ohio surroundings.

**Lap 3:** Unknown to us, this lap was to be the record-breaking and top speed lap of the day. Sadly, Lap 3 was also the final lap of the day.

Watching the MEG zoom past, it was evident that on this lap Carl was just being "Carl" and he was going for it, flat out. You could hear it! Screw the incremental speed increases that were planned, both Carl and the MEG were up to the task. The sound of that Porsche V-8 pounding out more than four times the horsepower of the original stock engine and running at maximum RPM for what seemed like hours was simply marvelous! We waited impatiently to spot Carl exiting that banked turn and pounding it out onto the straight. Yes, it was a remarkable audible and visual experience.

What was clear to us was that this was real speed, power and a sound like the MEG had never spooled up and released before. The TRC V-Box data acquisition system in the car recorded a top speed of 234 MPH. Carl saw 233 MPH in the car, but he was rather busy at the time. The V-Box was verified with the TAG Heuer on track timer we had set up. Yes, in fact the top speed was verified by two independent systems at 234.256 and 234.434 MPH. This was well beyond the Porsche 928 world speed record and right up there with all Porsche top world speed records. Less than 15 minutes into the first solo track hour we had already exceeded the planned 230+ MPH goal.



TRC V-Box result



TAG Heuer result

(continued on page 34)



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The day was already a success as the goal was achieved! Carl being elated with the performance over the three laps opted to wind the MEG down, bring it in for fuel and a thorough mechanical check. The usual check of tires (pressure, temperature, visual condition and wheel torque), aero components security (air dam and underbelly) and mechanical (engine and drivetrain) were performed. There was discussion of some tweaks we could do to further improve the top speed (tape up cooling ducts in the air dam, etc.).

**Second session.** As Carl passed us on Lap 2, we observed a small puff of blue smoke exiting the rear of the MEG as it whisked past us. No engine misfire or drop in engine performance was evident, nothing obvious. We would discuss this issue when Carl pitted to see if he had noticed any inconsistency.

Subsequently, our crew member Lance noted that there was some evidence of grease deposited on the rim of the left rear wheel. Upon closer examination it was discovered that the driver's side half shaft outer CV boot clamp had failed and that the grease contained in the boot was being released from the assembly. Could the release of grease being flung onto the exhaust been the cause of

the puff of blue smoke we observed? Likely. Could we sustain further laps without incident of a half shaft failure? Unknown. Could a half shaft CV failure at 230+ mph be catastrophic? Yes. Could we repair the problem? Yes, easily if we were at home, but we were not equipped to do so at the track.

I will leave up to you, the reader, to contemplate what might have happened. Too much grease in the boot combined with the half shaft rotating RPM well beyond design limits or ? Whatever the cause the outcome was not good. After a lengthy discussion amongst the team, defaulting to the side of caution and safety we opted to call it.

Was there more top speed left in the MEG. Carl thinks so! Will there be another opportunity to let the MEG exercise another attempt? Not likely.

After only three laps and about 15 minutes of run time, we already had the gold! 234 MPH! SUCCESS! What a day! Take that Coronavirus!!!!

Want to see and feel what 234 MPH in the MEG looks like? Go to the You Tube video <https://youtu.be/EVazwoJUEpA>



*Carl Fausett and the MEG at TRC. Fastest Shark on Earth!  
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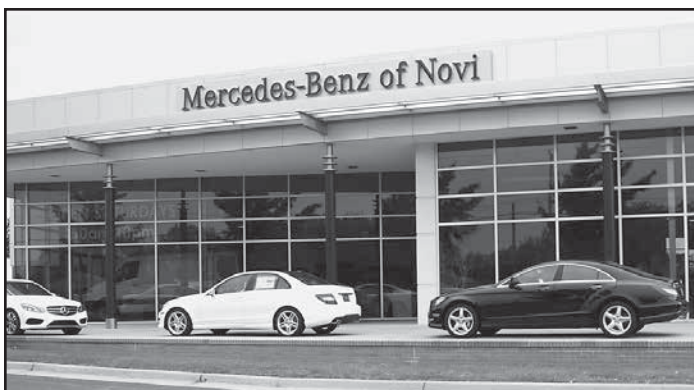
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Dear e-Brake News subscriber,

Porsche Club of America delivers e-Brake News to your inbox every Tuesday. This is the August monthly recap.

Check out the [August issue of Porsche Panoramas](#) and scroll down for the top e-Brake articles of the month.

