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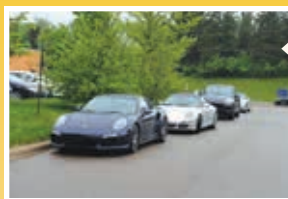
Street Survival School Recap

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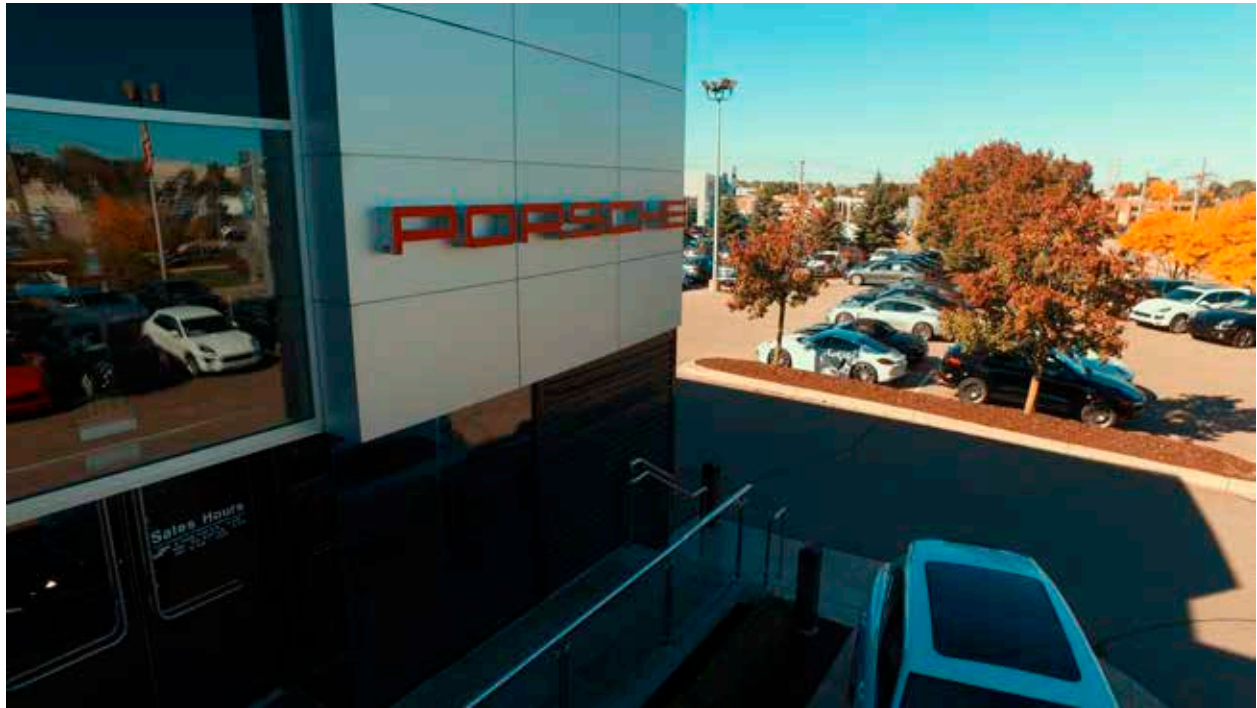
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e-mail:
president@sem.pca.org



Vice-President
Walter Crump
586•873•0557
e-mail:
vice-president@sem.pca.org



**Immediate Past President/
Chief Driving Instructor**
Marc Molzon
248•882•1759
e-mail:
marc@sem.pca.org



**DE Chair/
Insurance Chair**
Steve Carbary
586•242•6437
e-mail:
de@sem.pca.org



**P4 Member Ads/
Dealership Liason/
Swap Meet Chair**
Michael Cohen
248•227•8604
e-mail:
michael@sem.pca.org



**Past President/
National Safety Inspector/
Tech Session Chair**
Howard Gilson
248•549•4016
e-mail:
howard@sem.pca.org



**Secretary/
Region Concours Chair/
National Concours Judge**
Fred Young
586•566•3193
e-mail:
concours@sem.pca.org



Membership Chair
Lisa Molzon
248•318•1570
e-mail:
lisa@sem.pca.org



Driving Tour Chair
Lucas Phan
248•787•8611
e-mail:
lucas@sem.pca.org

Other Officers



Treasurer
Jim Williams
248•561•8301
e-mail:
jim@sem.pca.org



**Past President/
National Liaison**
Dennis Denyer
248•391•3268
e-mail: nationalliaison@sem.pca.org



**Past President/
Parade Hospitality Chair/
Region Chair for
Picnic, Silent Auction
& Ladies Drive**
Patti Door
248•207•7617
e-mail: patti@sem.pca.org



P4 Editor
Mark VanderEyck
248•520•2292
e-mail:
P4@sem.pca.org



Zone 4 Representative
Lori Schutz
972•890•7405
e-mail: zone4rep@national.pca.org



Webmaster
Erik Ohrnberger
248•515•4306
e-mail:
webmaster@sem.pca.org



Charity Chair
Chrissy Crowe
678•661•1146
e-mail:
charity@sem.pca.org



**P4
Copyrite Printing**
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e-mail:
karen@sem.pca.org

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Editor: Mark Vander Eyk

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Address: Mark Vander Eyk, P4 Editor
604 Cherry Tree Lane, Rochester Hills, MI 48306
Phone 248-652-6073 • E-mail: p4@sem.pca.org

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ON THE COVER:

Our Street Survivor School Graduates
by Lisa Molzon

2019 SEM/PCA CALENDAR

JUNE

May31-Jun 2 Grand Prix - Belle Isle
6 Business Meeting
8 DE #2
16 # Eyes on Design
30 Waterford Family Day

JULY

6 # Gilmore Deutsche Marques
11 Business Meeting
13 Progressive Dinner
21-28 Porsche Parade
26-28 # Autobahn Night
- St. John Concours

AUGUST

4 # Troy Traffic Jam Car Show
8 Business Meeting
9 DE #3
17 # Woodward Dream Cruise
18 Picnic and Concours

SEPTEMBER

5 Business Meeting
13 Ladies Drive
22 Drive your Porsche Day
24 DE at M-1 Concours

OCTOBER

3 Business Meeting
20 Fall Color Tour

NOVEMBER

7 Business Meeting &
Calendar Planning
8 Membership Dinner

DECEMBER

5 Business Meeting
7 Holiday Party

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.

