



36

P6ers at Treffen 2020

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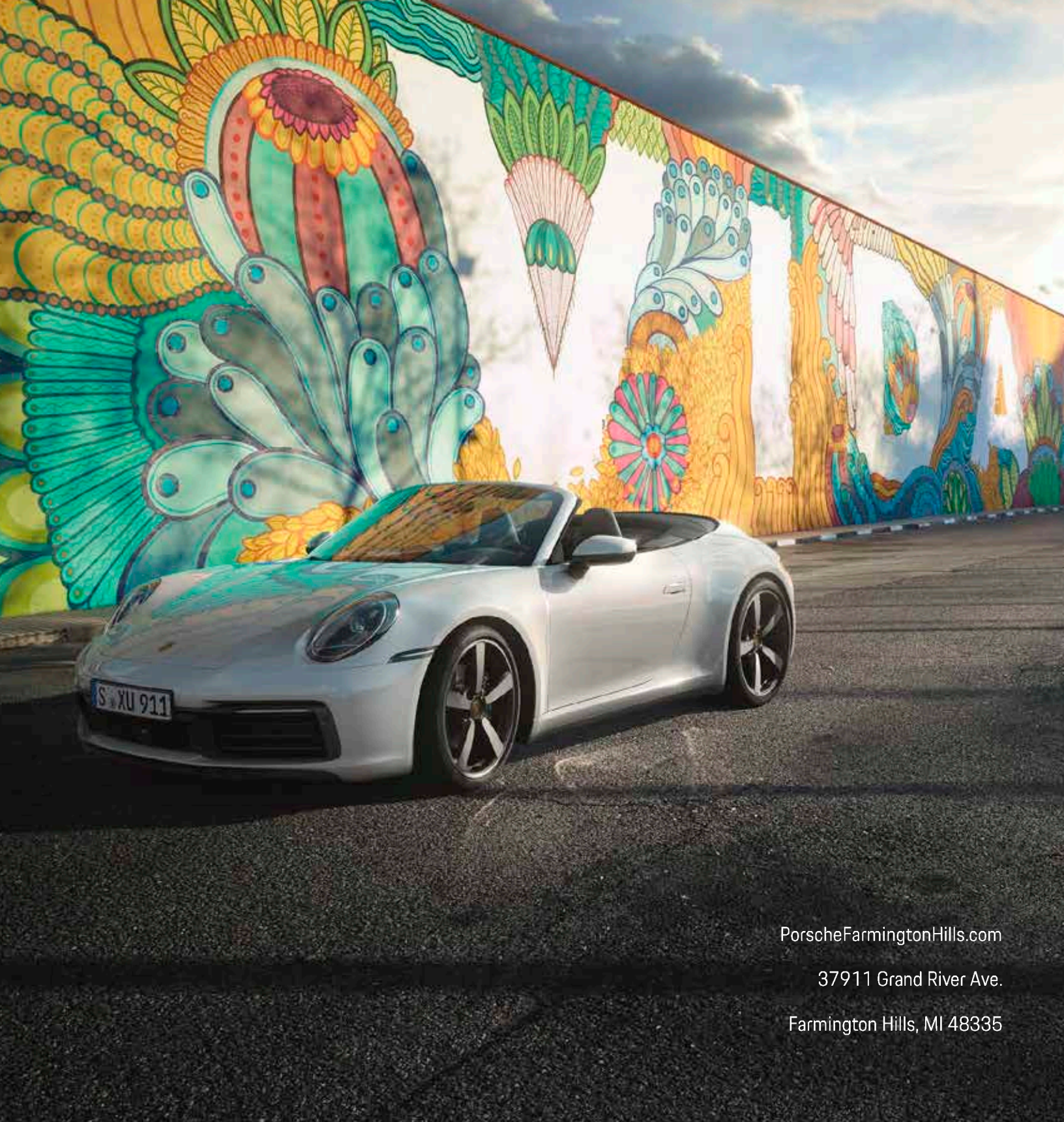
18

*Ladies Only
Drive
Recap*



26

*Fall Color Tour
Recap*



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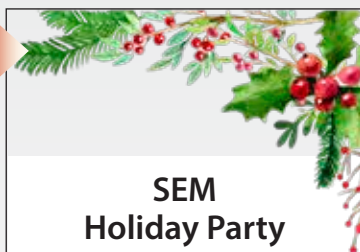
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ON THE COVER:

*2020 Greenbriar Treffen road tour
Photo by Paula Trendov*



President's Column

BY GRETUS HOOGESTRAAT

Farewell!!!

My very dear friends and fellow members of the Southeast Michigan Region Porsche Club Of America.

Who knows where the time goes, but "Time Is on My Side" Who knows where the time goes, but "Time Is on My Side" (by The Rolling Stones). This month the passage of time is very relevant to me. The weekend after Thanksgiving is "First Advent Sunday" in Germany, the first day of the liturgical year and the start of the of Advent season. My mom, God blesses her, loves the Advent season with all the little knickknacks, candles, etc. Unfortunately, she isn't doing well since she celebrated her 90th Birthday in May. Covid-19 really puts a restraint on me seeing her, especially at a moment's notice.

At the end of December my term as President of SEM/PCA will conclude and it will be time for me to hand the Scepter to the incoming president. Past President John Keilly never found that presidential jet and neither did I. But, at least I did locate the keys to it. I'm just amazed at the speed time passes.

There are so many people to thank. It is appropriate to start with the past Presidents who nominated me and the Board who elected me to this position. Past Presidents Marc Molzon, Howard Gilson, John Keilly, Jeff Amos, Dave Miller, Leo Wanstreet, Dave Burton, Patti and Jerry Door, Dennis Denyer and Ted Dunham. This distinguished group with their collective experience and wisdom are a precious resource for SEM/PCA. I appreciate their advice and counsel and am honored to have had their support as well as their continued dedication and active participation in this club. Our current and previous Board Members have always been the movers of this club. I owe my sincere thanks to Michael Cohen, Patti Door, Howard Gilson, Steve Carbary, Marc and Lisa Molzon, Fred Young, Walter Crump and Lucas Phan.

The P4 is the product I really appreciate. It is created by a great team which includes Mark VanderEyck and Karen Randolph (Copyrite Printing). They produce a high quality product each month. Regular columnist Tom Fielitz provides a unique and insightful perspective on a wide range of topics each month. Throughout the years others have contributed like Chris Braden (Ask the Master Cylinder) and Andrew Olson (In the Shark Tank). They all added to the appeal and value of the P4. The P4 is made possible by our advertisers, thank you to them all.

Each year SEM/PCA presents many events, something for everyone. We can only do this because of the dedication and enthusiasm of our Event Chairs. Thank you to Michael Cohen (Swap Meet), Steve Carbary (DE), Patti Door (Progressive Dinner, Picnic, Ladies Only Drive, Holiday Party and Silent Auction), Lucas Phan (Spring & Fall Color Tour, Picnic and Caravan to Rennsport Dragon Rally), James Garner (Election Official), Howard Gilson (Tech Session), Don Kleist (Street Survival School), Marc Molzon (DE, Street Survival School), Lisa Molzon (Solstice Tour, DE), Erik Ohrnberger (Webmaster), Chrissy Crowe (Goodie Store, Drive Your Porsche Day & Charity Chair), James Williams (Treasurer and Caravan to Rennsport Dragon Rally), Fred Young (Family Day at Waterford, Concours, Secretary) and last but not least Walter Crump (Vice president). Many other people contributed in a variety of ways- Don and Taffy Jones, Leo Wanstreet and Dawn Martindale, Christina and Gianluigi Gennari have hosted stops for the Progressive Dinner, as have Patti and Jerry Door, Brad and Jill Seitzinger plus Kelly and John Shoemake.