Scroll to the bottom to vote for the Porsche of the Month, and to see July's winning photo.

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August 4



August 11



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**PORSCHE CLUB OF AMERICA**

## ***SEM Porsche of the Month***

If you would like to see your Porsche featured here, send an interesting photo of it to the editor for consideration.



### **2009 Cayman S**

with 29,000 miles

Owned by: Veronica Carmona

Picture taken at: 2019 Detroit Athletic Club (DAC)  
Car Club Car Show



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(248) 993-2560

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ASE Cetified Technician  
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Pontiac, MI 48342

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Motorsports Group

**FREE Track inspection**

# Business Meeting Minutes\* (11/5/20 & 12/3/20) 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.*

## NOVEMBER 5, 2020

In attendance: Board Members: Gretus Hoogestraat, Fred Young, Howard Gilson, Walter Crump, Michael Cohen, Lisa Molzon, Marc Molzon, and Lucas Phan. Officers: Jim Williams and Chrissy Crowe. Absent with notice: Steve Carbary, Mark VanderEyck and Erik Ohnberger.

**Call to Order:** 7:09 p.m. by President Gretus Hoogestraat.

**Minutes:** Moved by L.M. and W.C. to approve. Motion passed.

**Financial:** Jim Williams - All in order. Moved by M.M. and M.C. to approve. Motion passed

**Membership:** Lisa Molzon - Same count as last month, but there is a lot of interest in joining. 728 primary members and 410 associates for a total of 1138.

**Insurance:** Steve Carbary - None needed. No incidents for the year.

**P-4:** No report.

### OLD BUSINESS

**October 18: Fall Color Tour** - Lucas Phan and Walter Crump - There was a good turnout in spite of the rain with over 50 cars on the tour. The dining area was an enclosed patio..

**October 22: Rennsport Dragon Rally** - Lucas Phan and Jim Williams - It was a nice weekend with relaxed driving on the tour.

**November 5: Calendar/Board Meeting** - The planning session is to be held after the agenda items.

**November 6: Membership Dinner** - Gretus Hoogestraat - The speaker will be Chris Young who is an SEM member and designer that participated in the Bronco design.

**December 12: Holiday Party** - Gretus Hoogestraat - Limited to 50 Guests at this time.

**Board Election** - Gretus Hoogestraat - The four incumbents: Walter Crump, Howard Gilson, Lisa Molzon and Steve Carbary were re-elected.

**SIM Racing** - Gretus Hoogestraat - An article will appear in the P4 in regards to computerized racing to gauge interest in the activity.

### NEW BUSINESS:

**Charities:** Chrissy Crowe - SEM will sponsor a family for Christmas. It was moved by H.G. and W.C. to set a budget. Motion passed.

**Webmaster:** No report.

**Event Reports:** Fred Young - Needed for the Dragon Rally.

**Meeting Adjourned at 7:52 p.m.** - Moved to adjourn by W.C. and H.G. Motion passed.

*The Calendar Planning Session followed with a great variety of events considered for 2021.*

**Location:** Gilson Motorsports usually on the first Thursday of the month.

Respectfully Submitted: Fred Young 11-9-20 \*Subject to ratification at the next Board Meeting

## DECEMBER 3, 2020

In attendance by way of a telephone conference call: Board Members: Gretus Hoogestraat, Fred Young, Howard Gilson, Walter Crump, Michael Cohen, Lisa Molzon, Marc Molzon, Steve Carbary and Lucas Phan. Officers: Jim Williams, Mark VanderEyck and Chrissy Crowe. Guest: Gary Ambrus. Absent with notice: Erik Ohnberger.

**Call to Order:** 7:00 p.m. by President Gretus Hoogestraat.

**Minutes:** Moved by H.G. and M.M. to approve. Motion passed.

**Financial:** Jim Williams - He went over the financial report. Moved by M.C. and S.C. to approve. Motion passed

**Membership:** Lisa Molzon - Up 7 members from last month. 731 primary members and 414 associates for a total of 1145.

**Insurance:** Steve Carbary - None needed.

**P-4:** Mark VanderEyck - Mark reviewed proposed content for the January/February issue.

### OLD BUSINESS

**November 6: Membership Dinner** - Gretus Hoogestraat - Over 30 members attended. Chris Young was the presenter. Chris took part in the design of the Ford Bronco.

**December 12: Holiday Party** - Mark VanderEyck - Mark received a call from the Red Run Golf Club saying that they are unable to host the event because of Covid concerns. The event is cancelled.

