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Drivers Education First Time Impressions

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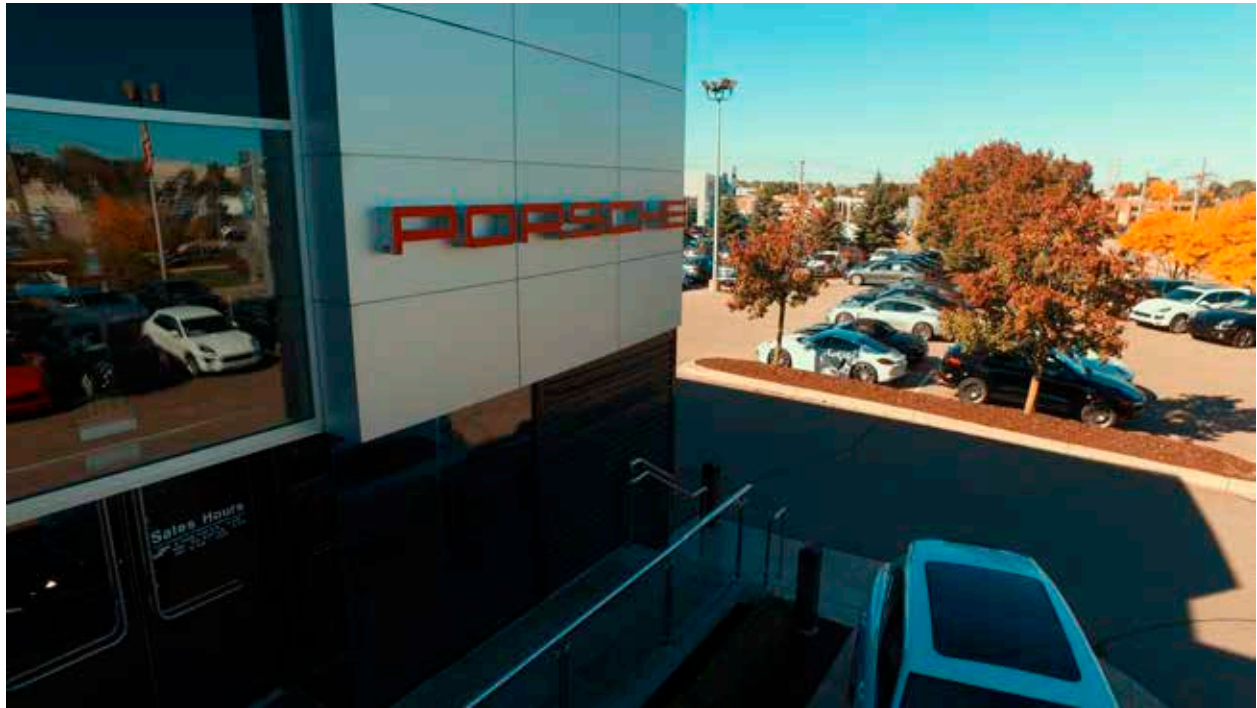
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May 4*



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- 8 *Munk's Tech Session April 13*
- 10 *DE 101 April 20*
- 14 *Swap Meet April 27*
- 24 *DE # 1 at Waterford May 10*
- 32 *Spring Tour May 19*



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Editor: Mark Vander Eyk

Submission Deadline: 10th of the month

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ON THE COVER: Jeanette Magnes's first drive in a Porsche at the Ford Proving Ground.

2019 SEM/PCA CALENDAR

MARCH

7	Board Meeting
16	Henry Ford Museum and Rouge Factory Tour

APRIL

4	Board Meeting
13	Munk's Tech Session
20	DE-101
27	Swap Meet

MAY

2	Board Meeting
4	Street Survival School
10	Friday DE #1 at Waterford
11	# Munk's Devil's in the Details
18	Autocore Open House/Tech Session
19	Spring Tour
31-Jn 2	Grand Prix - Belle Isle

JUNE

6	Board Meeting
8	DE #2
15	# Toledo Art Museum - Zone 4 Event - Car Exhibit
16	# Eyes on Design
30	Waterford Family Day
27	July Board Meeting

JULY

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

AUGUST

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

SEPTEMBER

5	Board Meeting
13	Ladies Drive
22	Drive your Porsche Day
24	DE at M-1 Concourse

OCTOBER

3	Board Meeting
20	Fall Color Tour

NOVEMBER

7	Board Meeting & Calendar Planning
8	Membership Dinner

DECEMBER

5	Board Meeting
TBD	Holiday Party

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

BOARD MEETINGS

Board meetings are typically held on the first Thursday of the month at various locations.

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

President's Column



BY **GRETUS HOOGESTRAAT**

One Team, One Vision, One Goal...

Hello,

To all our SEM members as I take you all on my journey as president. Many of you that have known me for many years have seen changes in my life. I assure you I have and always will continue to be loyal to you, and thank you for your continuous support.

I just returned from the Zone 4 Presidents meeting. Thank you very much Lori Schutz, our Zone 4 Representative, to organize this meeting. It was just amazing. National PCA people were present along with online WEB meetings.

For example, Lynn Friedman (National Porscheplatz Chair) was online and talked about the Detroit Grand Prix. We will have a bigger tent, 2 live TVs and so on. I will update you as soon as everything is finally confirmed.

Jim Hemig (National Membership Chair) was online and talking about membership participant and how to improve it.

Kathy Thorp (National Autocross Chair) was online and explained changes in new rules and how to combine an Autocross with other regions.

In Germany you pay taxes by engine displacement and therefore you get cars with small engines. Every German I know that comes to the US wants a Corvette, so did I. I test drove about 18, they didn't do it for me. And then I discovered the 993 and bought it right away.

You may have noticed a few changes of your web site SEM.PCA.org. The Board of Directors along with myself are striving to update our site for your enjoyment, and supply you with the latest updates on our event calendar. Also, I would like to congratulate Lisa Molson as your new Membership Chair, Chrissy Crowe as your new Charity Chair and Lucas Phan as your Tour Chair. I'm sure they will be a great asset to our club.

There are more changes to come to better serve you. The Goodie Store will be accessible on the PCA web site shortly for the latest SEM gear showing your club spirit, we will have that link soon and will inform you when it's available. We will also have several surveys on our web site. One will be for the Boca Raton Caravan (for those who are brave enough to drive there). Secondly, we are asking "you", the membership, to submit your favorite charity to support this year. Lastly, we would like your support in getting 500 signatures to have SEM logo as a choice at Secretary of State to add on your license plate(s).

I hope to see you soon at one of our upcoming events, thank you.

Gretus Hoogestraat
SEM President



My 1995 993

The Henry Ford Museum



Rouge Factory Tour (Optional)



Saturday, March 16, 2019

Begins with lunch 11:00am: **Ford's Garage (21367 Michigan Ave, Dearborn, MI 48124)**



Approximate Cost/person (based on 2018 pricings):

- Museum: \$23.00 / \$21.00 Senior (62+) / \$17.25 Youth (5-11)
- Plant Tour: \$18.00 / \$16.25 Senior (62+) / \$13.50 Youth (5-11)
- Museum + Plant: \$32.00 / \$29.25 Senior (62+) / \$24.00 Youth (5-11)

Reservation deadline: **March 2nd, 2019**

For further information and reservation:

- Gary Ambrus (gary.l.ambrus@gmail.com) (734) 946-1973
- Lucas Phan (lucas.a.phan@gmail.com) (248) 787-8611

BY TOM FIELITZ

Car manufacturers have long taken advantage of the gullibility of the typical owner. In the old adage of win on Sunday and sell on Monday the car maker takes advantage of the enthusiasts desire to relate to the excitement of racing. The knowledgeable car enthusiast knows the difference between a “stock” race car and a true production street model. That does not preclude adding so called racing parts to a street driven car on the guise that performance is enhanced. This is visually demonstrated in the various added on aerodynamic appendages such as spoilers, splitters, wings and diffusers.