Many members came out to help run our Street Survival School for teen drivers in 2019. We had strong DE participation and many new students this year, thanks to the efforts of DE Chairs Steve Carbary and Chief Instructor Marc Molzon. Our pool of DE instructors gave tirelessly of their time and expertise and made us all better drivers and better able to appreciate our cars. Steve conducted the "track walk," which is always a helpful learning experience. Thank you DE team! Great women are one of the main strengths of SEM/PCA. Chrissy Crowe has been a SEM member for a few years and ran her first event, Drive Your Porsche Day, this year and she ensures that the General Membership Dinner is a success. Lisa Molzon is active in DE, the Solstice Tour and other events. Board member and past President Patti Door is seemingly everywhere and anywhere she can help. My sincere thanks to Patti and Mark Vander Eyk for all their work on the Holiday Party this year and in previous years. When thanking those who make this Club so enjoyable if I forgot someone, I sincerely apologize. Nonetheless, your contributions are important and appreciated.

We just finished our last tour of the Season, the Fall Color Tour. It was a great event that Lucas Phan organized with 66 car registrations and he had to turn people away because we were hitting the Michigan "100" limit for gathering. It was a little cold, but a great drive and the dinner was fantastic at the Uptown Grille. This Thursday we are going in a Caravan with 20 cars for the weekend

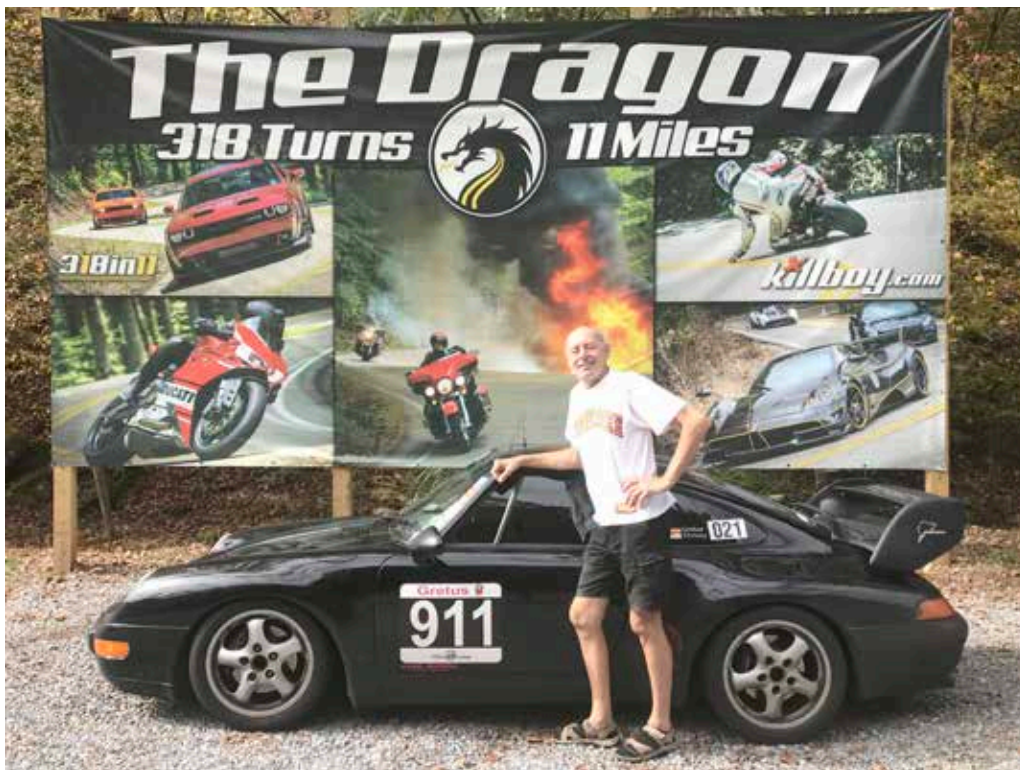
to Maryville, Tennessee. Friday, Saturday and Sunday we will participate in the "Rennsport Dragon Rally" and have a ton of fun. Stay tuned for pictures and an article in Jan/Feb P4 next year.

In the beginning of November we have our traditional Membership Dinner with guest speaker and SEM/PCA member Chris Young, one of Ford Motor Company's leading designers for the new Bronco. The beginning of December brings us the Annual Holiday Party. Unfortunately the seating is limited to 50 people this year. Sign up early for these two events to guarantee your spot. See the details on the event flyers inside this edition of the P4.

Thank you everyone, it has been an honor and a wonderful experience to be your Southeast Michigan Region President of the Porsche Club of America. If there was something you think I did great, tell everybody, write about it, tweet it or give it a shout out. If there is anything you did not like, just keep it to yourself and tell me about it when we have a drink together.

Consistent with our club's transition policy, I will now be the Immediate Past President and help the incoming president by providing guidance and assistance. Good luck to my successor once he takes the baton.

Thank You,
Gretus Hoogestraat, SEM President



*Enjoying the
Rennsport Dragon
Rally*

2020 SEM/PCA CALENDAR

NOVEMBER

- 5 Board Meeting & Calendar Planning
- 6 Membership Dinner

DECEMBER

- 3 Board Meeting
- 12 Holiday Party

** = Not an SEMPCA Event*

All dates and events are subject to confirmation

***PCA and the SEM Board of Directors
are monitoring the COVID-19 situation
very closely for its impact on member safety
and region activities.***

***Watch for E-Blast updates and check the
online calendar at sem.pca.org to verify the
event schedule.***

ATTENTION MEMBERS

Stay abreast of the latest PCA/SEM News!

Please log-in to pca.org
(Membership/My Account/Edit tabs)
to verify your contact information is up to date.
Numerous members have missing or
incorrect E-mail addresses.

BUSINESS MEETINGS

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

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

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2020 Driver Education Season Review

ARTICLE BY **STEVE CARBARY - DRIVER EDUCATION CHAIR**

PHOTOS BY **LISA MOLZON AND RAYMOND VASSER**

The Southeast Michigan Porsche Club of America has a meeting every November to begin planning for the following years club sponsored events. We could never have expected what 2020 would have in store for us. Traditionally we host about four Driver Education events every year at various road courses around the area. Even through 2020, I am happy to report that this tradition has continued. The PCA slogans 'It's not just the cars, it's the people' and 'fueled by volunteers' was held to the test this year and never wavered. From your club board members, to the individual chairs and officers, everyone chipped in to make the most of all of our events. The DE Team put in extra hours to pull through and pivot our program to still provide a few valuable learning and fun filled days at the track.

The beginning of the season came to stop like it was threshold braking. If you are unfamiliar with this term, you should join us next year. You can learn this and other techniques of performance driving for getting the most out of your Porsche!! Anyway, the first event was planned for April and was to be our annual DE-101. This event gives members and guests a chance to learn about our Driver Education events and what they have to offer. We had planned to host this at M1 Concourse and had registrations in process when the 'stay home' orders were handed down. We did have several discussions about attempting to transition this to virtual, but decided that it would just not be the same. So we held out hope for a quick turnaround of the situation and the possibility of still holding this before our first DE. The future had different plans though.