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

President's Column

BY GRETUS HOOGESTRAAT



You didn't simply buy a Porsche ... You joined the team

Hello SEM Members

I came across this slogan that was in the mail a few weeks ago. I put it aside without giving it any more thoughts, until today. I thought about all I have done and experienced since I joined PCA, from the first Spring Tour in 2014 to my latest HPDE at Indianapolis Motor Speedway last year. Since then I have a lot of Track Days under my belt including HPDE (SOLO) at Nuerburgring GP Course (Germany), Motorsport Arena Oschersleben (Germany), Bilster Berg (Germany), Waterford Hills (Michigan), Gingerman (Michigan), Grattan (Michigan), Indianapolis Motor Speedway Moto GP and Formula 1 Layout (Indiana), Champion Motor Speedway (Michigan) and Mid-Ohio Sports Car Course (Ohio). Other track experience include Nordschleife (Germany), Porsche World Road Show at Romeo Proving Grounds (Michigan), Indianapolis Motor Speedway Oval Laps (Indiana) and Porsche Drive Experience at Champion Motor Speedway (Michigan). And then there are the activities the Southeast Michigan Region also organizes. Just think about the Progressive Dinner, Picnic and Concours, Drive Your Porsche Day, Fall Color Tour, Membership Dinner, Holiday Party, Charity Fund Raiser for just a few to mention.

To me it feels like a Team and "It's not just the cars, it's the people" still holds true. I remember my first Parade when Ed and Fran Amos had a flat tire at a Sunday on their way to Traverse City. Dr. Gary Mason had a set of tires that fit the 911 Convertible. Mary & Jim Stevens and Jeff Amos picked them up from Gary's house and installed them on the 996. The Welcome Dinner at the Porsche Parade was saved for Ed and Fran.

RSR member Garrett Roberson had a wheel bearing problem on his 1980 911 at Waterford Hills. Tom Christen went home, got his trailer and brought Garret and his car home to Howell, MI.

These are the things what makes this Club so awesome, great and outstanding.

Today it is Mid-May and today we finished our Spring Tour. Yesterday was the Autocore LLC Tech-Session. It was a great session covering technical background. Also a lot of Race-Cars were on display.

Our next upcoming event is the Porsche Corral from May 31st to June 2nd at the Detroit Grand Prix, organized by our Zone 4 Representative Lori Schutz. We have already broken 2 Detroit Grand Prix records. The first record is the Friday Night Dinner with 44 people RSVP and almost 2 more weeks to go. The Second record is the participation in the Saturday morning Caravan. It is escorted by State Troopers from The Henry Hotel onto Belle Isle to the Porsche Corral location. 81 people in 43 cars signed up at

this time. Last year all the Corvettes Jefferson Ave. had to pull over to let the Porsche Caravan go onto Belle Isle.

But there is more to come in June and July

Please see page 4 for the complete SEM/PCA Calendar and online at sem.pca.org for the most up-to-date information.

On June 8th is the next Driver Education at Waterford Hills Road Racing. If you missed the 2019 season opener, this is your chance to participate in our Saturday HPDE.

Parade Registration closes on June 23rd This is your last chance to sign up for the fulfilled Porsche Parade (July 21st to July 27th) in Boca Raton, Florida.

Also on June 23rd This is the last day to purchase your discounted Car Club Parking Pass for the Concours d'Elegance of America.

The Concours d'Elegance of America takes place from July 26th to July 28th at The Inn At St. John's in Plymouth, MI. Please see the ad inside of this P4 edition for detailed information.

Transformation ... Porsche Formula E Racing

On March 6th 2019 Porsche completed their first Formula E run with Neel Jani at the Weissach proving ground.

It looks like the shakedown of Porsche's **ABB FIA Formula E** development car was successful and Porsche will enter into the electric championship in the 2019/2020 season.



Porsche's FIA Formula E Development Car

I'm looking forward to this new bracket of racing and we'll see how the technology and experience from the racing car will transform and benefits the electric street cars like the Porsche Macan or Taycan.

You have a new idea for an event? May it be a social event, a driving tour etc., just contact any Board Member. They will be open and happy to hear your thoughts and ideas.

B.T.W., the 993 is waiting for the Roll-Cage installation to finish and I'm looking forward seeing you soon at one of our upcoming events.

Thank you,
Gretus Hoogestraat
SEM President

RECAP **PCA Multi-Region Swap Meet**

STORY AND PHOTOS BY **MICHAEL COHEN**

After a one year hiatus, Mark Winkler, veteran sales associate at Porsche of Farmington Hills, contacted the club and asked if we would be interested in holding another swap meet at their dealership. The board quickly decided it was time to do the event again and advised Mark. The swap meet is a multi-regional event presented by the SEM, RSR and Motorstadt regions. The 356 Motor Cities Group, Western Region, Michiana and the Maumee Valley regions were also invited. In addition to the swap meet there is a car show and tech quiz with the winners receiving an exquisite plaque created by Fred Young.

At 9 am numerous trucks and SUV's pulled up to the Porsche of Farmington Hills service department and sellers began unloading their wares – fenders, windshields, carburetors, wheels, exterior name plates, posters, model cars and much, much more. In total we had fourteen vendors who filled up the long tables provided by the dealership. At 10 am the swap meet officially opened to an immediate rush of possible buyers. For the next three hours much cash was seen changing hands and parts, books and artwork were being taken to buyers' vehicles. The winner of the Porsche Concours was Eliseo Carrillo with his outstanding white 1983 Porsche 911 SC RSR tribute car. Past President Howard Gilson won the tech quiz. Shortly after the awards were presented, Porsche of Farmington Hills provided lunch, consisting of tasty submarine sandwiches, chips, vegetables and soft drinks.

In total over sixty enthusiasts from six regions attended our swap meet venue. By all measures it was a successful event; lots of items were sold, there was great comradery and we ate well. Thank you to Mark Winkler and Porsche of Farmington Hills for sponsoring the event and to Fred Young for creating the excellent concours and tech quiz plaques.



Concours winner Eliseo Carrillo with Tech quiz winner Howard Gilson



Event chair Michael Cohen presenting Howard Gilson with the Tech Quiz winner award.

PCA Multi-Region Swap Meet Recap *Continued*



Seats, gauges, hoods, name plates, whale tails and more



Bob Amano and Vic Rivera enjoying lunch



*Zone 4 Rep Lori Schutz selling her father's book **Driving Force**. Her dad was Peter Schutz, former Porsche President and CEO.*



Bill Block discussing Porsche books while tending his two table book display.