**February 13: Collision Shop Tech Session:** Fred Young - Will be postponed to a later date.

**March 14: Lingenfelter Collection:** Chrissy Crowe - On hold.

**March 30: Concours Judging School:** Fred Young - Depends on loosening of Covid restrictions.

**April 17: DE-101:** Steve Carbary - Location and interest to be determined.

**April 24: Swap Meet:** Michael Cohen - Will revisit at the next meeting.

### NEW BUSINESS:

**Tech Sessions:** Marc Molzon - Shops are awaiting guidance on restrictions due to the virus. Marc also commented on an individual willing to take part in hosting an event.

**2020 Awards Program:** Gretus Hoogestraat - Nominations are open for PCA National Awards.

**Appreciation Gift:** Mark VanderEyck wished to present a gift card to Karen at Copyrite for her exceptional service during the year. It was moved by M.M. and W.C. to approve. Motion carried.

The board thanked Gretus for his service the last two years as president. Walter Crump will be the incoming President with Howard Gilson serving as Vice-President and safety chair.

**Charities:** Chrissy Crowe - SEM will sponsor a family for Christmas through the Goodfellows Adopt a Family Program. It was moved by W.C. and H.G. to revise the budget. Motion passed. She has also received the contents of the Goodie Store to be distributed at various functions.

**Webmaster:** No report.

**Event Reports:** Fred Young - Needed for the Membership Dinner

**Meeting Adjourned at 8:05 p.m.** - Moved to adjourn by L.M. and M.M. Motion passed.

**Location:** Gilson Motorsports usually on the first Thursday of the month.

Respectfully Submitted: Fred Young 12-5-20 \*Subject to ratification at the next Board Meeting



***"It's not just the cars, it's the people"***

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## WELCOME TO THE NEW SOUTHEAST MICHIGAN WEBSTORE



Did you take a look at our online Goodie Store? Go to <https://sem.pcawebstore.org>  
It is hosted directly by PCA. If you have questions or suggestions contact Chrissy at  
[GoodieStore@sem.pca.org](mailto:GoodieStore@sem.pca.org) / (678) 661-1146

## SEM/PCA Member Anniversaries - January / February 2021

*Thanks to the SEM/PCA webmaster Erik Ohrnberger, we are pleased to now be able to recognize membership anniversaries each month.*

*Congratulations to all who have a membership anniversary this month!*

*Anniversaries are noted by the date the primary member joined PCA. Please let us know if we've made an error or omission.*

YR	Name(s)	YR	Name(s)	YR	Name(s)	YR	Name(s)	YR	Name(s)
<b>JANUARY</b>					<b>FEBRUARY</b>				
52	Ronald & Karen Roland	16	Michael & Diana Eblenkamp	4	Robert Denton & Marilyn Smith	44	Mark & Jeff Langren	8	Victoria Hoogestraat
47	Ronald Hughes & Paul Gardy	14	Todd & Cathleen Candey	4	George Shade	34	Scott & Kim Elliott	8	John & Traci Garippa
38	Tom Gasser	13	Francesca Zonca & Crippa Paolo	4	Russell & Tammy Lynn Polena	32	John Chatley & Pamela Chatley	7	Ije & Eleanor Osuagwu
37	Douglas Marston	11	William & Donna Pankratz	4	Chip & Lindsay Lydy	31	Raymond & Joann Johnson	7	Michael Bannister
37	Lori Schutz	11	Michael & Deborah Paine	3	Mark Lemko	30	Tibor & Edith Szabo	6	Keith Koscak
31	John & Rebecca Denyer	11	Steven & Diane Ault	3	Christopher & Anne Hager	29	David & Debra Miller	5	Franco Parodi & Zachary John Aldrich
28	Richard Branka & Lydia Draper	10	Richard McDelland & Susan Budrys	2	Con Gerkis & Sharon Gaudi	24	Ben Salvador & Myrna Mendez	5	Tom Brady
28	Leo Wanstreet & Dawn Martindale	10	Carlos & Veronica Carmona	2	Aaron Link	23	Alan & Jodi Klein	4	Dan Cutler
25	Kashayar Honarkhah & Trish Buckley	8	Kenneth & Kristen Lingenfelter	2	Aaron Ellis	21	Clifton & Marti Patton	4	Philippe Gaentzshirt
24	Robert & Peggy Bogart	8	Christopher Young	2	Chris Loewe	21	Mark & Elizabeth Peters	4	Dan Chandler
23	Merritt Collins & Vaughan Scott	7	Randall & Caroline Seidel	1	Frank Cusmano	21	Tony & Christina Amalio	3	Noel Mack
23	Michael & Donna Krausman	7	Andrei Duma	1	Christopher Bohr	19	Frank & Elizabeth Tilli	3	Keith Koerber
22	Patrick Coleman	7	Gary & Theresa Sylvester	1	Martin Ender	18	Christian & Lisa Thiele	3	Francesco Maria Fenici
21	Terrence & Anne Gallagher	7	Eliseo Carrillo	1	Peter Oberhaus & Marco Arienta	16	Mack & Marilyn Gaut	2	Charles Bracken
21	Jeffrey & Pamela Feurt	7	Maximillian & Alexandra Akemann	1	Roger Eger	16	Stephen & Janet Malerman	2	Robert Tarchinski
20	Anthony & Linda Hulls	6	Kevin & Abby Miller	1	Stephen Petryna	14	Chris & Elaine Braden	2	Petr & Ivana Spunarova
20	Joseph & Veronica Jakubus	6	Steve Shepherd			13	Alan & Aaron Wagner	2	Kelly Shoemake
19	Fred & Patricia Tarver	5	Richard Cieszkowski Jr.			12	Ahmet Ongun & Haluk Unsal	1	Aaron Whittaker
19	Edward & Debbie Reiss	5	Larry Dowers			10	Lucas Phan & Gleny Tjahjadi	1	Mike Swanson
17	David & Dawn Wright	5	James & JT Mestdagh			8	William & Billy Crowe	1	Mike Spenner
17	James & Gail Seeling	5	Gary Kogowski			8	Apostolos & Elena Kerasiotis	1	Jack & Marsha Beckman
		5	Gianluigi & Christina Gennari			8	Roger & Katie Meiners	1	Chris Smith
								1	Rosemarie & Philip Hurst