Our first official track day was to be at M1 Concourse and the Champion Motor Speedway. We had reserved a day in early May at this exclusive venue back in January with a bit of apprehension about the weather. Early May in Michigan, good luck. I even joked with our chief instructor, Marc Molzon, that we may need to shovel and bring snow brushes. But, as it turned out, a beautiful spring day was not to be ours to enjoy as the continued health conditions forced us to cancel the event. The year went along as it has, and we found our June event to be the next one in jeopardy. This fell right at the end of an order and one day shy of being able to be hosted. Better judgement on our part stepped in and we began to look at

how we could move forward. A few phone calls and emails to our good friends at Waterford Hills and we were able to reschedule to July. At last we had a glimmer of hope as restrictions began to take a more reasonable shape. But, now the big question of how to proceed with everyone's safety the utmost concern.

Typically, we pair participants (students) with highly experienced coaches (instructors). These instructors ride along in the student's car and give immediate feedback and direction to help improve the student's abilities. The instructors start out teaching basic skills to establish a comfortable understanding and then build from there accordingly. But, this would not be possible in this age of social distancing. There is no way this would work. We also would not be able to use the classroom that is in the tower at Waterford Hills either. This is a key part of our program. The day is broken up between times when students take their cars on the track with their instructors and times when we have classroom sessions. These classroom sessions allow us the chance to discuss the concepts of car dynamics and driving techniques. We break down terms like understeer and rotation, weight transfer and threshold braking in further detail. The class sessions reinforce what students are putting to practical use during the driving sessions. We feel this dual approach is extremely beneficial and separates us from just 'open track' days. Our zone representative, Lori Schutz, is deeply involved in the PCA DE program. She set-up monthly virtual meetings and invited all the various regional officers to attend to share ideas and updates about how and what each was planning. I would like thank her for this inclusive strategy. I feel these meetings not only helped us all express our concerns, but brought the whole zone into a more cohesive family. Something definitely needed during these times. A fine example of 'it's the people'. During these calls, many other regions within PCA had made the decision to either continue canceling events due to the financial strains it would cause or convert to advanced students who have many days of solo driving and instructors only. The SEM DE team was not satisfied with that and looked to find ways to still offer our track day to first timers and those with a few days experience and still provide for great coaching. We had a long look at

(continued on page 12)



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the PCA guidelines for these events and began to shape a plan that would still bring value to these track days for both beginners and more seasoned drivers.

It was decided that we would take advantage of a few things that were playing in our favor. Those who have been out to Waterford Hills know that there are a couple of viewing areas that allow you to see around 90% of the track. Marc worked it out to have our instructors watch both our advanced and intermediate students from these vantage points and provide feedback once the sessions were over and the drivers came back into the paddock. There is a great deal we can see from the outside as well as inside the car. But, this would not work for someone who had never been on a track before. We did not feel safe allowing them to drive at speed without someone one in the car with them to keep things in a proper direction. Instructors will not only coach you about faster driving, but with all their experience, can keep things from getting out of hand and beyond a driver's abilities. This way we keep everyone safe. So we chose to incorporate what PCA termed Touring Laps. These are where drivers still take their cars out on the track, but at a controlled max speed. We would have instructors, driving their own cars, lead the group during these sessions to ensure the pace would stay in control. They would also observe and provide tips once all the drivers from these sessions returned to their parking spots. These participants would still get the full classroom session as well. Speaking of the classroom, since we could not gather in the tower classroom (it is way too small for social distancing) I moved the classes under one of the overhangs.

It would give us plenty of room to space out, but make my usual presentations from a projector a challenge. Times being what they are, we do what we must.

July was here and we were finally able to open the doors on a Driver Education day. We had all the proper and required procedures in place, from a more touchless registration and PPE to generously spaced parking and plenty of hand sanitizer. We were ready to go and for those of us regulars, it was long overdue. Winters are long enough around these parts and summer was already in full swing without a single day at the track. Our day was not off to the start we had hoped for though as the morning began with clouds that progressed to rain during our typical morning routine of registration, track walk, and drivers meeting. Yet, this did not seem to dampen anyone's mood. We were all happy to be out together and socializing (at a distance of course). The Drivers Education event on track sessions run even in the rain. These are truly educational experiences and participating in one with rain is something that I bet even the most seasoned casual road driver could learn something from. Many are apprehensive at first and may not even want to engage on a rainy day. But, my years of experience has shown me time and time again that after students do it once they are much more comfortable and even enjoy the adventure. Our changes in structure were well received and the day was a great success. I had several good reviews and the Touring Group sessions were a hit.

Even our sponsors came out in full force and were happy to support us. Autocore Performance Group, Munk's Motors, and our newest sponsor M1 Motorsports Group were all on hand to help out with automotive advice, service questions, and refreshments. Great to have them on board with us and making our events that much better. Please consider them for all of your service needs. From pre-purchase inspections, in depth repairs or performance modifications, they have incredibly thorough knowledge and loads of experience.

On Friday, August 7th we hosted our second Driver Education of the 2020 season. The forecasts over the days leading up to the event called for great weather and the day did not disappoint. A beautiful sunrise led the



*Socially distant Driver's Meeting
at DE #2*



911 of Mark Luichinger and Stephen Shuler following in his Boxster at DE #3.

day off to a perfect start. Not often do we get a chance to explore our cars full capabilities in a safe, fun environment with lots of friends and like-minded people to share the time with. Truly good times to be had at these events and I planned on making the most of it. I think we can all agree that, this year in particular, we need to take advantage of every occasion for safe fun. This event was well attended with plenty of regulars as well as several new friends who were trying out our Touring Group sessions. Members taking advantage of these events are what it's all about. But make no mistake, everyone is welcome, member or not, Porsche or not. We are open to everyone interested in gaining some driving experience on the track.

We would close out our season this year at Waterford Hills on a Saturday. For the weekend events there we can run an extra hour. This gives everyone an additional session on the track. Another great weather day blessed us and we had a full house. So much so that we unfortunately had to turn a few people away. This was due to our limit for track space and group sizing as much as it was for health restrictions. If you were one of these individuals, please keep us in mind for next year. We will do everything we can to make sure you get your chance. For those of us in attendance, it was a truly fantastic way to end our SEM DE season. Sunshine, great track, and great friends.

When the track driving shuts down for the year, we like to hold one more gathering to celebrate and recap the year with everyone. This year, SEM member Jonathan

Finstrom, hosted us at his M1 garage. All of us on the SEM board and DE team would like to send a warm Thank You to him. His hospitality was outstanding and immensely appreciated. His large garage gave us the perfect spot to maintain respectable distances while still enjoying the camaraderie of those who attended. Many driving stories from this year and plans for the next season were shared with smiles and laughter abounding. I look forward to these celebrations every year.

So our 2020 Southeast Michigan Porsche Club Drivers Education season is now officially 'in the books' as they say. As the designated DE Chair, I can say it has been an interesting season, but I am very pleased with the results of our efforts. I have made many new friends that I hope to see over the coming months and during our 2021 season. Let's all do what we can to get things back in order for everyone's sake and safety so we can have another outstanding DE season next year. I would also like to personally thank all those who help out with these events. These are truly a team effort and I say we have some of the absolute best people on our team. From the board members, DE team, sponsors, and all those who attend. These events would not be the same if any piece of this group were missing. I am already excited for the possibilities for our next season and anticipate another awesome bunch of DE events in the coming year.