There were many classic Porsche racing posters for sale.

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Still have questions or doubts, don't hesitate to contact:

Driver Education Chair

Steve Carbary 586 • 242 • 6437

DE@sem.pca.org

Chief Instructor

Marc Molzon 248 • 882 • 1759

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Fisher Body Craftsman's Guild Exhibit at the Gilmore

STORY BY **BILL MOLZON**

For those planning to attend the Deutsche Marque German Car Show at the Gilmore museum on July 6th, you might also like to check out the Fisher Body Craftsman's Guild exhibit which is on display in the Museum until October. It is a display of around 100 model cars designed and built by boys aged 12 to 20 years old dating from 1930 through 1968 for entry in the Fisher Body Craftsman's Guild model car competition. The Guild exhibit is in the main building in the room to the left of the Duesenburg exhibit as you enter the building, and is believed to be the largest collection of Guild models ever included in one show.

The contest, sponsored by the Fisher Body Division of General Motors, was to design and build a model car to a set of package specifications to be judged on design and quality of workmanship. The Junior Division was for ages 12 to 15 and the Senior Division for 16 to 20 year olds. The highest scoring models from each state were then narrowed down to 20 regional winners, which also included a trip to a 4 day long Convention in Detroit from which the top National Award winners were announced. Awards ranged from cash awards for the state level up to College Scholarships for the top 4 National winners in each Division. It is estimated that there were around 500,000 enrollments in the competition each year of which less than 1% actually completed a model, with a total of over 300 receiving one of the National Scholarship awards over the 38 year history of the Guild.

The competition was originally started in 1930 by Fisher Body as a program to develop the interest and skills needed for craftsman of that era by having the entrants build a model of the Fisher Body Napoleonic Coach portrayed in their logo, and then changed in the late 30's to a model car competition as a way to identify and encourage development of creativity, aesthetics, and design skills at an early age as a source of designers for the auto industry. It was very effective in fulfilling that objective as a very high percentage of professional designers working at GM Design staff in the 50's through the 70's had won National awards or at least completed a model for the competition.

My experience with the Craftsman's Guild started with building my first model in 1953 after a friend told me about an advertisement in a magazine for the contest. I continued



William Molzon
1959 2nd National Award

building models (6 in all) until I finally won the 2nd National Award in 1959, which then gave me the means to go on for a Degree in Industrial Design after I graduated from GMI in Mechanical Engineering. Without what I learned from the Guild participation and having the opportunity to meet and talk to Design professionals at the Convention, I would not have learned about Design as a career or had the financial means to achieve that goal. Interestingly, the comment most often mentioned at the Guild Reunion regarding how their Guild experience impacted their careers was what one person referred to as "STICKTOITIVENESS", ie. developing the attitude at an early age to never give up but stick to it until you achieve your objective.

For those Porsche owners driving to the Gilmore, I would also like to recommend a Porsche-worthy shortcut to Hickory Corners for the show that takes advantage of some of the more interesting and less travelled roads in central Michigan!

I-96 to Lansing area

I-69 south to Charlotte - exit #61 (exit #61 is M79 west)

M79 to route M66 south (left turn)

M66 to E Lacey Road west (rte.412) - right turn onto E Lacey Road (Lacey Road becomes Pifer Road at M37)

bear left on Cobb road

(Cobb road becomes W Gilkey Lake Road)

Left on S Kellogg School Road

(observe speed limit in Hickory Corners)

Right on W Hickory Road - Gilmore Museum is on left in approximately 2 1/2 miles



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RECAP **Street Survival School**

STORY BY **DON KLEIST**

PHOTOS BY **LISA MOLZON**



Street Survival School Graduates

On March 4th SEMPCA hosted its seventh annual Street Survival School at Faith Christian Assembly in Melvindale, Michigan. This school is the natural follow-on to the driver's education that most teens take prior to getting their drivers' licenses. In those classes teens learn, as John Keilly was fond of saying, the rules of the road and how to parallel park. And the parallel parking component may be going away because there is serious discussion of eliminating the parking test. They do some driving, but not a whole lot. They learn very little about vehicle dynamics and definitely do not experience potentially dangerous situations.

This year's school was peculiar. We opened registration in December and had a sizeable enrollment early on, only to experience a rash of cancellations in the couple of weeks prior to the school. When the school actually happened, only seven students attended. We definitely will revisit when to hold the school as we plan for the 2020 school.

But even with the small number, the school happened without a hitch. Marc Molzon served as co-chairman and conducted the driving exercises, his wife, Lisa, handled on-site registration and refreshments, both morning coffee, juice and doughnuts, lunch, and liquid refreshments, and I served as co-chairman, registrar, and presented the classroom instruction.

The classroom portion covers the basics of driving, some of the theory of how cars work, and an introduction into basic vehicle dynamics. I try to provide an understanding of what happens as cars are driven, what to do to drive them safely, and how to react to the inevitable "gotcha" situations that we encounter while driving. But the real reason for the classroom is to set the stage for the driving exercises. That is where the real learning occurs.

Our three morning exercises teach single skills like breaking, turning, and skid control. Each exercise takes only a few moments, so the students get many repetitions of each one. That way the

in-car instructors can point out problems and the students can practice the proper way to control their cars. They learn from their errors, correct them, and practice proper techniques so they build both skill and confidence.

The braking exercise lets students experience how the Anti-Lock Brake System feels and works. Many of the students had never experienced what happens when the ABS engages. We had them accelerate in a straight line, then apply the brakes as hard as possible. We wanted them to engage the ABS. In later runs, we want the students to apply the brakes aggressively, but without engaging the ABS.

The turning exercise used a slalom course with unevenly spaced gates. Here, the objective was to experience vehicle dynamics in a controlled environment. We told the students to drive at speeds at which they felt comfortable, but to increase their speed as they gained experience and confidence. We marked the course with orange traffic cones and asked them to weave through the cones. Even with a clearly marked course, there were many times when cars hit cones. This might seem an easy exercise. But it takes major concentration to drive this course successfully as the speed increases.

The skid control exercise used a skid pad, a circular piece of pavement made slick in part with cracked corn. The objective here is to have students experience the feeling of their car when it is near or beyond the limits of adhesion. We do this on a slick surface so that students can gain the experience, but at relatively slow and safe speeds. This is also one of the highest rated driving exercises. It's a lot of fun to toss a car around at a place where running into something is not a concern.

