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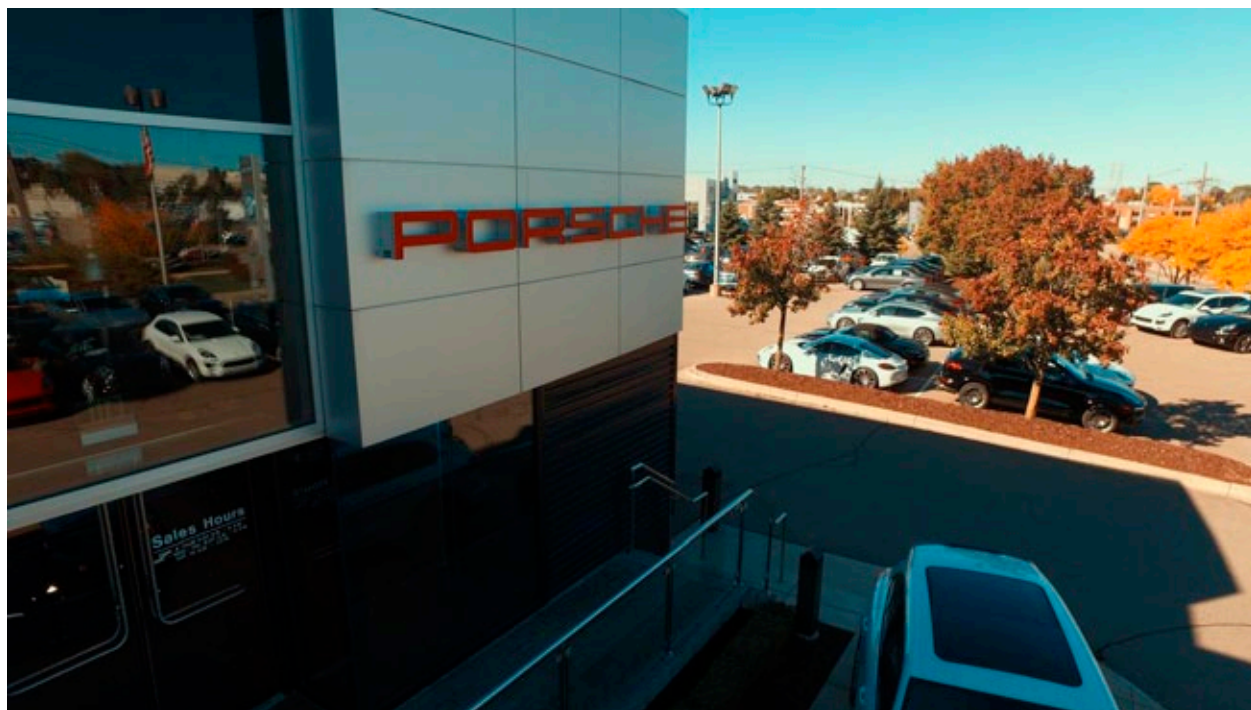
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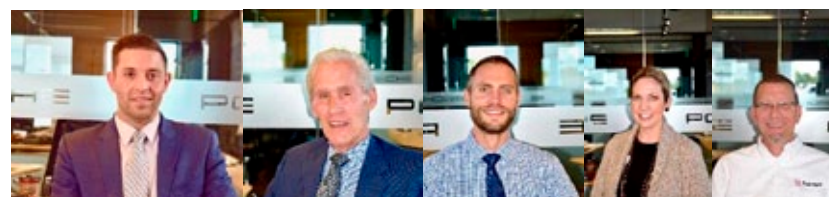
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The P4, Porsche Pushers Private Papers, is the official monthly publication of the Southeastern Michigan Region, Porsche Club of America. Available only by subscription to SEM members as a portion of the annual National membership dues, or to other PCA members at \$18.00 per year. Statements appearing in the P4 are those of the author and may not reflect the views of the PCA, the SEM Board of Directors or the P4 editor. The editors reserve the right to edit all material submitted for publication. SEM/PCA is not responsible for any services or merchandise advertised herein. Permission to reprint any material published in the P4 is granted provided full credit is given to P4 and the author.