Until then, keep both hands on the wheel and the proper seating position. Winter weather and low traction can still be a good time to practice those skills.

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24 is not a MARCH 20

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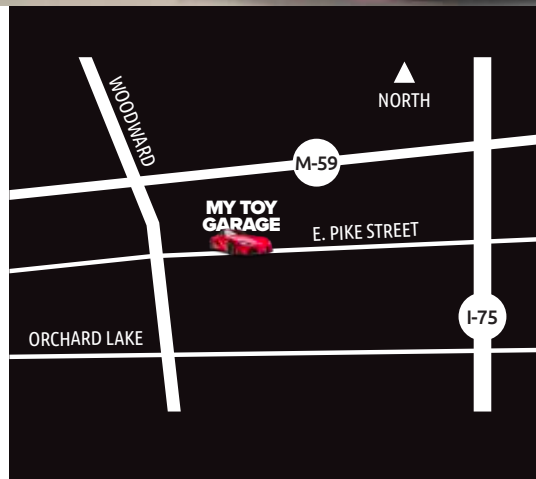


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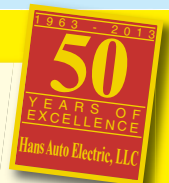
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2020 Ladies Only Drive Recap

ARTICLE BY **PATTI DOOR - LADIES ONLY DRIVE CHAIR**

PHOTOS BY **CHRISTINA GENNARI**



SEM Ladies

Patti Door, Shirley Carlisle, Linda Walton, Dawn Martindale, Christina Gennari, Carol Vandenberg, Pat Ambrus, Chrissy Crowe, Tammy Olexa, Andrea Riley. (L to R)

With another Ladies Only Porsche Drive in the history book of SEMPCA we are looking forward to 2021. This year our destination was Milford. Jerry and I had taken the route a week before and we were pleasantly surprised that most of the route was so recently resurfaced that the lines were not even painted. I mentioned to Jerry that I certainly was going to call the road commission to make sure they didn't paint the lines on Saturday.

I was pleasantly surprised that we had some new members signing up. Our meeting place was at M5 and 13 Mile Road. As we gathered, my thoughts turned back to the past fourteen Ladies Only Drives and how much has changed in

organizing a drive. We use to sign one waiver, but now we must sign the National Covid 19 waiver (once a year) plus the regular waiver. Years ago we never had PCA guidelines for a driving tours, so I also printed them out to review.

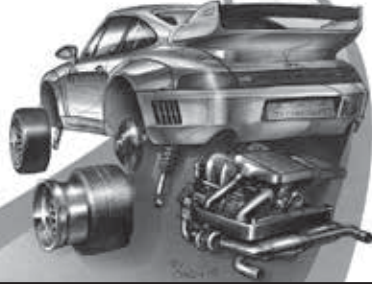
As everyone arrived, my lead car and two others were missing, after a telephone call everyone was gathered. I had assigned the lead car a few days earlier because I knew the ladies were familiar with the roads. When Dawn Martindale and Linda Walton arrived, Linda informed me they we're sorry they were late but one of our members said if you show up late you won't have to be the lead car (oh Leo you were really giving out bad info).

(continued on page 20)

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SEM Ladies with their Porsches ready to depart for Milford

The drive was only about 40 minutes and when we arrived in Milford our lead car took a tour of downtown Milford, which was nice since we had many different models and colors of Porsches. We had a very pleasant lunch at Gravity and a lot of discussion about a variety of subjects.

If you were not able to make it this time, I hope you can make it next year when we are planning an East side tour driving up Jefferson and around that area.



CONCOURS JUDGING SCHOOL ??

Several SEM members have expressed an interest in having a concours judging school. The event would explore the inner workings of the judging process and the criteria for scoring in the concours categories. This would also serve as a gateway to becoming a qualified national judge. Because of the close proximity of the 2021 Parade in French Lick, Indiana it is even more relevant to have qualified judges at that event and even our own picnic and concours.

The event would be held at the beginning of the year. Attendance will be limited. If you are interested in attending, please call (586) 566-3193 or email Fred Young at concours@sem.pca.org.

As always, suggestions regarding events relevant to SEM club members are always welcome. Contact any board member listed in the P4 to forward any event you might have in mind for consideration.

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BY **TOM FIELITZ**

One of the trends that most Porsche owners followed was to lower their car from stock suspension height in the belief that it would greatly enhance the handling of the car and make it much faster than stock. The lower it was the faster it would be, at least in theory. But, like most non engineered solutions it often introduced unintentional consequences. A few of these mistakes were self-induced and others were by friends who will remain nameless to protect their reputation.

My first two Porsches remained stock height. The 1969 911S Targa only got changed when I replaced the hydro pneumatic ride leveling front shocks with proper Koni units. I have to admit ride height was lower and it handled better either because of that or that the Konis were just better shocks than the Boge units. Porsche stopped offering that option shortly after 1969. The 914-6 had original equipment Boge shocks until they were replaced with externally adjustable racing Koni units. Again there were some minor height adjustments, but greatly improved handling.

When I got the 1972 911E initially all I did was a minor lowering followed by replacing the stock Boge shocks with double adjustable Koni racing shocks and installing Weltmeister adjustable sway bars. Later I made the major step of transforming the car into a Carrera RS tribute with flares and wider rims, 2.7 RS motor and finally larger torsion bars. I could have gone the route of slamming the suspension height to the max, but I had to consider it was a multipurpose street and track car. The much stiffer ride was one big trade off, but the minimum ground clearance would have made street use impractical. Plus I had gained some useful suspension knowledge from my friends who had gone the slammed route. The thing that I had noted from their cars was that with minimum suspension travel came harsh and unpredictable handling. It seems that the shock bump stop rubbers became part of the spring package. When the suspension bottomed out, the car became twitchy and harder to drive precisely. Any bump in the road or track could cause the car to change direction. The only solution to that was to alter the front axle spindle location higher up relative to the lower control arm which would retain at least part of the suspension travel. My 911 is about an inch lower than stock, but not slammed. It gives a proper look to the car without the compromises.

Another consideration of lowering was that it made the steering sensitive to bumps, what is known as bump steer. The lowered suspension made the steering arms shorter relative

to the steering rack. The simple solution is to add a spacer to the steering rack. A one inch lowered suspension required an equivalent spacer. Another consideration is the ride height change as a result of changing to the 100 liter gas tank. The added weight of a full tank of gas lowers the front height a significant amount. The compromise of the 911 had improved the handling and looks but made me constantly aware of anything in the road that I need to avoid and makes driveway curbing a serious threat.

The other lesson learned was about the rear suspension. Lowering the rear suspension can cause the half shaft constant velocity joints to run at non parallel angles to the transmission and trailing arms. This can eat up half shaft universal bearing races at an alarming rate, as many race teams discovered. One solution was to flip the transmission upside down to put the half shafts at a lower relative point and more parallel to the ground. That is a very expensive solution and not needed on my 911 with its conservative lowered height.

The next lesson learned concerned my 944. It was very tempting to buy shorter front springs to lower the 944. The problem came from the lower ball joints as a lowered suspension caused the ball joints to run at a more severe angle. The added stress could cause the ball joint to fail and collapse the front suspension. Watching this happen to a 944 exiting swamp turn at Waterford taught me a valuable lesson. I did install shorter and stiffer front springs but only lowered the car about an inch. The looks and handling improved but at a manageable risk. The full lowered solution was available with racing lower suspension arms and ball joints but it was expensive and made the car less street worthy. The bump steer remained acceptable with my conservative lowering on the 944.