After a break for lunch the students went back to class for more details about vehicle dynamics that prepared them for the more involved afternoon driving exercises.

The afternoon exercises combine the skills honed in the

Street Survival School Recap *Continued*

morning. For the braking exercise we combine panic braking with turning. In modern cars with anti-lock brakes, this is easy. It is much more difficult in a car without ABS brakes.

We do a lane changing accident avoidance exercise that combines turning, braking, and sometimes skid control. The student accelerated the car in a straight line while watching a flagger at the far end of the parking lot. The flagger would move the flag either left or right to signal the direction in which the student should turn. The student then had to turn the car into the indicated lane and stop. This is the most difficult of all the driving exercises. Almost all students knocked over cones and in some cases, actually turned the wrong direction!

What makes this so difficult is that the students must observe a stimulus, the flag moving, determine what the stimulus means, determine how to react, then react by steering and braking their car. All of this must be done in a split second.

Even knowing from where the stimulus comes, it is hard to react properly. Imagine what could happen if a similar situation occurred on public roads where the drivers might be distracted by talking with friends, eating a burger, talking on a cell phone, or, horror of horrors, texting. Here they should learn that, even with good concentration, split second decision making and reacting is difficult.

The other afternoon exercise was a figure 8 skid pad, where the two circles were of different diameters, one clear and one slick with cracked corn. This exercise presented students with turns in both directions and constantly changing pavement conditions. This exercise was a lot of fun and showed that driving really takes intense concentration.

While the students returned to the classroom for the final wrap-up, volunteers set up a small autocross course in the parking lot. This was the “put it all together” exercise, and for many, the most fun. Watching the students drive this course, it was hard to imagine that they were the same drivers who drove slowly and tentatively in the first morning exercise. You could tell that these drivers had gained both skill and confidence during the day.



Preparing to drive the slalom course.



Slalom Course with flying cones.



Taking notes on how to execute the Figure 8 course.



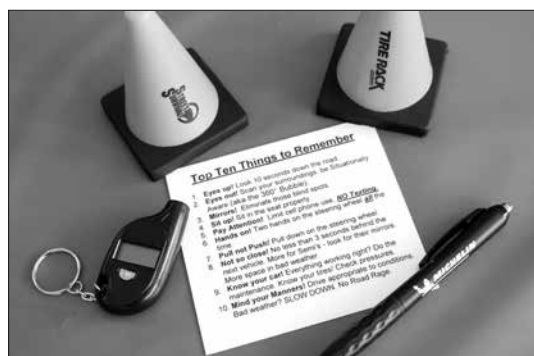
Skid pad course.



Coaches Andrew Olson, Steve Carbary, Lucas Phan and Chief Instructor Marc Molzon.



Professor Don Kleist in action.



Top 10 take-aways of the day.

RECAP

Beginner Day DE

In three part 'harmony'

STORY BY **STEVE CARBARY**

PHOTOS BY **LISA MOLZON**

Part - 1

The 2019 DE season opener was held on May 10th and was a welcome relief from a long winter of fun cars being tucked away in garages and storage. It is always a good day when you can take your car to somewhere special to really enjoy what it can do. The smells of hot brakes and rich exhaust fumes, the sounds of tires being used to their full potential. Little Darlin', I'm reminded of a famous lyric - 'the smiles returning to the faces'. I believe I am safe in saying for those of us experienced track junkies as well as all the new, first timers, it was a great day.

Our first DE of every year is especially catered towards beginners and those who are joining us for a first time experience. This year was a great event for that. Out of our three groups we separate drivers into, the beginner group was almost entirely first timers. What an exciting proposition that so many people wanted to do this event that they filled up a group by themselves. Perhaps a slight comfort in that as well knowing that they were surrounded by others doing exactly what they were doing. Several had attended our DE-101 that we held in April and were prepared and had been looking forward to this day for a few weeks. Those who didn't get a chance to attend that day were still guided through preparations by the DE team ahead of this event. But now the time had come so everyone was anxious and ready to go.

Even our very experienced instructors were a bit in a buzz. Since our last DE there, Waterford Hills Road Course had been entirely repaved. There had been a few other events held there already this year so we were all searching for any 'intel' on any changes to the track. You may not think repaving a race track would change it any noticeable amount. It does. Many of us have thousands if not tens of thousands of laps on this track (as well as others) and notice the slightest of changes, as well as the bigger ones. So even we were a tad more excited than usual. And hey, at least one darn road has been fixed!!! (Lol)

The day began in the same manner that much of this spring has provided us. Below average temperatures, mostly cloudy, a bit of mist in the air at one point. Feelings of nervous energy and apprehension soon changed to enthusiasm and exhilaration though as the cars started taking to the track. Drivers soon began getting comfortable how the day operates and the information our instructors were providing them. Taking what they had learned in the classroom and applying it on track. During our lunch break, the skies began to clear and temps started to rise. The drivers all



All makes and models welcome!

welcomed this for the afternoon sessions. As the day progressed, the speeds got faster and the smiles got larger. Lots of fun laps were being had. I got a chance to talk to some of beginning drivers after their last session and before leaving for the day. I would ask if it was as much fun as promised. Several assured me it was with big grins I might think are still there if you ask them. It is always rewarding to get this kind of feedback about these events. I hope we will get to see all of them again. I feel it is a rare opportunity to get to drive these cars in this type of safe, fast, and fun environment with experienced friends to help you get the most out of it. The fact that this club gets to provide it members with these types of days is something I am proud to be part of.

Part - 2

On a personal note, my day on the track ended a little prematurely. Best of intentions sometimes are just not good enough I guess. No, actually I know better, but things happen. I had a part on my track car that was on my radar to replace as a preventative maintenance piece. A plastic part that shows no signs of any issues, but ages out and is a well know issue. I had every intention of replacing this before our June DE, I swear!! But this piece had other plans. Two laps into my second session and it gave. I limped in and parked. Having a strong suspicion what had happened I went straight for this item and confirmed there was the problem. At this time I jumped into action, grabbed my phone, and rang up our friends over at Munk's motors. Chris Braden hopped on his systems and told me he could have in his hands in about two hours. I got a lift over to his shop and found the entire place jumping with activity getting ready for the Devil in the Details event they were hosting the next day. Even during all of this, Chris didn't hesitate for a second to help me. I can't thank him enough. It's nice to know that our sponsors are not just business relationships, but people that I hope I get to call friends.