# THE PLACE FOR PORSCHE & PARTS

*SEM/PCA members may advertise Porsche vehicles, or related parts or services—  
either “For Sale” or “Wanted”—for three months at no cost.*

*Advertising will be accepted from non-members at the Editor's discretion, space permitting, at the rate of \$5.00 per issue  
for three lines, payable in advance to SEM/PCA P4, c/o Michael Cohen, 25545 Hereford Drive, Royal Oak, MI 48067  
Submit all ads to michael@sem.pca.org*

## FREE!! 914 ENGINES.

One is a 1.7 from a 70 914 the other I believe is a 2.0. Both are short blocks - no heads and both are stuck. I assume that the internal parts and the crankcases are usable. I also have rebuilt unused 2.0 heads, downdraft manifolds and carbs that are for sale, I'm open to offers on them.

Contact Brian Murphy 248-872-1176. Located in Holly.

## FOR SALE: 1987 PORSCHE 928 S4 TRACK CAR:



Yellow and Blue. Heavily modified, very fast, very reliable. 1:15 seconds at Waterford Hills. Supercharged. 600 hp. Modified body, gutted interior with full roll cage, modified electrical, suspension, brakes, much more. 2 parts cars and extra parts

available. Pictures, videos and documentation of mods available. \$59,500 plus \$15,000 for parts cars and parts.

Contact michael@sellyoursportscar.net or call 248-227-8604. (10/20).

## FOR SALE: 1984 PORSCHE 911 CARRERA COUPE:



23K miles. Grand Prix white w/ burgundy all leather interior, limited slip differential, most available options. Porsche short shifter, stereo and a/c converted. Otherwise original. All records. Second owner. Just serviced.

Excellent condition. \$75,000.

Call Mark 313-506-2697 or email mlubienski9@gmail.com (11/20)

## FOR SALE: 2012 PORSCHE PANAMERA TURBO



### MANSORY 970 EDITION:

\$75,000 German carbon fiber wide body kit. Basalt black metallic. Cognac leather interior One of 7 built in 2012. 39,000 miles. Outstanding condition.

Photos available. \$66,000.

Contact michael@sellyoursportscar.net or call 248-227-8604 (1/21)

## FOR SALE: 1985 PORSCHE 928S EURO:



Very rare in this country. Twin distributor engine. 75,200 miles, runs and drives fine. Bought the car out of Lubbock, TX in 2005. Never driven in Michigan salt - so no rust. Special order Prussian Blue metallic with matching dark blue full leather

interior. Mostly original paint, usual touched up chips and scratches, but still looks good. 4-speed Mercedes Benz Automatic transmission.