My limited experience with the newer Porsche chassis seems to indicate they have their own set of problems when it comes to altering the suspension. Changes to a 2001 Turbo made the car a beast to drive on the road and the track. In effect I would have to say if anything it became slower than with stock suspension parts. The solution came from someone with experience with racing suspensions. Adapting several GT3 racing suspension bits and a proper suspension alignment finally cured the evil handling traits.

The lesson learned is that there is seldom a short cut to better handling. Low is not always fast unless all of the associated engineering changes are understood and adopted. You can't always go with what looks fast.



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Fall Color Tour Recap

ARTICLE BY **LUCAS PHAN - DRIVING TOUR CHAIR**

PHOTOS BY **LISA MOLZON**

This year's Fall Color Tour was a unique one due to COVID-19. We usually do not have any trouble finding a cider mill and restaurant to host us. We spent a lot of time searching for a restaurant and park or cider mill that could accommodate us with minimal interaction with other people. Due to COVID restrictions, many places could not host us this year due to capacity limitations. We were lucky to find Uptown Grille for the dinner location and they were willing to let us use their patio exclusively.

We picked M1 Motorsports Group in Pontiac as our starting location. Kyle and Colin, the M1 Motorsports Group owners, were kind enough to let us use their facility and provided bottled water for Fall Color Tour participants.

Our mid-point break was at Spicer Orchards, which we have been to on previous Fall Color Tours. They blocked their west parking lot for us so we could park together and enjoy their excellent cider and donuts.

Like every color tour, we pray for good weather and roads. The weather prediction was bleak with heavy rain forecasted in the morning, but it did not rain until near the end of our driving tour.

From the beginning of our drive route planning, we were faced with much unexpected and unpredictable road construction. We had to alter the route several times to avoid road construction. One road leading to the cider mill stop was under construction a month before the Fall Color Tour and I thought road would be repaired by then. Oh boy was I wrong, instead of finishing the route they turned a portion of it into a dirt road. So, we were forced to take M-59 and US-23 as there was no other road could take us to Spicer Orchard without braking our vehicle's suspensions.

We had 50 cars and 84 members come out to enjoy the last driving tour of this year. We divided the participants into six drive groups. We were blessed to have six group leads and a sweeper, thank you Chris Bohr, Howard Gilson, Gretus Hoogestraat/Chrissy Crowe, Jim/Laurie Williams, Mark/Rene Vander Eyk, Andrew Vincent and Lisa Molzon.

We also tried using Google Maps along with the traditional paper route guide to reduce interaction and exposure. The first half of the driving tour took us from Pontiac to Clarkston, Springfield Township, Holly and Fenton for the cider and donut stop. The second half of the driving tour took us from Fenton through Milford to the restaurant in Commerce Township.



Tour group leads - Starting Location - M1 Motorsports Group

We arrived at the restaurant around 5:30 PM. After some socializing a delicious buffet dinner was served.

So, that's the summary of the 2020 Fall Color Tour and dinner. This is my third time planning a Fall Color Tour. With the help from our vice-president, Walter Crump, and Chris Bohr we were able put together a successful event. It is a rewarding experience to plan an event that allows our SEMPCA members and families to have fun and enjoying each other's company while still complying with COVID-19 restrictions.



Leaving for Drive



Arriving at Spicer's Orchard



Cider and doughnut stop at Spicer's Orchard



September Porsche Night at Roger's Roost

PHOTOS BY **MARK PETERS**





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PHOTOS BY **LISA MOLZON**



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On September 18 and 19 Porsche Motorsport North America hosted a very special event at the M1 Concourse in Pontiac. Porsche Motorsport North America brought three very special Porsche race cars for a unique driving experience for forty very lucky M1 Motorsports Club members.

Daniel Armbruster, CEO of Porsche Motorsports North America, and his team were on hand to support and explain a very special customer support program and two new Club Sport Porsche models directed toward a new group of Porsche owner. As Porsche describes, their customers no longer race a Porsche – they race with Porsche. A third race car, a 911 GT3 Cup car was on hand for display purposes as used in the Racing Experience program. The cars were maintained by a team of mechanics from the Wright Motorsports race team, a very successful IMSA competitor.

The new Porsche models are the 718 Cayman GT4 Clubsport (Type 982) and the 911 GT2 RS Clubsport. Both cars are fully race prepared with all the required chassis and safety developments, the GT4 is powered by a production version of the type 982 six cylinder normally aspirated motor with 425 horsepower and performance based PDK gearbox. The 911 GT2 has a six cylinder twin turbo motor with 700 horsepower and performance based PDK gearbox. This combination provides all of the features of pure bred racing cars with the practicality of power trains that do not require special service needs or racing scheduled maintenance rebuilds. In fact the power train could be serviced by local Porsche dealerships. All parts for these competition models are supported through the Porsche Experience Center in Los Angeles. The Center provides customer racing assistance, parts and service for both current racing and historic Porsche racing cars.



Lead Instructor Marc Molzon in the 718 Cayman GT4 Clubsport

Both Clubsport cars are eligible for several series of racing. The Cayman GT4 can race in IMSA Michelin Pilot Challenge, Pirelli GT4 America and Porsche Sprint Trophy as well as track day events. The Cayman GT4 Clubsport is available in three variations, SRO/MR, Competition and Track Day. The 911 GT2 RS is limited to 200 units worldwide and can race in Porsche Sprint Trophy, SRO GT2 class and Club racing. It features extensive aero aids including a large rear wing. Both cars feature a Cosworth digital dash with full data recording and driver aid lights for RPM and functions such as active handling. They also feature fully controlled ABS with multiple settings for front to rear bias and lock up threshold to manage track surface changes and wet conditions. Engine management and differential settings are set by the factory. Both cars also feature full safety equipment from the factory engineered fully integrated roll cage to fuel cell and fire safety systems. Each car was also equipped with air conditioning, a necessity with the fixed in place side windows.



911 GT3 Cup car



Instructor Mike Ogren warming-up the GT2 RS tires before M1 member sessions

The M1 Concourse group led by CEO Jordan Zlotoff and his team of Eli Bayless, Zach Wagner, and Sarah Mueller, as well as John Meyers, Keith Bonn, Joe Pope, and David Royce kept everything running smoothly and on time. That was no small accomplishment considering that there were twenty drivers each day and each driver got an opportunity to drive both race cars. The M1 Motorsports Club members were required to have extensive training and experience on the Champion Motor Speedway race track. In addition, each driver was accompanied by an experienced instructor. Our own SEM club member Marc Molzon, Lead Instructor at M1, as well as other M1 instructors Harris Edwards, Dan Monahan and Mike Ogren participated. They were kept very busy as the 70 minute program per driver included a 15 minute driving session in each race car. The experience started out with a safety presentation by an instructor followed by a talk by Daniel Armbruster describing the objectives of customer support for these cars and a full description of the features and capabilities of each car. That was followed by climbing into the race car with the help from the Wright Racing team and connecting via intercom with the instructor in the right seat. After many really fast laps it was time to come in and swap cars. The next pair of drivers would be going through orientation as the first pair finished and debriefed with Daniel Armbruster. Soon it was time to break for a first class catered lunch and at the end of the day everyone was invited for a catered dinner.