Beginner Day DE Recap *continued*

On a side note, Stephen Cramer from our other main sponsor Autocore Performance Group was another call I could have made for help, but he is also one of our instructors and was riding with a student at the time.

We got back to the track to find that most everyone had left for the day. Lucas Phan and Gary Egbert stayed with me to assist in replacing this part. Very nice of them to do that. Another example of how this club really is 'not just the cars, it's the people'. Part replaced, I was up and running in time to catch up with the others for a post DE day BBQ. Drove home that evening thinking about the day and perhaps bumping up my maintenance schedule a touch.

Part - 3

I wanted to take a moment that day to acknowledge someone and their great attitude. Lucas Phan has become one of our regular drivers at our DE events. And as many advanced drivers do, he has a car modified for use during track days. To be honest, he has gone to the point of converting a Mazda Miata to very near race cars levels. Autocore has provided the mods and created a strong roll cage for him. Problem with that is now he cannot put the original convertible top back on the car. Typical

for these types of cars, nothing to be done about it.

Now if you remember last year's DE events at all you will recall the numerous times we got rain. Yes, he was out there with the open top car ... in the rain. Those days it didn't rain during the day it rained on him on his way home. I got a text message from him one day stopped at a red light on his way home just getting poured on. None of this has ever deterred him in any way. He always has a smile on his face and laughs it off with a lightness in his voice. Because of this attitude and persistence (see above about the misting in the morning of this event too) I thought it appropriate to reward him with a trophy. I dubbed it the Golden Snorkel!!! A round of applause struck up when I gave him award. I hear it has even found its way into a display at their home!!!

All of this just goes to show that our DE days are full of club members, no, friends playing in harmony.



*Student
Dave Caplan's
VW Rabbit.*



*Student
Bill Stanisci's
Vette.*



*Student
Robyn Christen
and her 944.*



*Student
Kevin Miller's 944*



Mike Paige with Instructor Tom Christen followed by Bob Bunckek & Instructor Phil Benjamin. Ready to roll in pit lane.



Swapping stories at the Start - Finish line.



*Instructor - Racers
Jimmy Stevens & Eric Hill.*



*Lucas Phan with his
"Golden Snorkel" award.*

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RECAP **Autocore Open House Tech Session**

STORY BY **MARK VANDER EYK**



Thanks to Autocore Performance Group, Steve Cramer and his staff for hosting a very informative tech session for SEM at their facility on May 18. Autocore is one of our two primary DE sponsors.

Besides Porsches, Autocore services a wide variety of other vehicles.



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800 horsepower is probably sufficient to move the Ultima GTR around briskly.

Autocore Open House / Tech Session Recap Continued



A C3 Corvette getting a new frame.



A nice Toyota Land Cruiser waiting for modifications.



Steve Cramer discussed the importance of proper brake fluid selection and maintenance for street and track usage.



Steve Cramer provided an overview and answered questions concerning tire technology for street and track usage.



A selection of submarine sandwiches and other refreshments were provided by Autocore.



That's a wrap!

RECAP **2019 SEMPCA Spring Tour and Dinner**

STORY AND PHOTOS BY **LUCAS PHAN**



Porsches lining up and ready for the driving tour.

After a long cold winter, our annual Spring Tour was supposed to be a nice ride to mark the beginning of the fun driving season. As we all know, Michigan weather is very unpredictable. We have been rained on the past five SEM Spring Tours. So this year we changed the date hoping for nice warm weather, but we were rained on AGAIN!!!

Before the event, I was praying for good weather. I even tried a “Rain Repelling Dance” and that did NOT work. It made it worse, instead of the typical light rain we had heavy rain. I promise not to do the dance again next year. Even with heavy rain, 36 cars and 65 of our brave members showed up for the drive.

We started our Spring Tour at Matthaei Botanical Garden in Ann Arbor. Registration opened at 1 PM where we handed out the driving route, a reimbursement for the parking fee and dinner entrée selection cards. As people were arriving, heavy rain poured down and many of our members got wet while paying for parking but it did not dampen their spirits.

Many of the members visited the botanical garden conservatory and some even bought plants. We gathered back at the registration table at 2:30 PM for a safety briefing and drivers meeting. We lined the vehicles up right after that and left exactly at 3 PM as planned. Howard Gilson and his parents were our lead vehicle, Sabrina and Walter Crump were our sweeper vehicle.

The drive route took us through Ann Arbor, Pickney, Hell and Dexter. Starting from the Matthaei Botanical Garden,

we drove to the east side of Ann Arbor, passing through the U of M campus and the scenic Huron River Drive. Huron River Drive gave us a glimpse of how beautiful our state is with tree lined waterways, railroads and parks. From there, we took the road to Pickney and Hell then finally the famous Hankered Drive (where car journalists usually do new car evaluations). This part of the drive contains varied elevations, directional changes and blind corners which our Porsches were designed for. The last part of the drive brought us back to Ann Arbor for dinner at Weber’s Restaurant.

We saw big smiles from almost everybody when they arrived at the restaurant and many commented on how much they like the route, but NOT the weather. We arrived at the restaurant around 4:30 PM and dinner was served right after. Dinner were completed by 6:30 PM, just in time for some of our members to hurry home to catch the final episode of Game of Thrones.

So, that’s the summary of the 2019 Spring Tour and dinner. This is the first time that I planned the Spring Tour as a member of the SEMPCA board. I learned a huge lesson regarding how much time and effort is required to put these driving tours together. But, the most important thing is how we as SEMPCA members and families are coming together to make these driving tours fun and exciting for both the organizers and participants.

Spring Tour and Dinner Recap Continued



Gathering around registration table



Members gathering for drivers meeting



Proof that rain did not dampen our brave members spirit



Our driving tour lead vehicle



Porsches lining up behind our lead car



*Dinner at
Weber's Restaurant*

It's All About The Foot

BY **TOM FIELITZ**

Al Wright once sent me a revelation that came from telemetry data from the data acquisition system in his Mustang Boss 302S race car built by Rehagen Racing. The race car is equipped with an AIM dashboard that also records all of the data used by the various car computers both engine management and body control. The data is recorded for each driving session, second by second from the period the car starts until it is shut off including lap times calculated from GPS positioning. Then your typical race engineer plugs in his laptop computer and down loads all the data to monitor all critical engine functions and to compare data readings to speeds and G loadings at specific points of the track lap. Larry Rehagen is a retired Ford engineer who is the race engineer for Rehagen Racing. He had helped Al study the data from his driving school sessions in the Mustang to interpret why and where he is fast or slow on the race track. The interesting bit that Al learned from his data was that a fast lap time was directly correlated to the weighted average percent of time that the AIM said he was on throttle and by how much throttle he had applied. That seems intuitive and I am sure Al and I have discussed that dozens of times over the past decade that we had worked together. But here was empirical data that backed up our suspicions; getting back to full throttle exiting corners is critical to quick lap times. Of course knowing this fact and being able to make use of it are two different problems with lots of work in between.