The science of harnessing the energy of wind passing over the surface of a wing is usually based on the work of Swiss mathematician Daniel Bernoulli's 1738 *theorem of fluid dynamics*. *The basic idea is that fluid; in this case air behaves as a fluid, speeds up over a curved surface relative to the opposite flat surface creating lift energy over the curved surface.* But it took until 1935 for another mathematician, Pistoletti to describe what happens when a wing shape is in close relationship to the ground.

Early studies of the effects of air on automobiles were all centered on the drag effect of wind to limit speed. The 1929 Opel Rocket land speed record car was the first to adopt wings to the body shape. But it was 1956 when Swiss mathematician and amateur racer Michael May mounted an inverted wing over the cockpit of his own Porsche 550 Spyder for the Nurburgring 1000 race. When Porsche race boss Hueschke von Hanstein saw that May's creation was faster than the rest of the Werks Porsches he filed a protest and Mays car was banned. May then later worked for Porsche designing fuel injection. He was promised a formula car test ride if he could increase engine power through fuel injection but von Hanstein reneged fearing Michael would embarrass the Werks drivers. May left Porsche to develop fuel injection for Ferrari and led them to install wings to the 1968 model 312 Formula 1 car. Leading aero development in the US was Jim Hall with his winged Can Am cars from the original 2C in 1965 and the variable pitch rear wing through the true ground effect 2G sucker car in 1968, cars so effective they got banned. Dan Gurney did create the Gurney flap during an Indy car test of his 1971 AAR Eagle race cars. The intent was to reduce drag of the rear wing to improve top speed. The actual result was that the small lip at the trailing edge created a turbulence that increased the effective length of the lower wing surface and increased down force.

Aero development in race cars is credited with the huge leap in cornering forces from about 1.5 G to as much as 4 G at speeds well over 100 mph. To achieve that the combined wings and ground effects of a modern Indy car create as much as 5,000 pounds of down force at 200 mph. Since down force also creates speed reducing drag the winning design is the best compromise of wing size to produce the optimum lap times.

Porsche came out in 1973 with the very first street model car with a racing spoiler in the Carrera RS. Called the Duck Tail or “Burzel” it was a tall flat panel attached to the rear deck lid at right angles. The true effect of this spoiler was not to create downward pressure on the rear tires but to negate the lift by 75% created by the wing shape of the 911 roof and to reduce the drag effect of the roof. Porsche measured the speed increase of .5 kph with just the rear wing and 2 kph with the introduction of a squared

off front bumper valence. In combination the two aero pieces increased top speed by 4.5 kph. Naturally I had to adapt these pieces to my own 1972 911 with the only noted effect that the back side of the duck tail is continually smashed with dirt and exhaust film. The duck tail spoiler was gone by 1976 with the introduction of the whale tail spoiler on the Turbo model. Versions of rear spoiler have continued on the present 911 model. On the 996 model Porsche revealed that the rear spoiler reduced front lift from 64 kg to 5 kg and rear lift from 136 kg to 14 kg but this was measured at 157 mph. Aero devices were insignificant below speeds of 80 mph but do contribute to gas mileage robbing drag which is why Porsche developed the disappearing rear spoiler. The vast majority of street cars equipped with rear spoilers are strictly cosmetic or at best an attempt to reduce the aerodynamic drag of air as it leaves the trailing edge of the body work. For a rear wing to create down force on a car it would have to be mounted significantly high above the rear body to receive clean air flow.

This leads me to the latest fad of the rear lower bumper valence in the shape of a racing diffuser. The diffuser has the curved shape of a wing as the lower surface of the bumper. The 1978 Lotus Formula 1 car is credited with advancing the science of automotive ground effect. The Lotus employed a diffuser in each side pod of the race car with a sealing edge that scraped on the ground. As with many racing advances it was so effective it was banned. Based on aerodynamic theory the wing shape applied to the underside of a car has the effect of creating negative pressure, effectively a suction effect between the ground and the bottom of the car. The effectiveness of ground effects and diffusers depends on the aero property called boundary layer. This is the principal called the Coanda effect that fluids (in this case air) have a viscosity or thickness that tends to stick to a curved surface. Many factors contribute to the end result of control of air flow under a car. Chief of which is the gap between the diffuser and the ground. To control air flow strakes or end plates guide the air across the curved surface of the diffuser. To be truly effective the gap to the ground and the length of the diffuser have to be in a ratio of .05 which is why race cars have a gap between the diffuser and ground often measured in fractions of one inch. On a street car this is totally impractical. Also for boundary layer to be effective the flow of air must have minimal interruption. On a street car this would call for a totally smooth bottomed car, also impractical. This makes virtually all street car rear diffusers just a visual tack on and more of an aero drag reducing device than effectively creating down force.

So there you have the straight skinny on the wing, spoilers, splitters, diffusers and the rest of the kit we would love to believe links our street car to its racing brethren. Yes it is marketing hype for the most part but it is a modern day essential styling feature of almost all of our cars.

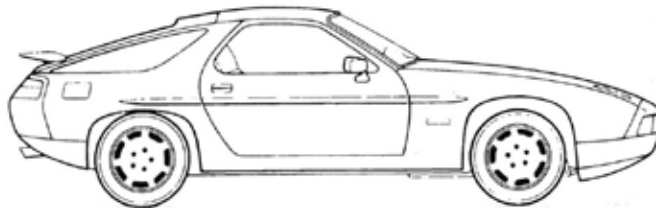
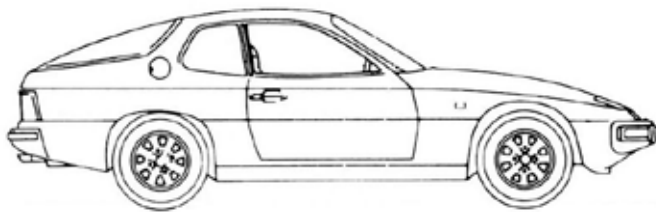