**ON THE COVER:** *Enthusiast of the Year Walt Crump displaying the Jack Kiminska award as presented by Patti Door. Flanked by his proud wife Sabrina and surrounded by previous EotY winners.*

2018 SEM/PCA CALENDAR

Tentative SEMPCA 2018 Calendar of Events

JANUARY

4 Board Meeting  
13-28 #North American International Auto Show Cobo Hall

FEBRUARY

1 Board Meeting  
2-4 #Autorama Cobo Hall  
17 Ford Museum

MARCH

1 Board Meeting  
10 Roush Racing Museum  
18 Motor City Auto Spa

APRIL

5 Board Meeting  
7 Munk’s Tech Session  
15 DE-101 at Waterford  
28 Autocore Open House

MAY

3 Board Meeting  
11 DE #1 at Waterford  
19 Street Survival School  
TBD Selfridge Air Force Museum  
20 Spring Tour

JUNE

1-23 #Detroit Gran Prix Belle Isle  
7 Board Meeting  
10 Waterford Hills Racing Family Day  
17 #Eyes on Design  
TBD #Cars ‘R’ Stars Car Show  
Packard Proving Grounds  
23 DE #2 at Waterford  
28 July Board Meeting

JULY

8-14 Porsche Parade – Land of the Ozarks  
21 Progressive Dinner  
TBD #Gilmore Museum Deutsche Marque  
27-29 #Concours d’Elegance at St. John’s

AUGUST

2 Board Meeting  
18 #Woodward Dream Cruise  
19 SEM Picnic and Concours  
17-19 #Porsche Mackinaw Bridge Crossing  
24 DE #3  
TBD Wyandotte BBQ  
TBD #Troy Traffic Jam Car Show

SEPTEMBER

6 Board Meeting  
8 60th Anniversary Party at St. John’s  
22 Drive your Porsche Day  
28 DE #4

OCTOBER

4 Board Meeting  
20 Fall Color Tour

NOVEMBER

1 Board Meeting & Calendar Planning  
16 Membership Dinner

DECEMBER

6 Board Meeting  
15 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.*

Oh No!  
Not You Again!

BY JOHN KEILLY

Once again, the first issue of the New Year...and what an issue it is, jam packed with recaps of recent events and multiple events early in 2018.

We begin with Walter Crump, who was selected by the Past Presidents as our Enthusiast of the Year. Congratulations Walt and Sabrina! That story is on the next page.

Then, on page 11, Associate Editor Mark Vander Eyk recaps the annual Membership Dinner. It was held at a new location – the WaterMark Bar and Grill...formerly known as the Beach Grill and, before that, Brownies on the Lake. I recall the latter name from my boating days.

We’re delighted to have Paula Trendov back to author the recap of the 2017 Holiday Party. Once again, this event raised a tidy sum for Jo Brighton Special Olympics Athletes. Her story begins on page 14.

On page 15, regular columnist Tom Fielitz provides his take on the vagaries of various cars from around the world. I absolutely loved his comment about Italian cars...“beautiful coachwork wrapped around unreliable engineering.” Sounds a lot like my Fiat 124!

Long time member Gary Ambrus is arranging for us to visit the Henry Ford Museum for the “Hoods Are Open” exhibit.” The announcement appears on page 16.

On page 19 we have reprinted an excellent piece from *Road & Track*, honoring the late Peter Schutz. He was the first American CEO of Porsche Cars North America and his daughter, Lori is an SEM/ PCA member.

Our other regular columnist, Andrew “the Shark” Olson, is back with an excellent story of how he progressed from beginner student to HPDE Instructor.