Now before all of you non track Porsche owners flip the page let's explore what this means to daily driving. Full throttle acceleration is extremely rare especially in a Porsche. But consider the importance of throttle application in other aspects of street driving. Think about riding with drivers who have good control over throttle application. It is much less stressful to ride with a driver who is not constantly getting on and off the throttle and who does apply the throttle in a smooth and consistent fashion. Consider the stresses on the car from uneven throttle application. The whole drive line from crankshaft to transmission to drive axles and tires is subjected to uneven loading of torque and that causes wear as any engineer will tell you. Uneven throttle obviously affects fuel mileage. Yes you can use cruise control to eliminate an untrained throttle foot but it is well tested that cruise control still is less steady and less efficient than a well trained driver's foot.

For all you technical nuts let's also consider what that throttle foot feel really involves. The era of cars actually having a throttle cable or linkage is long gone. And maybe that is a good thing. My 1972 911 has no less than a dozen bell cranks acting on rods between the throttle pedal, the fuel injection unit and the six individual butterfly valves on the engine. That is a lot of mechanical movement and a lot of so called feel between

the foot and actual motor reaction. Applying a smooth throttle depends a lot on all of that linkage working efficiently. Jump ahead to our modern cars. The throttle pedal is actually connected to an electronic potentiometer, a device that measures throttle pedal angle and translates that into an electrical signal to the engine management computer and that to several other management computers and to a corresponding potentiometer opening one butterfly valve on the intake manifold. It can be very precise and has almost zero mechanical linkage to work in interference. It also has a precision impossible to achieve in a fully mechanical linkage. Most throttle systems offer a feedback system to the throttle pedal. When the computer detects wheel slippage from too aggressive of a throttle application or simply from engine torque over coming tire traction, it has the ability to push back on the pedal and you can feel it in the sole of your foot. Less sophisticated engine management systems are not as cooperative and the throttle pedal will just feel numb and unresponsive until the computers let the driver back into the loop. So even though the pedal seems to be connected to nothing, the foot still plays a very important role in car control.

From a driving perspective what is actually trying to be accomplished with a trained throttle foot? The typical instructor mantra is "smooth is fast" and that also translates into "smooth is efficient". A big part of smooth driving input involves throttle application. The other smooth inputs involve steering and brake application but those also tie into the throttle. Turning the steering wheel is tied to throttle application. The throttle can control car cornering almost as much as the steering wheel. The torque through the tires affects grip and that affects the thrust of the tire contact patch to the pavement. Using the throttle a driver can change the cornering attitude of the car, on the road as well as on the track. The smooth transition of braking back to throttle application has the same effect. An engineer can prove empirically the effect of torque on the attitude of a moving car and the grip of the tires to the road surface.

As much as we teach that car control comes from eye to hand coordination, when it comes right down to it, it is all in the foot.

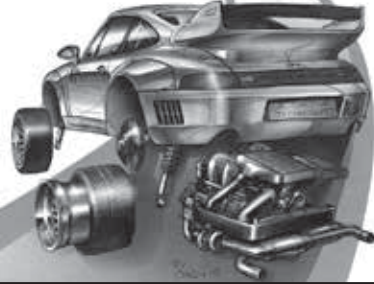
Tom Fielitz



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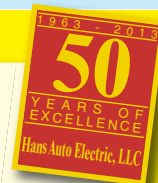
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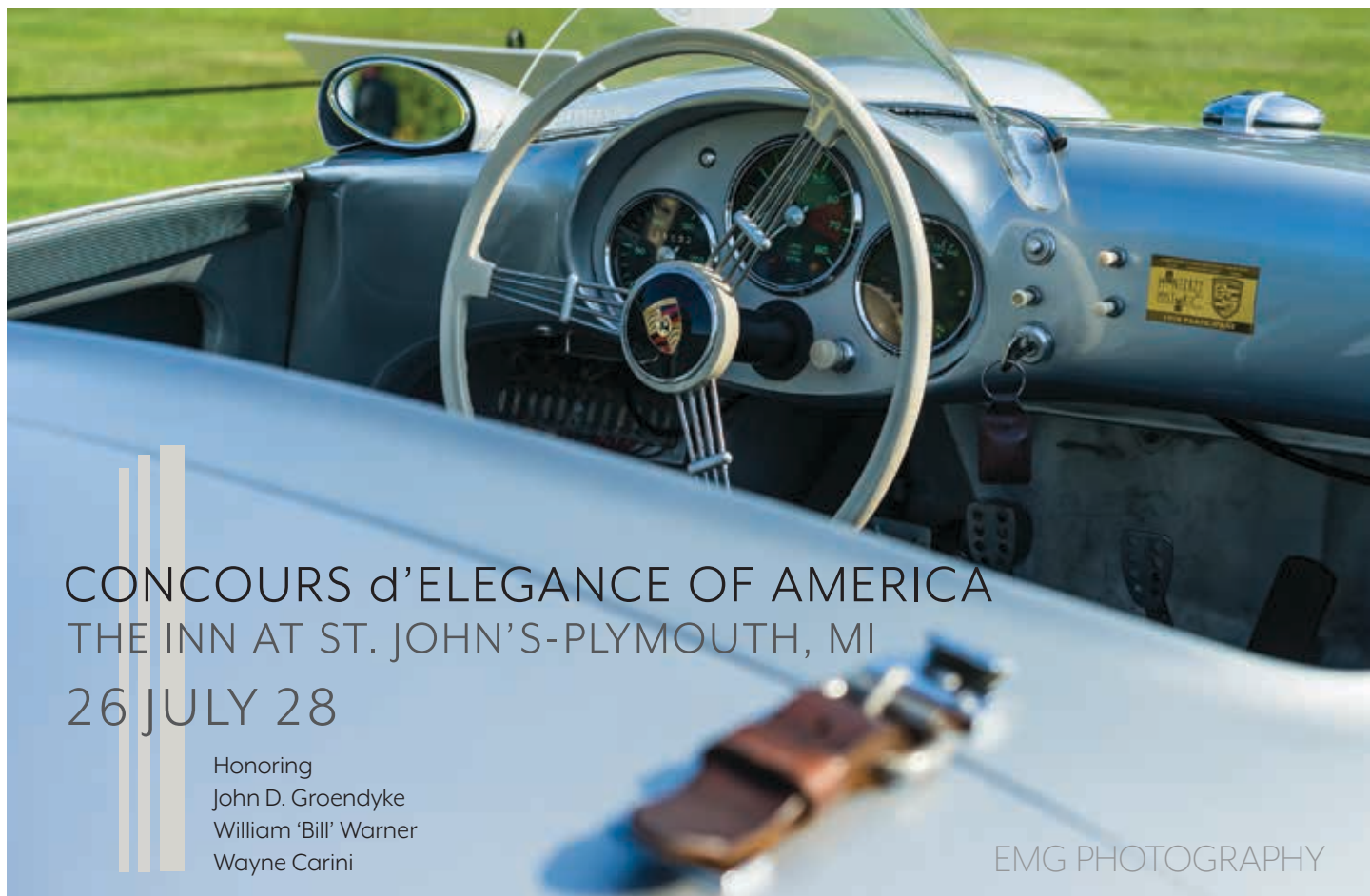
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Business Meeting Minutes* (5/2/19) by Fred Young