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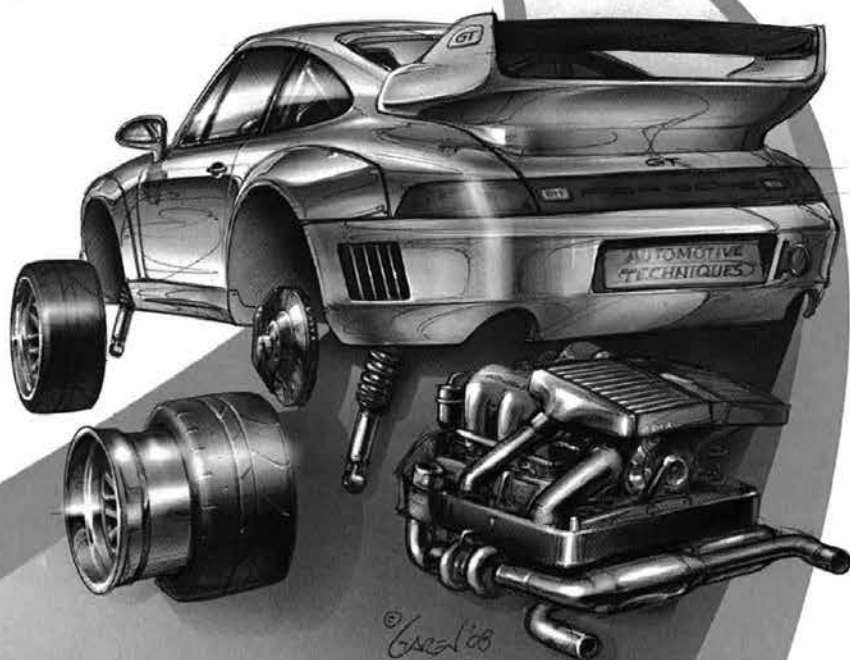
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Driver's Education 101

Saturday April 20, 2019
Waterford Hills Road Course

Classroom Session start time 10:00 am

This is a 'How to Begin' for first timers



Trying any new experience can be intimidating. Especially one that involves a prized sports car combined with a race course. The amount of unknowns in that combination can seem overwhelming to just about anyone. Those of us on the DE Team completely understand this feeling as we have all been there ourselves. This is the reason for our annual DE-101 event. To open the first door and offer a look inside at all that a High Performance Driver Education event has to offer.

We will cover how to register, prepping your car, prepping yourself, and what to expect. You will get a chance to meet some of our instructors, tour the facility, see the classroom, and (weather permitting) walk the track!

So, if you have ever been curious about DE and are thinking about trying this event, this will put you on the right path.

Sign up on www.Clubregistration.net

or call

DE Chair Steve Carbary 586-242-6437

Chief Instructor Marc Molzon 248-882-1759

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- Join PCA at (www.PCA.Org/User/Join/Membership) and have your credit card and car's VIN (vehicle identification number) or serial number handy.
- Enter all required information, including payment information, and submit your application.

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- Download application at: (www.PCA.org/Join-Porsche-Club-America).
- Have check or credit card handy and enter all required information. PCA Region is SEM.
- Make your check payable to "Porsche Club of America, Inc." If paying with credit card, write your information in the space provided.
- Mail your application and payment to: PCA National Headquarters, P.O. Box 6400, Columbia, MD 21045

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Street Survival School

BY **DON KLEIST**

Is the Young Driver You Know a Safe Driver?

According to the National Safety Council, new drivers are at great risk. The chance that a new driver has one traffic accident in the first three years of driving is 89.2%. The chance of two accidents in the first three years of driving is 52.5%! I was surprised and alarmed when I first learned these statistics. No wonder insurance rates for teen drivers are so high.

There are many reasons for these terrible statistics. Lack of experience and developing skills are primary reasons. But another reason is that new drivers' confidence levels are often much higher than their actual skill levels. I can remember several times when my son said something like, "Let me do it, dad. I know how." But in fact, he was not nearly as capable as he thought he was.

How does this happen? As our former region president, John Keilly, once so rightly observed, "All you learn in driver's education are the rules of the road and how to parallel park." There may also be some practice driving, but often not enough to develop the mental and physical skills necessary to consistently drive safely.

But there is help. Since 2013, SEMPCA has hosted an annual Street Survival School in May. Developed by the BMW Foundation, the charitable arm of the BMW Car Club of America, Street Survival School is a place to learn and practice driving skills in a safe environment that is not possible on public roads. We hold the school at Faith Christian Assembly in Melvindale, MI. The building, originally a K-Mart, has a large parking lot in front that allows us to conduct driving exercises in a safe and controlled environment.

Most teens would rather sleep in on a Saturday morning than get up to go to a driving school. Many likely feel that they already know how to drive. I ask for a show of hands at the start of each school. Most students indicate they are attending because they were told to attend. But I never have known a student to complain at the end of the school. They learn, realize that they learn, and have a great time doing it!

The key to learning anything is first to learn what to do. And then practice, practice and more practice. Our school lasts all day and includes about two hours of classroom instruction, broken up into three sessions. Except for a lunch break, the rest of the day is spent behind the wheel.

Students drive their own cars and have an experienced instructor in their cars who give them criticism, guidance and tips. The key is repetition. Students drive each exercise 8-10 or more times. They learn from their mistakes and get to reinforce proper techniques.

The three morning exercises focus on individual skills, braking, turning, and reacting to possible skids. The three afternoon exercises combine the skills learned in the morning into more complex exercises that simulate actual driving conditions. For the final exercise we set up a small autocross course and let the students have some real fun behind the wheel.

This last exercise is loads of fun for the students, but it is also a gratifying reward for those of us who conduct the schools. During the first exercise in the morning students drive very slowly and tentatively. By the time the students drive the autocross course, they drive with skill and confidence. The improvements are obvious. I feel proud when I see this and realize that our hard work has paid off.

If you have teen drivers in your family, or know of any, encourage them to enroll in our Street Survival School. The cost is \$95 and includes a continental breakfast, lunch, and liquid refreshments all day. Parents are encouraged to attend the classroom sessions, join us for lunch, and observe the driving exercises. We might even put you to work helping. But, for insurance reasons, parents may not ride in the cars during the driving exercises.

If you have questions contact me,
d.kleist@att.net, (586) 206-7234
or Marc Molzon, mextreme@hotmail.com, (248) 882-1759.

For more information about the Street Survival School or to register go to streetsurvival.org.



A 16-Year Old Is 20% More Likely to be Killed in a Car Crash than an Adult

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Saturday, May 4, 2019 in Melvindale, MI

**Go to streetsurvival.org
for Details and to Register**

For Questions Contact

Don Kleist - d.kleist@att.net or (586) 206-7234

-or-

Marc Molzon - mextremem@hotmail.com or (248) 882-1759

PCA Multi-Region Swap Meet, Car Show & Tech Quiz!!

Saturday, April 27, 2019
10:00 am – 2:00 pm



Presented by the
SEM,RSR and Motorstadt Regions
Featuring the 356 Motor Cities Group
Western Michigan, Michiana & Maumee Valley Regions are also invited

Hosted by Porsche of Farmington Hills
37911 Grand River Ave. Farmington Hills, MI 48335

This event is rain or shine (or even snow)...It's inside

For tables contact Event Chair Michael Cohen

Fastkarz2@aol.com or 248-227-8604

Set-up for swap participants begins at 9:00 am.
The event opens at 10:00 am and runs through lunch
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A Visit to Stahls Automotive Musuem

BY **DON KLEIST**

WITH HELP FROM NANCY RICHARDSON

Imagine this line-up of classic cars: 1924 Deluge GL Skiff-Torpedo, 1926 Duesenberg Model A Roadster, 1931 Cord L-29 LaGrande Speedster, 1934 Duesenberg Model J, 1934 Bugatti Type 57 Atlantic Coupe, 1934 LaSalle Convertible, 1935 Chrysler Airflow, 1936 Cord 812 Convertible, 1936 Auburn Model 853 Speedster, 1948 Tatra 187, 1948 Tucker 48, 1948 Chrysler Town and Country Woody Convertible, 1954 Kaiser Darrin, 1958 Ford Fairlane 500 Skyliner. Without additions, these would make a collection that any serious car collector would be proud of. These are but a few of the classic cars on display at the Stahl's Automotive Museum, located near 26 Mile Road and Gratiot Avenue in Chesterfield, MI.