\$16995 OBO. Call Ron 586-749-9804 (1/21)

## Welcome New Members:

Jeff Boes  
Jeffery Cartwright  
Dario Giovannini  
Joe Gluck  
Matthew Hole  
James Holland  
Anthony McNeal (Transfer)  
Michael Monette  
Matthew Nahass  
Eugene Robertson (Transfer)  
Tyler Saidla  
Brian Schwartz  
Kristin Stein  
Sean Stillwell  
Bastiaan Timmers (Transfer)  
Tom Van Itallie  
Lyndon Williams

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# Around The Zone

BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE



Hi Zone 4 Friends and Family,

So what to do for the next few months? The PCA Sim Racing program is moving to the Zone level for competitive events. Led by Dave Palmer from our Zone 4, teaming up with a few leads from Zone 2 – there is a full schedule of eDE for practice, qualifying and racing. Visit <https://pcasimracing.com/> for the overall program information. The Zone Racing program combines zones into 3 groups - Zone 2&4 are together. Visit our Zone Racing page at <https://pcasimracing.com/zones-group-2-4/> for additional contact information, racing rules, and dates.

As the weather turns, the leaves turn, we flip over one more page of the calendar for 2020. A year in many respects we'd like to forget! Yet, we aren't forgetting what is most important to us – our friends and the giving nature of our PCA regions. So many of you are having virtual events and still maintaining your giving to your charities. Thanks so much for your continued support.



*Crossing the Bricks - David Clardy and Lori Schutz  
photo by John at Fluid Photo*

We wrapped up our High Performance Driver Education series in October. With a late start this year, we finished strong, with many regions successful holding solo only events and filling our rosters to keep the treasury in the positive. I was able to join THE Mid-Ohio region for their finale at Indy – see the photo above from the Saturday afternoon touring laps of the oval. How much fun to get to be on both tracks in both directions on the same day! At the request of

the Speedway and Mr. Penske, we kept our masks on at all times, except when wearing a helmet. Great selfie with MOR President Gerhard Hillman with our masks from the 25th annual PCA Club Race from earlier this year.

Color tours happened all across the Zone, what great fun to drive down the highways and byways with our Porsche friends to enjoy the beautiful fall colors. They are gone all too soon.

Enjoy the fall weather and stay safe! – Lori [zone4rep@national.pca.org](mailto:zone4rep@national.pca.org)





# Around The Zone



BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE



Hi Zone 4 Friends and Family,

Happy Holidays and Happy New Year everyone. This is a special time of year when we normally would look forward to getting together to spread goodwill and cheer. This year, we are all feeling a bit sad in that we aren't able to gather in our traditional ways. The COVID virus seems to enjoy our getting together as much as we do, and yet that is exactly what keeps us apart. So I certainly respect and agree with postponing events until we can be safe again.

Our regional Social Media sites such as the region Facebook pages are extremely active with postings of tours and other activities that we can do individually, and then share. How about your favorite Porsche holiday decoration or culinary specialty? Join in!

Have you checked out the Sim Racing online? The zone challenge is underway! <https://pcasimracing.com/zones-group-2-4/> Still many races before the end of the year.

The Region presidents, presidents elect and vice presidents will be having a conference call to discuss next year. If you have any ideas please let them know – we are always looking for new event chairs and ideas.

I wish everyone a happy winter holiday season and best wishes for a great start to 2021. Thank you to all of our members who are the heroes among us in the medical profession, and of course our military veterans and those currently serving our great country.

Stay safe

Lori

[zone4rep@national.pca.org](mailto:zone4rep@national.pca.org), MNBVCXZ

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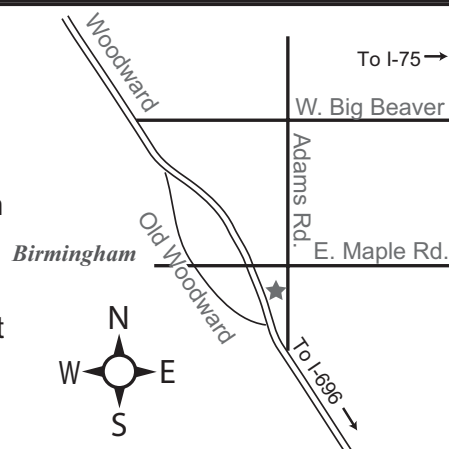
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