MAY 2, 2019

In attendance: Board Members: Fred Young, Marc Molzon, Steve Carbary, Gretus Hoogestraat, Lucas Phan, Lisa Molzon, Howard Gilson, Walter Crump, and Michael Cohen. Officers: Mark VanderEyck, Erik Ohrnberger, Chrissy Crowe, Jim Williams and Dennis Denyer. Guest: Patti Door

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

Minutes: Moved by H.G. and M.M. to approve. Motion passed. The bylaws were sent to PCA and archived in their database.

Financial: Jim Williams - Accounts are being switched over to the new treasurer. Moved by W.C. and H.G. to approve with correction. Motion passed.

Membership: Lisa Molzon - There is an explosion of new members. Five year increment awards are available from PCA.

Insurance: Steve Carbary - Needed for Autocore, Spring Tour, Grand Prix and Progressive Dinner.

P-4: Mark VanderEyck - Mark went over the June content to be published.

OLD BUSINESS:

April 13: Munk's Tech Session: Gretus Hoogestraat - Good turnout. Over 80 guests showed up.

April 20: DE-101: Steve Carbary - 17 newer members attended with lots of enthusiasm. Many signed up for future DE's.

April 27: Swap Meet: Michael Cohen - Very successful. There were 14 tables with members attending from six regions.

May 4: Street Survival School: Marc Molzon - There have been several cancellations but it is still scheduled. Flooding may be an issue.

May 10: DE #1: Steve Carbary - 21 signed up so far.

May 18: Autocore Open House/Tech Session: Marc Molzon - All set.

May 19: Spring Tour: Lucas Phan - 19 cars signed up so far. The route is confirmed.

May 31: #Belle Isle Grand Prix: Gretus Hoogestraat - Ad in the P4. 35 or more cars will participate in the caravan.

June 30: Waterford Hills Family Day: Fred Young - Ad in the P4. Hoping for favorable weather.

July 6: #Gilmore Deutsche Marque: Fred Young - The ad is in the P4. It is a fantastic show and museum not to be missed. William Molzon will have a display of his work.

July 13: Progressive Dinner: All set.

July 21-27: Porsche Parade: Gretus Hoogestraat - Registration is open and hotel rooms are still available.

August 18: Picnic and Concours: Picnic ad to be in the June P4.

September 13: Ladies Drive: Patti Door - Working on route.

December 7: Holiday Party: Patti Door - Patti went over the menu. The club will subsidize a portion of the event.

Charities: Chrissy Crowe - Discussed charity options at various events. Information was sent to board members about Safe House.

Webmaster: Erik Ohrnberger - Had a short web outage. It is now working well with good content.

Event Reports: Fred Young - Needed for the Ford Museum Tour and Swap Meet.

NEW BUSINESS:

Gretus Hoogestraat stated that a club license plate option is no longer available from the state to pursue.

The Safety Chair position is filled.

Medical kits for events were discussed.

It was moved by H.G. and W.C. to change the meeting dates to July 11 and August 8. Motion passed.

Meeting Adjourned at 8:58 p.m. - Moved to adjourn by W.C. and S.C. Motion passed.

Refreshments and Location: Thursday, June 6 - Steve Carbary
Thursday, July 11 - Michael Cohen

= Not an SEMPCA Event

Respectfully Submitted: Fred Young - Rev. 5-7-19

*Subject to ratification at the next Board Meeting



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SEM/PCA Member Anniversaries - June 2019

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)
JUNE									
43	Dennis & Susan Denyer	13	Garen & Lilana Nicoghossian	5	Kenneth Robinson	3	Gregory Szarama	1	Jason Delozier
43	William Derouchie	10	John Boruta & John Phillip	5	Alain & Valerie Baur	3	James Tanner	1	Prakash Tamhaney
31	Robert & Marilyn Amano	9	Ron Kagan	4	Adam Nielsen	3	James Anderson & Harrison Mayfield	1	Douglas Tingley
23	Marcus & Jennifer Pillion	8	Michael & Alissa Jacobs	4	Jon Woods	2	John Dorscht	1	Arakel Eric Chopjian
23	Robert Count & Nancy Ellis	8	Leon & Ileana Lewis	4	Wayne & Sheana Colonnello	2	James Friedman	1	Edward Vermillion
21	Steven & Christopher Nofar	8	Horst & Helene Reinhardt	4	Scott & Sherri French	2	Kevin Prush	1	Robert Fridenberg
20	Patrick McFall & Heather Sinclair	8	Christopher & Mary Martella	4	Michael Ugval	2	Laurence Buckley	1	David Strach
19	James & Sally Garner	8	John Keen	4	William Roscoe	2	Chuck Schmidt	1	Dale DeWolf
18	Ralph & Julie Kandt	7	Paul Zlotoff & Terese Sante	4	William Roscoe	2	Gary Malo	1	Richard Simtob
14	James & Gerald Saelens	7	John & Carol Falk	3	Joel Elton	2	Justin Evoe	1	Sam Haberman
14	Greg & Stacey Dyer	6	Michael Acho	3	Dean Kiriluk	1	Emil Sims		
		5	Bryan Sieber	3	Hans & Shannon Lipp	1	David Calkins		
				3	Dennis & Myriam Hessel				