1926 Duesenberg Model A Roadster



1936 Cord 812 Convertible



1934 LaSalle Convertible Coupe



1948 Tucker 48



1954 Kaiser Darrin

(continued on page 19)



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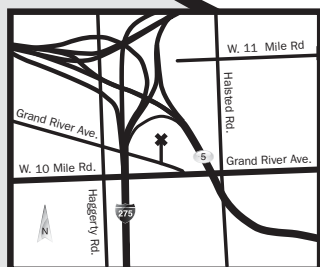
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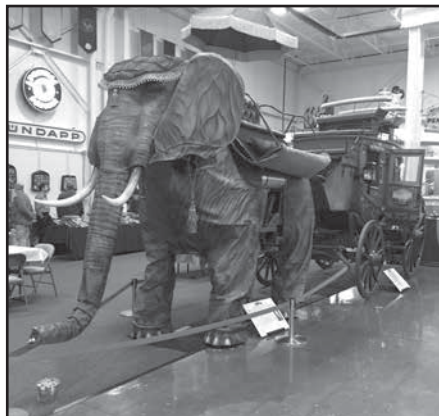
A Visit to Stahls Automotive Museum *(continued from page 16)*

Owner Ted Stahl operates a world-wide empire built largely on equipment that prints t-shirts. In 1990 he bought a 1930 Ford Model A roadster and spent many hours with his family restoring it. This start propelled him into collecting classic cars and his collection now numbers more than 125 cars from all ages, starting with the late 19th century and continuing into the muscle car era so popular in the Detroit Metro area. About 80 or so are displayed at any given time and they rotate often, so each visit is a little bit different.



Mascots

There is a restored stagecoach, and a gigantic mechanical elephant named Wendell. Built in England in late 1940s, Wendell spent years entertaining children at Cunningham's Drug Store in Detroit. After a couple of restorations, Wendell sold at auction for \$275,000 in 2013.

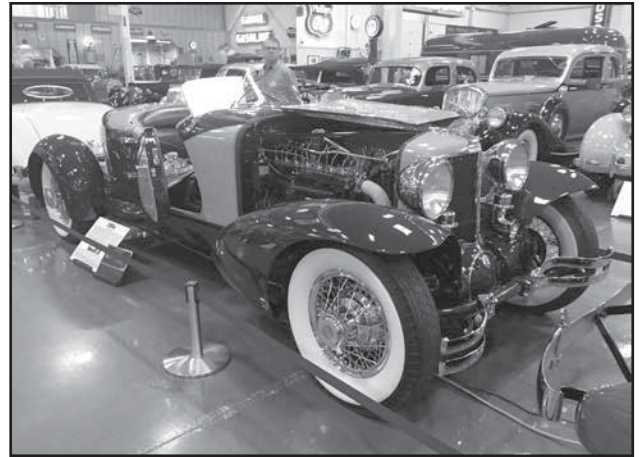


Wendell

In one corner of the display room site you will find a full-sized Big Boy restaurant, with Jake and Elwood, better known as the Blues Brothers, as greeters. And of special interest to movie buffs, there is the Leslie Special that was featured in the 1964 movie, *The Great Race*.



The Greeters at Big Boy



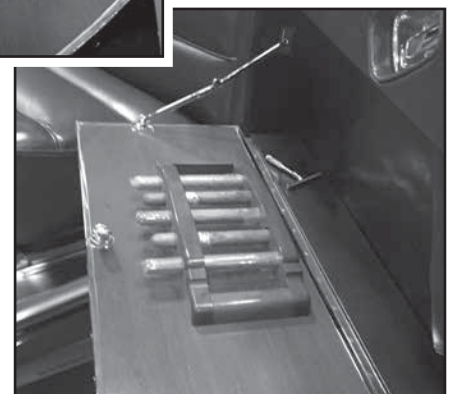
1931 Cord L-29 LaGrande Speedster

The Cord L-29 LaGrande Speedster is actually a reproduction of a one-off show car that won first place honors at a Concours d'Elegance in Paris. After returning to the States, the original strangely disappeared in late 1931, never to be seen again.

In 1995, an avid collector named Arnie Addison commissioned a reproduction using an actual Cord L-29 chassis and drive train as a starting point. Based on surviving photographs, the replica required over 20,000 man-hours of research and labor. The result is stunning! Of special interest are the door panels. Pull down the hinged panel on the passenger side and you will find a crystal decanter and crystal glasses. The driver side panel contains a small humidor for the driver's cigars. Nothing but the best!



*1931 Cord L-29
LaGrande Speedster
Crystal and
Cigar Humidor*



One of the more unusual cars is the 1930 Stutz MA Weymann "Versailles" Sedan. French coachbuilder Charles Weymann used his knowledge of aircraft construction to make lightweight bodies for cars. His method used a wooden skeleton that was insulated with muslin batting and covered with synthetic leather. The result is a car that has an odd matte finish. The example at Stahl's is one of only three known to exist.



1930 Stutz MA Weymann "Versailles" Sedan

The prize for most striking visual effect has to go to the 1965 Kirkham AC Cobra 427S/C replica. This car has a fully-polished alloy body with brushed alloy accent stripes. Gorgeous! The effect is mind-blowing! And this car must really GO! Under the hood is a 482 CID Ford V-8 that produces 608 horsepower.



1965 Kirkham AC Cobra 427S-C replica

The cutest car might be 1956 Messerschmitt. Designed by the man famous for the aircraft that bear his name, this tiny car seats two people in tandem and is powered by a 191 cc, 9.5 horsepower one cylinder engine. It can reach 65 miles per hour and gets a fuel economy of 87 miles per gallon.



1956 Messerschmitt

The American LaFrance Company built fire engines in the late 1980s and early 1990s. They also built 22 special roadsters intended for fire chiefs. These rare vehicles inspired a movement among enthusiasts to build their own roadsters using retired fire trucks as the basis, and fitted with lightweight bodywork and sometimes other more modern equipment. The version found at Stahl's features an inline six cylinder engine that displaces more than 15 liters. That is not a misprint. Each cylinder displaces more than 2.5 liters! One of its pistons is displayed beside the roadster. It is huge! I laid the key to my BMW next to the piston for a picture so the size is evident.