I had a chance to interview several of the M1 Motorsports members after their driving experience. Tom McDonald, a SEM PCA Club member, is a very experienced driver who gave me a tour of his garage. He owns a Beck Speedster, a flawless replica painted silver with a red interior and that was matched by his 997 Carrera Cabrio. His track car

(continued on page 34)

was a prepared Mazda Miata which made sense as he was a retired Mazda executive. He told me the Cayman was more relatable to other track cars he has driven like the M1 Mazda Miata Cup race car. The GT2 RS had a very hard brake pedal requiring a strong leg. The GT2 RS responded better to a late apex and smooth arc. Acceleration was like lighting a rocket and it made up for any cornering mistakes. The front spoilers and high rear wing of the GT2RS was not noticeable. Instructor Harris Edwards told me that the tires on the GT2 RS were a softer compound and the GT4 had different sized tires, but still soft compound so tire warm up was not an issue and they stayed warm between drivers. The bigger problem was getting the GT2 RS brakes to warm up and stay warm. The GT2 RS did not have any noticeable turbo lag and both had little tire slip except for slight acceleration squirm from the GT2 under hard acceleration. Porsche Club member Tony Mac and Ralf Lindackers were both very impressed with their driving experience. Both said the GT4 was more confidence inspiring and encouraged harder driving with better brake modulation, but both could be trail braked. The biggest adjustment was finding how late and hard the GT2 RS could be braked into corners. Torque was instantaneous throughout the entire rpm range.

Paul Zlotoff was part of the original development team of M1 Concourse and father of M1 CEO Jordan Zlotoff. Paul is the major investor of M1 and owner of Uniprop properties. He offered a unique perspective of his drive of the GT4 and GT2 RS. He described the GT4 as nimble, comfortable and confidence inspiring. He could relate these two race cars to his experience driving the Mazda Cup race car and the GT2 RS to driving his Radical sports racing car. The GT4 was confidence inspiring whereas the GT2 RS required judicious application of the throttle.

The whole two days were a total top level success and fully enjoyed by all participants.



Daniel Armbruster, CEO of Porsche Motorsports North America



Jordan Zlotoff, CEO M1 Concourse with Daniel Armbruster, CEO Porsche Motorsports North America



Paul Zlotoff prepares to head out on track



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P6ers at Treffen 2020

ARTICLE BY **PAULA TRENDOV**

PHOTOS BY **PAULA-KIRO TRENDOV AND SUE STOTT**



The Greenbrier

Once again the P6ers are on the road ... and couldn't wait to get back on the road again. That sounds like a catchy song, doesn't it? As you know COVID-19 put a slight damper on many plans this year, but now we are able to do some driving again.

On Tuesday, September 15th, with masks and walkie-talkies, Kiro and I, along with Tom and Christine Grabowski, drove down to The Greenbrier Resort in West Virginia for the 2020 Treffen. Dale and Marilyn Goby started their trip a few days earlier to explore, Blowing Rock and Boone, North Carolina. Dale also checked out a 911 he had an interest in, in Charlotte, NC. Our guys just cannot pass up a deal. We all met up at the resort on Wednesday.

With Tom leading the way, our trip was smooth sailing with a stop for a BBQ lunch. We broke up our traveling by staying in downtown Charleston, West Virginia making it an easier drive the following day, taking the scenic route to The Greenbrier Resort. We checked out restaurants in the area within walking distance and found Tidewater Grill; great menu and wine choices to top off our evening.

West Virginia is so beautiful. The next morning we sought out a Panera Bread just around the corner from our hotel for breakfast. We walked around for a bit after eating. Not surprisingly, there weren't many people in the area due to COVID-19 restrictions. Who would have thought we would be experiencing this in our lifetime?

With Tom in the lead again, we drove some amazing roads meant just for Porsches, taking our time to soak it all in. As we arrived at The Greenbrier Resort, Porsches were everywhere. Driving in the entrance, the employees at the gate took our temperatures before we could proceed. The resort loomed ahead like a huge palace with beautifully landscaped grounds. Being the avid gardener that I am, I was in heaven.

We checked in, rested up, and then went down to the welcome reception for all the Treffen attendees. Wonderful, hardy appetizers and spirits, served outside in one of the garden areas with the right amount of social distancing of tables. Employees all wore gloves and masks as required to make everything safe for us.

(continued on page 38)

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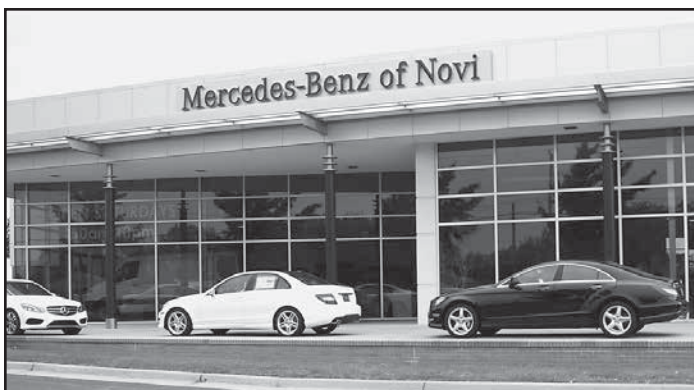
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Greenbrier Treffen attendees assembled for the Allegheny Mountain road tour.

It just happened to be Christine's birthday, so Tom made dinner reservations for us in one of the dining rooms. He ordered champagne, and we toasted our dear friend. Christine also mentioned that there was a beautiful bouquet of flowers in their room when they arrived at the resort. What a guy you are, Tom. A birthday dessert was brought out for Christine, which we all got to taste, before heading off to our rooms get refreshed for our drives the following day.

Tom and Christine took their first day off of driving to explore the resort grounds. Kiro and I and Dale and Marilyn did our driving tours. Thank goodness for Dramamine so I was able to enjoy the twisty roads of West Virginia. The Treffen planners had the state and local police stop traffic so each group could drive out together, making us all feel very special. Many bystanders were taking pictures and pointing at all the beautiful Porsches. We do tend to draw attention, don't we?

Our drive had about 18 cars and took us through the Allegheny Mountains. It was an overcast day, but it did not dampen our enthusiasm to drive our cars as they were meant to be driven. We were still required to abide by the rules of the road and speed limits. Didn't want to have to bail anyone out of the clink. Our first stopover was at The Homestead Resort, first built in 1766, and the oldest resort

in America. Due to a fire it was rebuilt in 1901. We also drove through George Washington and Jefferson National Forests. Lexington, where we had lunch, is the home of Washington & Lee University est. 1749 as Augusta Academy, and one of the oldest colleges in America. We have such a rich history in our country, so much to explore.

Back to The Greenbrier Resort for a quick snooze and to refresh ourselves. The evening dinner, where, we P6ers all met up again, was held indoors due to rain. It still did not dampen our spirits. We got to tell each other all about our day and discuss what the next day would hold.

Our drive the following day had over 20 Porsches. Pete and Sue Stott from The Porsche Club in Traverse City, MI area were in our group. Half way through the drive, we switched my Macan S for their 911GTS. Need I say, Kiro was in heaven because he has always had his sights on a 911. Pete and Sue were pleasantly surprised how well my Macan S handled on the roads. Like Kiro says, it's a 911 on steroids.

We all decided to hold back on a big dinner and just enjoy the hearty appetizers at the social hour that evening, which consisted of lamb chops, fried green tomatoes, candied bacon with chocolate, and shrimp and grits. We couldn't have been any happier! Kiro, Dale, Marilyn, Pete, and Sue headed down to the casino to try their luck. Later we all met up outside the casino to socialize and spend time with good friends.