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, C/O P4. Please see page 4 for the address

FOR SALE: TIRES AND WHEELS: 17” Turbo Twist wheels from a 2001 911 Carrera 4. Tires are Conti Sport Contact. 2-205-50 ZR17. 2-255-40 ZR17. Wheels and tires are in excellent condition. Best Offer Bob 586-899-8440. (1/19)

FOR SALE: 1982 PORSCHE 911SC TARGA: Guards red w/black leather. Excellent driver. 99,236 miles. no apparent rust. Clean Carfax. Certificate of Authenticity. \$38,500. Contact: michael@sellyoursportscar.net. tel. (248)227-8604. (3/19)

FOR SALE: VERY RARE PORSCHE 911 METAL FENDER BADGES. I’ve not seen another set-in full color. I’ve not seen these before or since. I don’t know the make, possibly a Porsche (?), but they are high-quality pieces. They come in a custom leatherette box designed for the pieces. Hefty weight and design. Perfect for 996’s or 997’s. Minor peal on the side of one badge, but not affecting the front image (you wouldn’t notice unless I pointed it out to you). Please inspect for yourself and make an offer. Asking \$750.00 obo. Contact: Tim Hartge 248- 514-0987. (3/19)



FOR SALE: TIRES AND WHEELS: Fit Caymans and Boxsters 2006-2012. 18 inch wheels still suitable for track; tires nearly new Michelin Pilot Sport 4S-235/40-18 frt; 265/40-18 rear. No TPMS. Price: \$450. Contact Jim Garner: Jgarner3033@gmail.com , 313-580-6747. (6/19)

Welcome New Members:

David Barko
Atze Comello
Johannes Deimer
Addam Ebel
Jonathan Garshott
Chris Gartlan
Michael Hammond
Alexander Hollins
George Lippett
Barry Mentzel
Brian Mousing
Joel Piaskowski
Stephan Rossel
Phillipp Salm
Michael Sexton
Ken Vassallo
Peter Waeltermann
Block Wolfgang
Patrick Kondrat (Transfer)

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Around The Zone

BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE



Hi Zone 4,

April was a great month – we kicked off the Porsche season in the mid west with some great event across all Regions. From the Thirsty Thursdays with Eastern Buckeye to Third Thursdays with Mid Ohio, to the various breakfast, tours and Cars N Coffees, the sun is out and so are our Porsches.

I started my month on April 2nd with the Rally Sport Region meeting, giving my presentation about when my father, Peter Schutz, was President and CEO of Porsche AG. Little did I know, that I would be receiving such a heart-felt thank you gift. Dave Finch signed this wonderful print of his National Championship winning Porsche for me!



Photo 1 Lori Schutz with photo from Dave Finch at Rally Sport meeting



Photo 2 Chris Braden and Merritt Scott Collins at the Tech Session at Munks Motors

A few weeks later, April 13th, Southeast Michigan held their annual Spring Tech Session at Munks Motors. Director of Communications, Merritt Scott Collins presented owner, Chris Braden with a flag to celebrate their 50th anniversary in business. Various speakers including Steve Carbary, SEM Driver Education Chair, and Rick Christian, Master Technician at Munks.

The final weekend in April, I stopped on Thursday evening and Friday morning for the driver's meeting for the first of many Driver Education events at Mid Ohio, hosted by the 2017 Region of the Year, Mid Ohio Region. A rainy Friday gave way to a partly sunny rest of the weekend. Event chair Bob Curley organized a fantastic event, including a DE 101 experience on Friday, and a driving tour joined the event on Saturday.

On Saturday, I joined members of Rally Sport, Southeast Michigan, and Motorstadt region for a multi-event day at Farmington Hills Porsche – featuring a Swap Meet, tech quiz and car show! Great job kudos to event chair Michael Cohen for a really fun filled day.

On a business trip to Jacksonville, Florida, I had to swing by and say hello to good friend Don Leatherwood at The Brumos Collection.

Happy car washes, fixin up, oil changing and havin fun! Summer is just around the corner.

See you soon --- Lori



Photo 3 Lori Schutz with Don Leatherwood at The Brumos Collection

OUR ANNUAL PORSCHE SEM FAMILY PICNIC AND CONCOURS



Make some new friends, see some great cars, and have a wonderful day. Please join us on

Sunday, August 18, 2019

at Springdale Park, Birmingham, Michigan

Off of northbound Woodward north of Big Beaver, turn right on Strathmore

Arrival and Car Preparation begins at 9:00 a.m.

Concours Judging begins at 11:30 a.m. Sharp

Picnic Lunch Served at 1:00 p.m.

Our call goes out to new and old members who have never been at this event. You are in for a real treat. The morning begins with a concours where cars are judged on cleanliness. The judging is the exterior of the car including wheels and tires. Numerous trophies are awarded for a variety of classes and everyone has a pretty good chance of winning a coveted trophy. Take pride in showing off your prized possession.

Lunch consists of dishes brought by members and an excellent meal provided by the co-chairs of this event. Everyone's pallet is sure to be satisfied. As a bonus, early arrivals are treated to a wonderful breakfast.

\$10.00 per person (\$15.00 after August 8th) Children under 16 free.

Call Patti Door at (248) 207-7617 or pdoor@sbcglobal.net to make your reservation and coordinate a dish to pass. Please RSVP early and specify you are registering for the picnic and concours.

Concours questions? Call Fred Young at (586) 566-3193 or frederickyoung73@gmail.com

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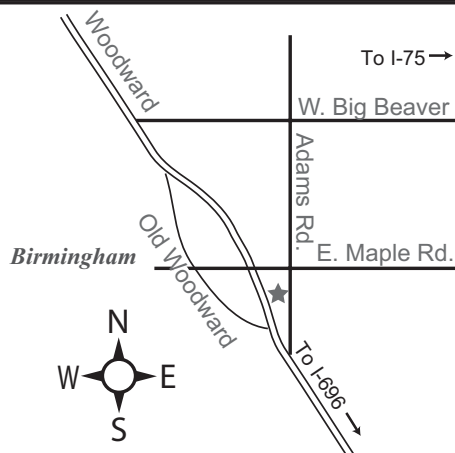
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