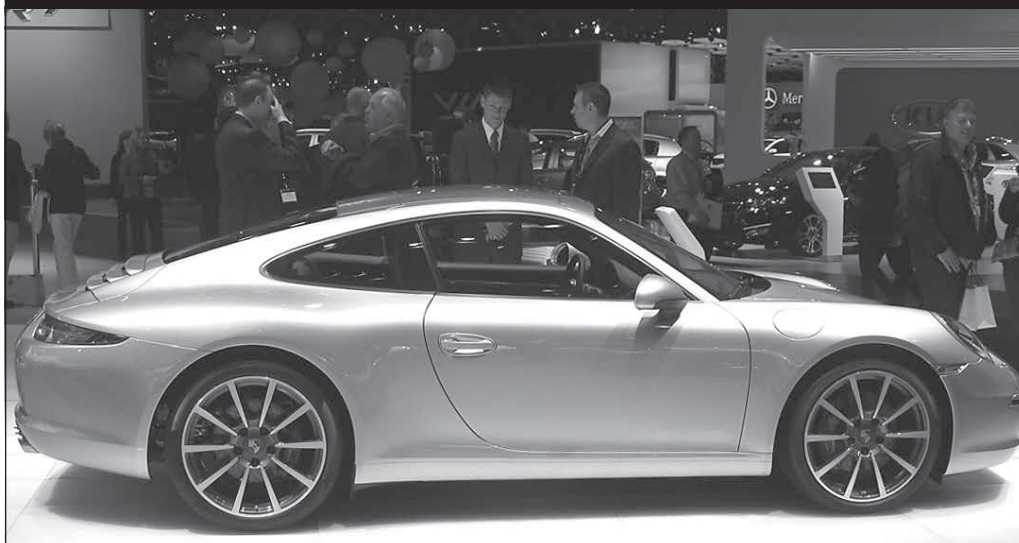


One Huge Piston

The Museum is open every Tuesday 1:00 - 4:00 and the first Saturday of each month 11:00 - 4:00. There is no cost for admission, but donations are gladly accepted. The Museum is also open on special days like Memorial Day and Veterans' Day, when there are special activities to honor service people. Nancy and I try to attend these events. During the summer months the Museum also hosts gatherings for car enthusiasts. Go to the web site, www.stahlsauto.com, for more information.

(continued on page 22)

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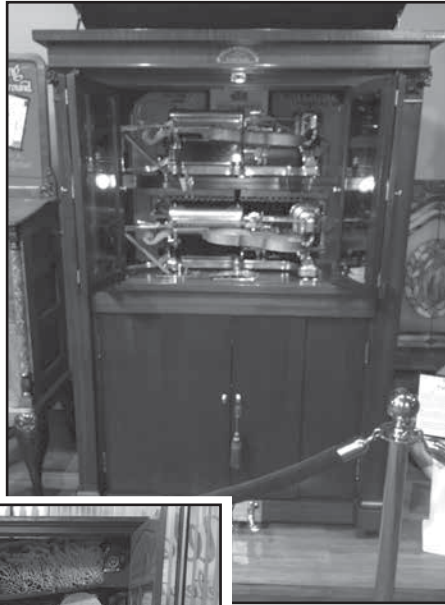


**MINI
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Even if you are not particularly interested in cars, you will likely enjoy the other items in the museum. You enter through a room along the street side of the building. There may be a couple of cars on display in this room, but the main attractions are all types of old music making machines, player pianos, mechanical violins, a mechanical accordion, and a hand-cranked organ, just to name a few. Several of these are called orchestrans, upright pianos to which other instruments have been added, along with player piano functionality

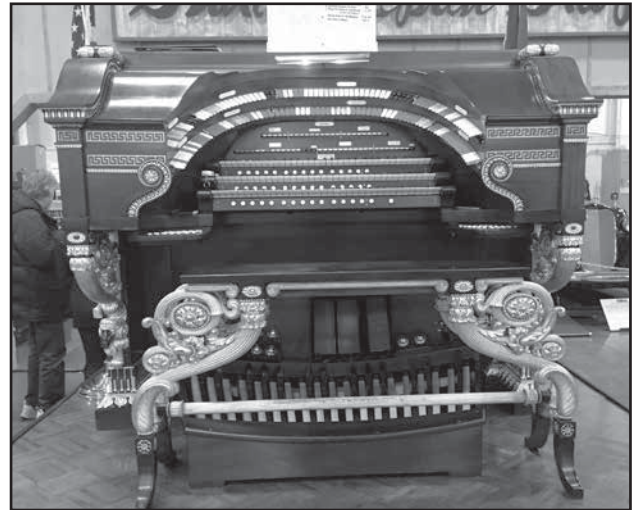
Mechanical Violins



***Link Model A-X
Orchestron***

You enter the main display area from this anteroom. You are immediately awed by a truly breathtaking car, which changes at the whim of the curator. For our last visit the car was the 1924 Delage GL Skiff-Torpedo, a four seat, dual cowl boat tail convertible with a body made of polished metal and lacquered wood. Wow!

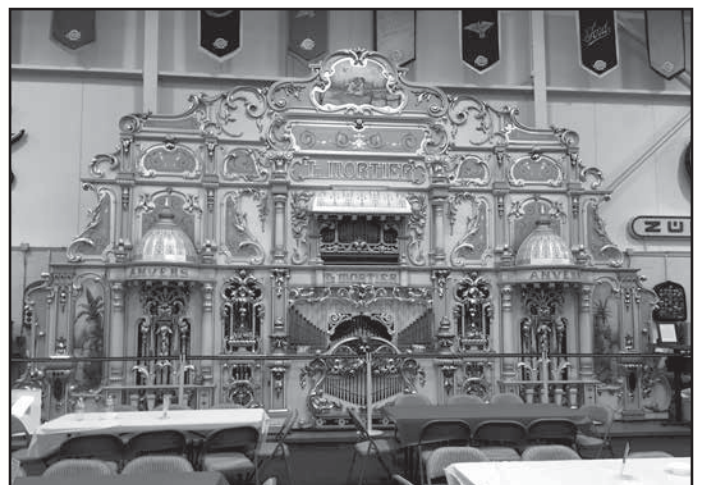
If you visit during one of the special events, you are likely to hear organ music played by a professional organist from the Detroit Theater Organ Society. There are four magnificent pipe organs in the main display room, one centered on each wall. In addition to the pipes, these organs incorporate a variety of other musical instruments, bells, horns, drums, etc. Some of these are displayed along the upper parts of the walls. The organs are interconnected and can be played by an organist at a raised console near the back wall, or by mechanical means like a player piano.



Main Organ Console



Main Organ Console

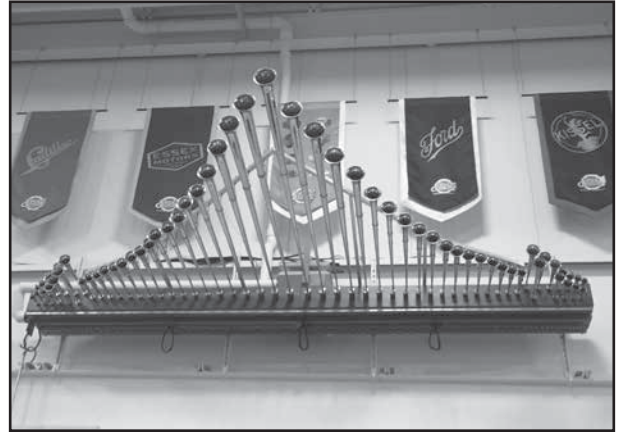


Organ 1



Organ 2

The first time we were there on a Memorial Day, the festivities began with a bugle call. Try as I might, I couldn't locate the bugler. Later I realized the "bugler" was a bank of brass horns mounted on one of the walls and played through one of the organs. Each individual horn is tuned to a single note.