In September of this year, SEM/PCA will celebrate 60 years of being one of the first regions of PCA. A major gala is planned and Event Chair needs help. Please see the ad on page 26.

Fred Young has arranged for us to visit the Roush Racing Museum. Jack Roush is an interesting character...supplier to Ford, NASCAR owner and pilot of his own jet...among other things! There’s an announcement on page 31.



The next two pages – 32 and 33 cover upcoming events. One is an Open House at AutoCore Performance Group and another is a Tech Session at Munk’s Motors. Please, sign up early. These same pages also show the results of the 2017 Board election and introduce PCA Juniors—a new program exclusively for our youngest Porsche enthusiasts!

It’s a pleasure to have member Donna Sanderson recount her experience with My First Sports Car. Please share yours with our readers.

As always, Zone IV rep Michael Soriano takes us Around the Zone, on page 36.

Well folks, this is my swan song. Property taxes and winter in Stalingrad have gotten the best of me and I’m heading south... maybe Charlottesville, VA. Consequently, I have resigned from the Board effective 31 December. The board has selected Steve Carbary to fill my slot and he is an excellent choice—as well as an excellent HPDE Instructor!

This is a two-edge sword. I have lived in southeast Michigan for most of my adult like. I have friends, relationships and a host of people whom I will miss. Chief among these are the wonderful people of SEM/PCA. I got involved as an editor of this fine rag shortly after I joined the club in 2007. It has been a labor

of love, an excellent way to meet a lot of fellow enthusiasts and get involved in various aspects of the club. Gary Ambrus, Jeff Amos and Marc Molzon virtually dragged me into HPDE! I can honestly say I’ve liked almost everyone I’ve met.

I am extremely grateful to my friends and partners in crime, Michael Cohen, Mark Vander Eyk and Roger DeLiso. You’re the best!

I am also most grateful to Past President Dave Burton for getting me involved in doing the 50th Anniversary Program and to the Board for the opportunity to serve as a Board Member and President.

It’s been a great ride and I plan to get involved in the Porsche Club once I land somewhere. It really is, *Not just the cars; it’s the people.*

Thank you all, very much.



*My daughter, Alexis, 9 years ago, in Glynette Wolk’s beautiful 356 Continental.*



## 2017 SEM Enthusiast of the Year Walter Crump

BY MARK VANDER EYK

SEM has a long established tradition of recognizing the club's Enthusiast of the Year at the annual Holiday Party. Each year the SEM past presidents confer and select a club member to receive this prestigious award based on who, in their opinion, has dedicated significant time, effort and enthusiasm in support of club activities. Of course the candidate must participate in events, volunteer and make others feel welcome. But, they also have to go above and beyond the call of duty to distinguish themselves and make good things happen for the club. The honor is represented by an impressive mantel clock, known as the Jack Kaminska Award in recognition of its first recipient's enormous contributions to the club in 1972. Around the base of the clock are embossed plaques recording each year's award winner. After holding the Jack Kaminska Award for a year, the Enthusiast of the Year passes the clock on to the next year's recipient. Each Enthusiast of the Year also receives a smaller mantel clock of their own as part of their award.

After dinner, Patti Door presented the 2017 Enthusiast of the Year Award. Patti began by asking each of the previous award winners to come to the podium. Of course this group includes many of our current and past club leadership. SEM benefits from having this core group of dedicated enthusiasts who help our club organize a wide variety of events-touring, track, technical, concours and social. Finally it was time for Patti to announce this year's Jack Kaminska Award winner-Drum roll, please-Walter Crump.