On Saturday, Dale decided he wanted to drive the Back of the Dragon. Kiro, Tom, Christine, Marilyn, and I elected to drive into downtown Lewisburg not far from our resort. It was very quaint and had more people out enjoying the beautiful sunny day. Shopping was a must. We stopped in a wine shop, the Bella kitchen store, checked out the antique shop, and Marilyn found a Mexican restaurant for us to refresh ourselves with margaritas, chips and dips. It just doesn't get any better.

(continued on page 40)

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The Greenbrier Porsche Drive Tour

Some of us had a reservation to do The Bunker Tour at the resort prior to the evening farewell dinner. It was kept a secret for 30 years before a journalist did some investigating as to the building of “an addition” at The Greenbrier Resort, and the government had to let the public know. It was constructed during the cold war in case of nuclear fallout, a place for our government officials to be whisked away to. Some of the bunker is still utilized, but even though most of it is no longer in use we could not take pictures. Maybe some things still need to be kept secret.

Before the farewell dinner on our last night, Tom and Christine invited us up to their suite for cocktails and pictures. We could not believe that the days had flown by so fast. Then again when you have the best of friends to share it with how can you not have a good time.

Our menu for the evening was a mixed green salad, filet mignon, Chilean sea bass, whipped potatoes, and baby carrots. Dessert was a strawberry cake that was out of this world. We could not say enough good things about the wait staff that provided such attentive service with wonderful southern hospitality.



*P6ers enjoying their stay at the Greenbrier
Kiro Trendov, Dale and Marilyn Goby, Paula Trendov with Christine and Tom Grabowski*

This was Kiro and my first Treffen, and we will definitely be going to another one. I cannot say enough about all the wonderful people we met, the amazing food we were served, and last but not least, being able to enjoy yet another travel experience with the P6ers.

I hope I've been able to take you along our journey to Treffen 2020 and that it will move you to attend one yourself. The next one is in the spring 2021 in Arizona followed by the fall 2021 in Wisconsin.

It's not about the cars, it's about the people.

Until next time, get on the road and drive.

SEM Porsche of the Month

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



2010 Carrera S Cabriolet

with 17,000 miles

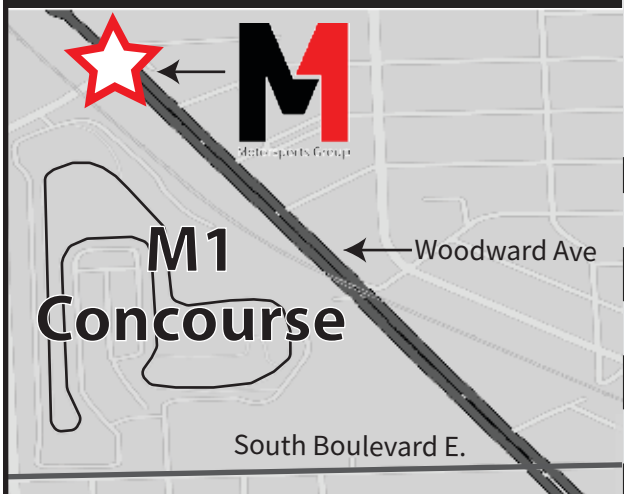
Picture taken at: Cranbrook Art Museum

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Motorsports Group

FREE Track inspection

OCTOBER 1, 2020

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

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

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

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

Financial: Jim Williams - The current CD that was renewed had an interest rate near zero. It was moved to approve the financials for the last several months by L.M. and M.M. Motion passed.

Membership: Lisa Molzon - Up 6 from last month at 727 primary and 411 associate members for a total of 1138 members. The enthusiasm of SEM members has for the most part led to the increase.

Insurance: Steve Carbary - Needed for the Fall Tour and Dragon Rally Tour.

P-4: Mark VanderEyck - Mark went over the November/December content. There is a new format for the cover of the P4. He also showed the beautiful trophy that was won in the newsletter contest.

OLD BUSINESS

September 12: DE #4 - Steve Carbary - It was an awesome event with a full house. The end of the season party was hosted by an SEM member at his M-1 Concourse garage. A motion was made to reimburse him for partial expenses by S.C. and M.M. Motion passed.

September 13: Porsche Drive - Chrissy Crowe - There were 48 members and 31 cars on the tour. The drive was great and dining was on the patio to social distance. It was remarked that Chrissy did a fine job for her first event.

September 19: Ladies Drive - Patti Door - 9 cars and 11 ladies went on the drive with lunch and shopping afterwards. There were rave reviews from new members attending.

October 18: Fall Color Tour - Lucas Phan and Walter Crump - 30 cars are registered so far. Group leaders are needed.

October 22: Rennsport Dragon Rally - Lucas Phan - The count is now 20 cars from several PCA regions. Possibly an event like this can be repeated in 2021.

November 5: Calendar/Board Meeting - The meeting will be held at the Door residence with dinner included. It was moved by H.G. and W.C. to reimburse Patti for last year's dinner. Motion passed. It was also moved by H.G. and M.M. to cover this year's expenses. Motion passed.

November 6: Membership Dinner - Gretus Hoogestraat - The restaurant is secured but the speaker is yet to be determined.

December 12: Holiday Party - Mark VanderEyck - At this time the venue is limited to 50 people. It was moved by H.G. and S.C. to subsidize the holiday party. Motion passed.

Board Election - Gretus Hoogestraat - Ballots in the P4 must be received by October 25th.

NEW BUSINESS:

Goodie Store: Chrissy Crowe - The Goodie Store is on the SEM website. Changes can be made to the product line in terms of colors and merchandise by contacting Chrissy.

Charities: Chrissy Crowe - No report.

Webmaster: Erik Ohnberger - The PCA national website is to be revamped. The SEM region won 2nd place in the Zone 4 website contest. Our own website is currently up to date.

Event Reports: Fred Young - Needed for the Porsche Drive and Ladies Drive.

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

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

Respectfully Submitted: Fred Young 11-5-20

*Subject to ratification at the next Board Meeting



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

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SEM/PCA Member Anniversaries - November / December 2020