The Bugle

There are automobiles, mechanical musical instruments, organs, and even a vintage Big Boy restaurant. What more could there be? How about a collection of slot machines, or a collection of juke boxes? The variety of items is phenomenal!

Go see for yourself. Stahl's Automotive Museum is unique, colorful, and loads of fun. There is something interesting and unexpected to see at every turn. You won't be disappointed!



Organ 3

When we were there last, the organ that includes a carillon, one bell of which weighs more than 600 pounds, played Tchaikovsky's 1812 Overture. Impressive to say the least. Near the end and right on cue, the bells rang out to celebrate Russia's victory over Napoleon's armies, but, alas, there were no live cannons. During that same visit, one of the docents "played" a small, hand-cranked organ. Quite a change of scale.



Hand Cranked Organ

Collection of Slot Machines and Juke Boxes





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Look for the Driver's Education box to find all the info you need.

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Driver Education Chair

Steve Carbarry 586 • 242 • 6437

DE@sem.pca.org

Chief Instructor

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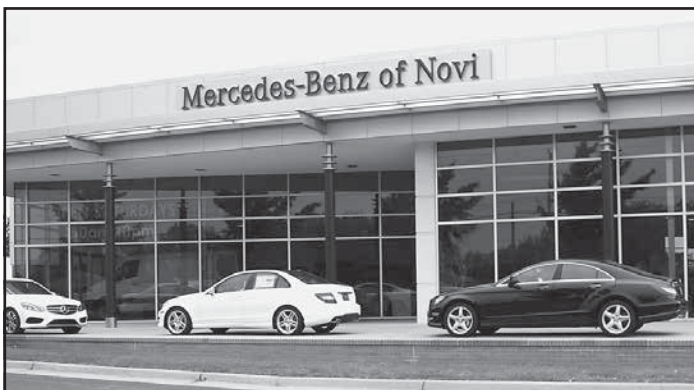
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Drivers Education First Time Impressions

STORY BY **JEANETTE MAGNES**



First time attending an SEM Drivers Education event at Waterford Hills

Hello everyone, I am a new member and joined PCA in 2018. The P4 editor asked me to share my impressions of my first driver's education event which I attended on August 24, 2018 at Waterford Hills.

A little bit about myself. Both of my parents have German heritage and my mother was born in Landau Germany and immigrated to the US after marrying my father who was stationed in Germany. I grew up in Southeast Michigan and as a teenager enjoyed going to car shows and the Woodward Dream Cruise and seeing all of the sleek and shiny sports cars. My parents have always appreciated German cars and we had various BMW's and Audi vehicles during my childhood. I grew up in a large family so most of the kids shared a family vehicle and I learned to drive on our ten-year-old BMW 740i.

My first introduction to Porsche was when I was invited to attend a Porsche test drive event at the Ford Romeo Proving Grounds. Porsche had rolled out the red carpet and brought numerous cars to test drive including the then brand

new Macan, Panamera, various 911s, and a Cayman GTS. The test drive also included a thrilling hot lap in the 911 Turbo S driven by a professional driver. Not only was the event an eye opener in terms of the breadth of the Porsche vehicles but also the pure enjoyment experienced in driving a Porsche at speed. Perhaps the thing that impressed me the most at the time was the comfort of the vehicles but with a press of a switch the cars could change their personality into agile racing machines.

I recently joined PCA at the insistence of a fellow member who thought I might enjoy the experience of re-living driving on a closed circuit through a driver's education event. At 30 years of age, I was worried initially about my lack of race track experience. In truth, part of my reluctance was also a concern about safety, being the only woman at the event, and possibly being the slowest on the course and holding other drivers up. However, after several reassurances, I finally relented and signed up to attend a driver education event at Waterford Hills.

(continued on page 28)

Be a P4 Contributor

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

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

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

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



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On the day of the event, I arrived early and was surprised to find the event nicely organized with cars already parked in the paddock and sign in sheets waiting. As I checked in, I was relieved to see other women involved in the event not only as participants but also as instructors. I was assigned to instructor Diane Eblenkamp who greeted me warmly and helped set me at ease by explaining the process and the day's scheduled activities.

My instructor suggested that I walk the track and during the track walk I was able to see the track conditions up close including the dips, hills, turns and straightaways. Upon my return to the paddock, I headed up to a classroom session which talked about safety, flags, proper seating and the illusive race line. I learned some important tips including how to position myself in my seat as well as how to hold the steering wheel which I have adopted in my daily driving. I have always considered myself a decent driver and I was surprised to learn that some of my daily driving skills and approach to curves on the street are not the most efficient on the track. During my class room session, the instructors hit the track and while we were listening and learning we could hear the cars whistling by on the straightway behind us.

Prior to driving, my instructor and I reviewed the safety, passing and flag instructions and inspected my car and equipment. The emphasis and attention to safety by both my instructor and entire race staff made me feel comfortable with the thought of traveling in a group of speeding cars. I also was relieved to find out that my instructor would be in the car with me and giving me tips along the way.

I vividly remember expressing to my instructor my fear of being the slowest on the track. To which my instructor smilingly explained that women sometimes start at slower speeds but because women are generally better listeners we soon catch up and then advance faster. After a quick chuckle, we headed out to the track. We got along nicely as we both shared German heritage and a love for German cars.

Despite all my preparations, I was really stressed and anxious. The first drive session was a blur with apprehension soon giving way to exhilaration. The roar of the motor, the seemingly impossible braking, the cat and mouse game of chasing the car in front of you, all of it was heart pumping. I just remember coming back into the paddock with a smile on my face and my hand shaking from the adrenaline. I was hooked. My instructor also took me for a thrilling ride in her GT4 which was very invigorating.

To those of you who may be considering a driver's education course I would highly suggest it. If I can do it, you can do it. The people I met were charming and helpful and everyone shared a passion for cars. There were some cars at the event which you only see at showrooms. It was an enjoyable day and I'm glad I did it. I also think it made me a better driver.

I will probably never be the fastest on the track, but the focus on safety and one on one attention with an experienced instructor will keep me coming back to learn more.



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Business Meeting Minutes (1/3/19 & 2/7/19) by Fred Young

JANUARY 3, 2019

In attendance: Board Members: Marc Molzon, Fred Young, Walter Crump, Gretus Hoogestraat, Lucas Phan, Lisa Molzon, Steve Carbary and Howard Gilson. Officers: Mark VanderEyck and Temple Cumiskey. Guest: Crissy Crowe. Absent with notice: Michael Cohen

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

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

Financial: Temple Cumiskey - It was a successful year as reflected in the end of year report. Moved to approve by M.M. and S.C. Motion carried.

Membership: Walter Crump - 708 primary and 377 associate members for a total of 1085. It was moved to appoint Lisa Molzon as chair by W.C. and H.G. Motion carried.

Insurance: Steve Carbary - None needed.

P-4: Mark VanderEyck - Advertisers copies will be distributed at the February meeting.

OLD BUSINESS

December 16: Holiday Party: Mark VanderEyck - 98 guests gave the event good reviews. The silent auction raised money for charity. Next we year will try for a Saturday event earlier in the month.

March 16: Ford Rouge Tour: Lucas Phan - Besides the museum, a plant tour looks possible.