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)
NOVEMBER									
47	Heinz & Claudia Hilderts	8	Richard Leonard	2	William George	18	Marvin & Barbara Winkfield	6	George Vasu & John Stone
46	Jeffery & Joel Topf	8	Dan McClung & Irina Dozortseva	1	Jason McClellan	18	Wolfram & Deborah Walter	6	Allan Skoropa
41	Clemens & Arndt Weierstahl	7	M Schiller & Laurel Charnas	1	Ronald Mills	18	Greg & Patricia Little	6	Cory Scholl
40	Harry & Mary Kurrie	6	Helen & Joseph Romano	1	James Strickland	18	G & Christina Kabot	6	Frank & Nichole Weith
38	George Costea	6	Todd & Reggie Goldman	1	Jane Trahan	16	Michael & Diana Eblenkamp	5	Angel & Todd Pronger
32	William & Shirley Hallandal	6	Richard vonDaggenhausen	1	Paul Patonis	16	Jonathan & Maria Wallevand	5	Robert Cory & Sandra Marra-Cory
32	David & Evelyn Horton	5	Roy Kethe	1	Ron Willmowitz	16	Ervin & Ervin Jr. Partain	5	Jim Plegue
32	John Rintamaki	5	Bruce & Kay Weber	1	Gary Sowpel	15	Michael & Roxanne Glovis	5	Bruno & Kathy Cote
28	Joel Topf	4	Jed Yaish & Christine Van Damme	DECEMBER					
28	Mike & Mary Vigilanti	4	Steve Janssen	54	William Block & Freda Giblin	15	Gregory & Cheryl Spinazze	4	Jeff & Megan Spearin
26	Gary & Patricia Ambrus	3	David & Ellen Moellering	44	C Cooper & Gary Mack	15	Christopher & Rachel Thatcher	4	Andrew Strong
25	Jay & Trish Keranen	3	Manaki Iwamoto	42	Peter Gladysz & Judith Lipinski	11	D. Rains	4	Scott Haywood
25	Christopher Murphy	3	David & Susan Sears	41	Barrett Wayburn & Kip Vota	11	Walter & Sabrina Crump	4	Daniel Sandberg
24	Miles & Debra Singer	3	Larry Long	38	Walter & Judith Mueller	11	Timothy Rohrschneider	4	Michael Medwid
22	Daniel Richards	3	Derek Dyer	32	Bruce Gearns & Marsha Leister	10	Thomas & Robyn Christen	4	Eric Lotz
21	Bruce Becker	3	Peter Mauthe	26	Henry Payne	10	David Wadowski	3	Gunnar Ross
19	Michael & Joanne Olboy	3	Fred Boissinot	23	Merritt Collins & Vaughan Scott	9	Kevin & Sandy Kondrat	3	Victor Wiens
18	Gord Heidinger & Leah Welch	3	Chris Peppo	22	George & Pamela Cornwell	8	Temple & Joanne Cumiskey	3	Zachary Conner
17	Walt & Matt Magon	2	Brad Peters	22	Fritz & Deborah Praus	8	Peter Sinclair	2	John Else II
16	Ronald & Aimee Bogucki	2	Andrew Vincent	22	Bhavin & Sandhya Patel	8	Lutz Riedt	2	John Otrhalek
16	Karsten & Laura Lies	2	Dennis Wygocki, Jr	21	David Salisbury	7	Lyle Otremba	2	Mitch Sparks
12	Phillip Robinson	2	Oscar Copperi	20	Phillip Ingram & Beverly Ricci	7	Bob & Athena Carson	2	Dominick Principe
9	Walter Slan	2	Juergen Peters	19	Gary Mason & Ashley Supinsky	7	Craig & Sheila Kellogg	2	Daniel Garrett
		2	Andrew Ronnisch	19	Anthony Deblasio	7	Raymond & Sharon Rahi	2	Trent Endsley
						6	David Baiocco	2	Chrissy & Megal Crowe

THE PLACE FOR PORSCHE & PARTS

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

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

FREE!! 914 ENGINES.

One is a 1.7 from a 70 914 the other I believe is a 2.0. Both are short blocks - no heads and both are stuck. I assume that the internal parts and the crankcases are usable. I also have rebuilt unused 2.0 heads, downdraft manifolds and carbs that are for sale, I'm open to offers on them. Contact Brian Murphy 248-872-1176. Located in Holly.

FOR SALE: 1988 PORSCHE 911 CARRERA CABRIOLET: Black with outstanding custom green tartan plaid seats and matching accents throughout. Vehicle is in mint condition. 93,000 miles. Must see. \$52,250. Contact michael@sellyoursportscar.net or call 248-227-8604 (10/20)



FOR SALE: 2019 PORSCHE 911 CARRERA GTS: Carrara white metallic w/ black and rhodium silver leather and alcantara interior. PDK, PASM sport suspension, rear axle steering, front axle lift, much more. Clear wrap, ceramic coating. 7,200 miles. Like new. Clean CARFAX. \$125,000 Email michael@sellyoursportscar.net or call 248-227-8604 (11/20)

FOR SALE: 1987 PORSCHE 928 S4 TRACK CAR: Yellow and Blue. Heavily modified, very fast, very reliable. 1:15 seconds at Waterford Hills. Supercharged. 600 hp. Modified body, gutted interior with full roll cage, modified electrical, suspension, brakes, much more. 2 parts cars and extra parts available. Pictures, videos and documentation of mods available. \$59,500 plus \$15,000 for parts cars and parts. Contact michael@sellyoursportscar.net or call 248-227-8604. (10/20).



FOR SALE: 1984 PORSCHE 911 CARRERA COUPE: 23K miles. Grand Prix white w/burgundy all leather interior, limited slip differential, most available options. Porsche short shifter, stereo and a/c converted. Otherwise original. All records. Second owner. Just serviced. Excellent condition. \$75,000. Call Mark 313-506-2697 or email mlubienski9@gmail.com (11/20)



Welcome New Members:

Stephen Arnett (Transfer)

Tori Bonanni

Jamie Coobatis

Scott Deming

Hamzeh Makki

Phillip Martin

Scott Milligan

Melissa Morley

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Around The Zone



BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE



Hi Zone 4 Friends and Family,

We are starting to get out there and safely meet up to enjoy our Porsches this summer. August saw many more driving tours, cars & coffee events, and yes, even a few driving schools. This continued into September. I was able to join the Southeast Michigan gang at Waterford Raceway for a great day of Driver Education sessions. Despite no in-car instruction due to the COVID restrictions, we had all run groups full and the novice drivers were enthusiastic about their Parade Laps with Pace-setters showing the line. They will be back in the spring when hopefully we can get in the cars with them and improve their skills. HPDE events around the zone are showing great participation, despite no in car instruction - such as Western Michigan Region at Grattan and upcoming events at Mid Ohio, Putnam Park, and Indianapolis Motor Speedway.



Finding a silver lining, there have been many humorous cartoons and other 'punny' twists on the COVID situation. As a sign of the times, when at a Porsche Dealership, I saw this sign on the floor, as a substitute for the standard 'stay 6 feet away' to separate those customers standing in a check out lane and the like.

And later that week, driving in my Boxster, I had to pull over and take this photo of the trip odometer reading. Doesn't that say it all!



Meanwhile, thinking ahead, I was able to spend a few days at French Lick Resort area with the Parade Planning Committee, for an onsite visit. Mark your calendars for the 65th Porsche Parade, July 11-17th. Zone 4 and Zone 13 are the host zones, and there is so much fun being planned for us. The concours will feature the Historic Display, this year with the theme of 'Blow the Lid off of Summer', featuring all the Porsche models with removable (or no!) tops. Let me know if you have a special Porsche for this display.



Take care and Happy Driving – Lori
zone4rep@national.pca.org



Have you signed up for PCA Juniors?

It's not just the cars. And it's not just the grown-ups. PCA is about the kids too!

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

The PCA Juniors program has worked with coloring book illustrator Fireball Tim to create custom coloring sheets for you to download and enjoy.

DOWNLOAD HERE: <https://www.pca.org/pca-juniors-activities>



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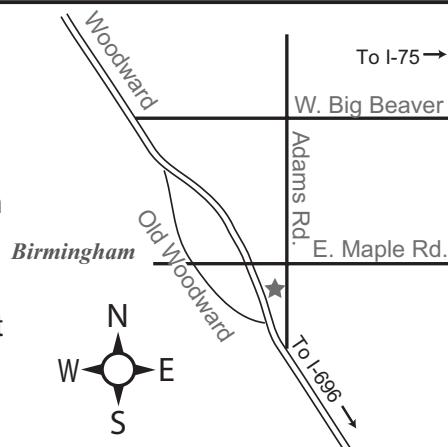
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