April 13: Munk's Tech Session: Chris Braden requested that date

April 20: DE-101: Marc Molzon - Great session for first timers especially.

April 27: Swap Meet: Michael Cohen - It was moved by M.M. and H.G. to purchase PCA badges and decals for trophies and plaques. Motion carries

May 4: Street Survival School: Lucas Phan - 4 students signed up. Working on reserving a 2020 date.

May 10: DE #1 - Steve Carbary - The DE program was discussed. It was moved by H.G. and S.C. to try and schedule a DE at M-1 Concourse and make a deposit,

May 19: Spring Tour: Lucas Phan - The route and destination are planned. It was moved by H.G. and L.M. to make a deposit for the restaurant. Motion passed.

May 31: #Belle Isle Grand Prix: Marc Molzon - Will have a bigger tent and more TV's.

June 15: #Toledo Art Museum: Zone 4 will host a car exhibit at the Toledo Art Museum to coincide with their car exhibition. No further information at this time.

June 30: Waterford Hills Family Day: Fred Young - Still waiting on a reply from the track.

July 13: Progressive Dinner: Need host homes.

July 6: #Gilmore Deutsche Marque: Fred Young - Will solicit an ad advertising the event.

August 18: Picnic and Concours: Howard Gilson - The site is reserved.

NEW BUSINESS:

Charities: It was moved my H.G. and S.C. to forward a check to the Jo Brighton Foundation with the proceeds of the Holiday Party silent auction plus an additional donation from the club. Motion carried.

Webmaster: Erik Ohrnberger - The officer's page has been updated.

Goodie Store: Temple Cumiskey - The remaining items have to be sold at a discount to close out the store.

Event Reports: Fred Young - Needed for the Holiday Party.

New Business: None

Meeting Adjourned at 8:50 p.m. - Moved to adjourn by H.G. and S.C. Motion passed.

Refreshments and Location: Thursday, February 7 at 7 p.m. - Lisa Molzon at Gilson's

= Not an SEMPCA Event

Respectfully Submitted: Fred Young - 1-4-19

34 ■ P4 ■ MARCH 2019

FEBRUARY 7, 2019

In attendance: Board Members: Marc Molzon, Fred Young, Gretus Hoogestraat, Lucas Phan, Lisa Molzon, Steve Carbary and Howard Gilson. Guest: Crissy Crowe. Absent with notice: Michael Cohen, Mark VanderEyck and Walter Crump.

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

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

Financial: Report sent by email. Moved to approve by F.Y. and M.M. Motion carried.

Membership: Lisa Molzon - We have 4 new members for a total of 707 primary and 375 associate members.

Insurance: Steve Carbary - None needed.

P-4: Lisa Molzon - Went over the March articles and content.

OLD BUSINESS

March 16: Ford Rouge Tour: Lucas Phan - Several members signed up.

April 13: Munk's Tech Session: An ad is in the P4.

April 20: DE-101: Steve Carbary - Recommended for first timers.

April 27: Swap Meet: On track.

May 4: Street Survival School: Lucas Phan - Participants are signing up.

May 10: DE #1 - Steve Carbary - It was moved by H.G. and L.M. to approve the contracts. Motion carried. A discussion ensued on HANS devices and payment methods. Sponsorship for the M-1 DE was also discussed.

May 18: Autocore Open House/Tech Session: Marc Molzon - An ad is needed for P4.

May 19: Spring Tour: Lucas Phan - An ad will be in the P4. It looks like a great event.

May 31: #Belle Isle Grand Prix: Gretus Hoogestraat - Will have a bigger tent and TV's. Also a car corral with a police escort from The Henry. Rooms will also be on reserve at the hotel.

June 15: #Toledo Art Museum: Zone 4 will host a car exhibit at the Toledo Art Museum to coincide with their car exhibition. No further information at this time.

June 30: Waterford Hills Family Day: Fred Young - Date is secured

July 6: #Gilmore Deutsche Marque: Fred Young - Will solicit an ad advertising the event.

July 13: Progressive Dinner: Need one more host home.

July 21-27: Porsche Parade: A few members are going.

August 18: Picnic and Concours: Howard Gilson - The site is reserved.

December TBD: Holiday Party: Gretus Hoogestraat - Will check on a possible new location.

NEW BUSINESS:

Charities: It was moved by M.M. and L.P. to approve Crissy Crowe as new charity chair. Motion carried. Need to follow up on the charity donation.

Webmaster: Gretus Hoogestraat - There were a few glitches on the website. The problems have been resolved.

Event Reports: Fred Young - None needed.

New Business: None

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

Refreshments and Location: Thursday, March 7 at 7 p.m. - Fred Young

= Not an SEMPCA Event

Respectfully Submitted: Fred Young - 2-8-19

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SEM/PCA Member Anniversaries - March 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)
MARCH									
41	Ted & Nancy Schwartzfeld	11	Steve & Nancy Chavez	4	David Walker	1	Guilherme Costa	1	Nick Saroki
34	David Nikolas	9	Lothar & Ann Bauer	3	Cedric Alexanian	1	Eric Jackson	1	Timothy LaBuda
31	David & Marguerite Kimball	9	Edward Dawda & Alice Buckley	3	John Darwak	1	Neil Bacoski	1	Saad Malik
28	Jeffrey & Imbi McErlean	8	Richard & Marcy Ford	3	Chaitanya Nandakumar	1	George Moilanen	1	Paul Lyon
23	Joel & Randee Miller	8	Richard & Judith Huddleston	3	Carl & Denise Giosa	1	Mike Paige	1	William Moore
21	Eric & Martha Manting	7	Louis Shoha	3	Brad Conkey				
20	Brian Chiara	7	Robert & Vivian Yonce	2	Lars Theunissen				
20	P & Marta Trimmer	6	Robert Newill & Len Dodman	2	David Courter				
16	Stephen Shugg & Patty Behr	5	Tim & Maggie Otto	2	John Roby				
16	Marc & Lisa Molzan	5	John Pantalone	2	Wayne Youngblood				
14	Erik & Gina Ohrnberger	5	Mark & Dawn Lubinski	2	William Rietow				
14	Frederic Binggeli	5	Carl Code	2	John Lominack				
13	Kim & Ginger Virkler	4	David Yanez	2	Karl Barr				
12	Jason & Allison Cardew	4	Christopher Hulen	1	Ed Wizner				
11	Shawn & Annette Bartush	4	Timothy Kopec	1	Isaac Mitchell				
		4	Marc Brazeau	1	Michael & Sarah Becker				

Save The Date!!

May 18, 2019

**Autocore Open House
Tech Session**

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: PORSCHE 928 COLLEC-TION – One or All. 1986.5 Red/Black. Nice original car, 5.0 Auto \$13,000. 1985 Euro S, ZZZ car, 310 hp, auto. Rare Prussian Blue/Blue full leather. Nice Texas car, could use a little paint work \$10,000. 1985 Euro S, ZZZ car, 310 hp, auto. Black/Black. Stored several years \$5,500. 1985 Euro S, ZZZ car, 310 hp, auto. Black/Black. Rare lightweight sunroof delete. Trans rebuilt, timing belt job half done \$3,000. 1983 US 5-speed manual. Slate Blue/Tan and Brown full leather, Cup 1 wheels. Front bumper needs paint. \$7,500. Take all 5 for \$35,000 OBO before 928 prices really take off. Call Ron 586-749-9804 (11/18)

FOR SALE: A BRAND NEW/UNUSED SET OF WINTER TIRES: (still wrapped). Brand: General Altimax Arctic (Continental brand) – Received excellent reviews; Size: 235 / 45 x 17; Price: \$310 (new \$480); Contact: Michael Eblenkamp, 248-495-0962 or: michael.eblenkamp@gmail.com. (11/18)

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)



Welcome New Members:

Miguel Angel Barrera Maza

Chrissy Crowe

Aaron Ellis

John Else II

Trent Endsley

Daniel Garrett

Aaron Link

Chris Loewe

John Otrhalek

Dominick Principe

Varchasvi Shankar

Mitch Sparks

Vintage VW Tech

Sunday, April 14th

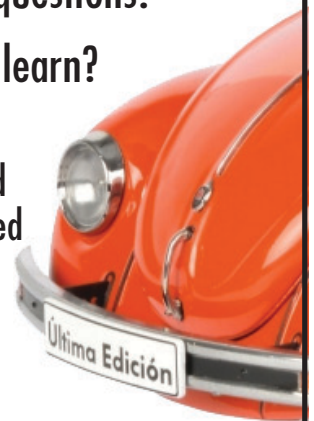
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What do **YOU** want to learn?
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service@munks.com
248-335-5424

Around The Zone

BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE



Hi Zone 4,

2018 closed out with a few more Holiday parties and monthly business meetings. I had the pleasure of joining my local regions for their final meeting of the year the first week in December – First for Rally Sport Region who wrapped up a very successful year with a new activities chair committee who stepped up the end of 2018 with several well attended events-Father, mother and son – and are planning several great events for 2019. Next to Southeast Michigan Region, with nice succession planning passing the baton for President, Vice President and newsletter editor.

Then onto the Holiday Awards banquet at Mid-Ohio region, in Columbus Ohio on Dec 8th. I had the pleasure of telling the story of my father's time at Porsche between dinner and the annual awards. The 2017 Region of the Year had plenty to celebrate, and cast of volunteers to thank. The PCA final banquet of the year for me was for my home region Southeast Michigan Region on December 16th. The silent auction raised funds for their charity and everyone had a great time.

So now, a look forward - Happy New Year – and off to a great 2019. Your presidents, chief driving instructors and DE chairs will gather in late February for the Zone 4 President's meeting. I look forward to lots of great idea sharing and planning for our multi-region events, and 3 Zone events. Please mark your calendars for these wonderful times, and come make memories with us.

May 17th -19th Mid-Ohio PCA Club Race - Mid Ohio Sports Car Course – Mid Ohio region is teaming up with Northern New Jersey region for a combined Driver Education and Club Race event. What a great way to see hundreds of wonderful Porsches on track together. Plan a family picnic, come out to volunteer, or if you are an experienced DE driver, come drive the DE sessions. Club racers – this is the closest to your home town – please come out.

May 31 – June 2nd – Detroit Grand Prix – Belle Isle, Detroit Michigan – PCA National is sponsoring a Car Corral at what I consider one of the best weekends in motorsports, right in our back yard. Professional race series featuring the IMSA and Trans AM Sports Cars will thunder around the island. And fresh from the Indy 500, the INDYCAR series comes to the island for 2 full points-counting races. The Car Corral features parking on the island, with a police escort from The Henry hotel on Saturday morning, guest speakers and a great place to gather and watch. We have a special rate for The Henry hotel for the weekend for out of town, or even in town, guests. For complete information and links, please visit the registration site on Clubregistration.net: <https://clubregistration.net/events/signUp.cfm/event/9535>.

June 15th -16th - Toledo Museum of Art- Toledo OH, Maumee Valley Region is teaming up with the museum on the inaugural weekend of the special summer display "*Life is a Highway – Art and American Car Culture*". The highlight will be the show & shine on the street in front of the museum where we anticipate over 90 great Porsches. Other activities to be announced, please plan to join us.

I look forward to seeing all of you in 2019 – please let me know what events and when and where they are happening in your regions, I'll do my best to plan to join you.

Cheers – Lori

Around The Zone

BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE



Hi Zone 4,

Around the Zone By Lori Schutz

The year started off with very unusual weather patterns for Zone 4. Could this be the sign of an unusual year? I would like you to make this an unusual year in PCA by getting out to an event you haven't tried yet. Only doing track events? Try an autocross, or a driving tour. Haven't been to a track Driver Education event? Try coming out to the Southeast Michigan DE 101 on April 20th at Waterford Hills Raceway. Or to one of the Driver Education events the following weekend April 28-29th at either Mid Ohio Sportscar Course with Mid Ohio Region, or Putnam Park with Central Indiana region. See what it's all about, stay for lunch and you may get a chance to drive the touring laps on the track over the lunch break. Most regions have a monthly breakfast – Maumee Valley Region, or Thirsty Thursday – Eastern Buckeye Region, or a Saturday Breakfast with Central Indiana Region. Events are posted on each region's website, or Facebook page.

Despite that fun winter stuff called snow, I visited 2 events in Indiana in January. First, the New Member Party for Michiana on January 26th, in Elkhart, IN. Many nice door prizes were awarded after a very nice dinner at the country club. The following Saturday, actually sneaking into February, I joined members of Central Indiana Region and Michiana in Ft Wayne for a 2019 planning meeting. Many great events going on each month for all types of interest from Auto-X to shows, to tours. This year the CruZionsville event is taking a break, so we look forward to see the CIR and Michiana member joining us for the Belle Isle Car Corral on May 31st - June 2nd. The registration link is ready, and more to follow soon. https://clubregistration.net/events/event-details.cfm?event_id=9535

My January actually began far from Zone 4 with my first PCA event of the year. I was asked to be the guest speaker at the Zone 8 Awards Banquet – Zone 8 is southern California, southern Nevada and Arizona. We had a wonderful evening, and visited a private collection the next day. I had the pleasure of presenting my story about the Journey with my father Peter Schutz and his contributions to Porsche history when he was CEO from 1981-1988. I am scheduled to deliver the same presentation to regions in our area, please check the websites for the details. Current schedule is March 12th Upper Canada Region, April 2nd Rally Sport Region, and May 8th Michiana Region.

I look forward to seeing all of you in 2019 –

Cheers – Lori



Lori Schutz presenting the story of her father's time at Porsche.
Photo by Jimmie Mitchell

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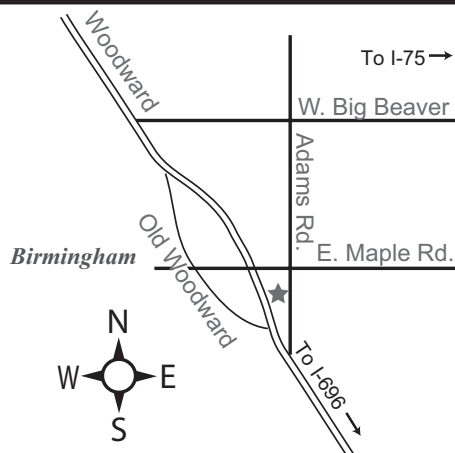
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