Walter joined the Porsche experience in 2002 with the purchase of a 1983 944. In 2009 he moved up to a 1999 Boxster and joined SEM. Walter is very enthusiastic, friendly and personable, those qualities led to his election to the SEM Board of Directors in 2015-2016. Two years later he ran for reelection and we are lucky to have him represent us again for 2017-2018. For the past three years Walter has chaired the Fall Color Tour, which is always one of the club's best



2017 Enthusiast of the Year Walter Crump and his wife Sabrina

attended activities. Each time the route he planned has been interesting and enjoyable with the tour ending at a carefully selected restaurant for dinner. Walter enjoys participating in the club drive tours, picnic and social activities. He has an automotive engineering background with Ford and TRW, plus Booz Allen Hamilton consulting experience with the U.S. government. Walter is a U.S. Naval Academy graduate and served as a Marine Corps officer before joining the private sector in 1983. I am sure he developed some disciplinary skills in the Marines that could come in handy at some of our club events, such as "Cider Mill you were not prepared with enough doughnuts-drop down and give me ten!"

We also want to recognize Walter's wife, Sabrina, for all the support and assistance she provides for club activities, plus being a Ladies Drive regular. Please congratulate and thank Walter for being named 2017 Enthusiast of the Year next time you see him!

## Porsche. People. Power. Passion...

BY MARC MOLZON



It's been a fast-moving year as my first year of President of the Southeast Michigan Porsche Club! Thanks so much to everyone for all of your help in keeping the club growing and making all the fun events possible. As most of you know by now, I am a big fan of Road Racing, Formula 1 and Indy cars. So I wanted to share with everyone a bit about the upcoming Rolex 24 hour race.

This race—the biggest 24-hour race in the US—is coming up on Jan 27 & 28, 2018 in Daytona, Florida. I have been to the race a few times and each one was a great time. If you haven't experienced a 24-hour race, I would highly recommend going as there is something for everyone. The first time I went down to the race with a bunch of track junkies. It was a great time from the flight down to the house we rented for the long weekend to the go kart racing in Orlando.

The Daytona facility is second to none and is sooo big—it really must be experienced first-hand in-person. As far as the race goes, the teams there are always very accessible and willing to talk to you when they're not busy. You can walk right up to the cars in the paddock area to drool over them...and even get close enough to touch the cars. But look out if you are in there during the race or when the track is hot (i.e. BE ALERT!) as they drive the cars in and out of paddock area without much regard for spectators that are not paying attention.

The driving gets really tricky when the sun is setting or rising as there are spots on the track in which it's very hard to see anything in front of you. If you think they slow down because they can't see, you're in the wrong race. They all push at high speeds like it's a sprint race for a full 24 hours.

Another must do: Get to the track at 3 or 4 AM and check out the cars running at unbelievable speeds in the dark with some crew members trying to get a nap in and others trying to get their car back on the track with fueling and tire changes. And some teams are doing more extreme work – doing rebuilds after crashes or mechanical failures to get back out on the track. Some guys tape things back together with 200



mph tape to hold together the car and get back on the track. It's incredible what can happen within 24 hours.

To follow the leaders in each class, they have LED position numbers on the side of the car but it's tough to keep up with the strategy of pit stops, refueling and driver changes to really know who has the advantage to finish in first place. In both the races I attended, it came down to the last lap with multiple cars on the same lap after 24 hours. In 2014, it was exciting to witness Porsche winning the GTLM class! BMW finished close behind. Porsche was 6th overall – ahead of over 20 Prototype and Prototype Challenge cars. Pretty good for a street-based car.

One additional note, Porsche will stop racing in the LMP1 division in 2018. With 3 LMP1 wins in a row at the ultimate endurance race in the world, the LeMans 24 hour race in France – they are going to go out on top. With the number of manufacturers dropping out of this class, it's expected the dwindling number of participants may result in the elimination of this class. So, Porsche will funnel their efforts elsewhere. It looks like they will still run 2 teams in the GTLM class and support other Porsches in the GTD class. Hope you can head down to Florida for some fun in the sun and some great racing in Daytona or to one of the endurance races with these great cars!!

As we continue through the winter, hopefully we all can get any needed upgrades or maintenance on our cars done and ready for the spring.



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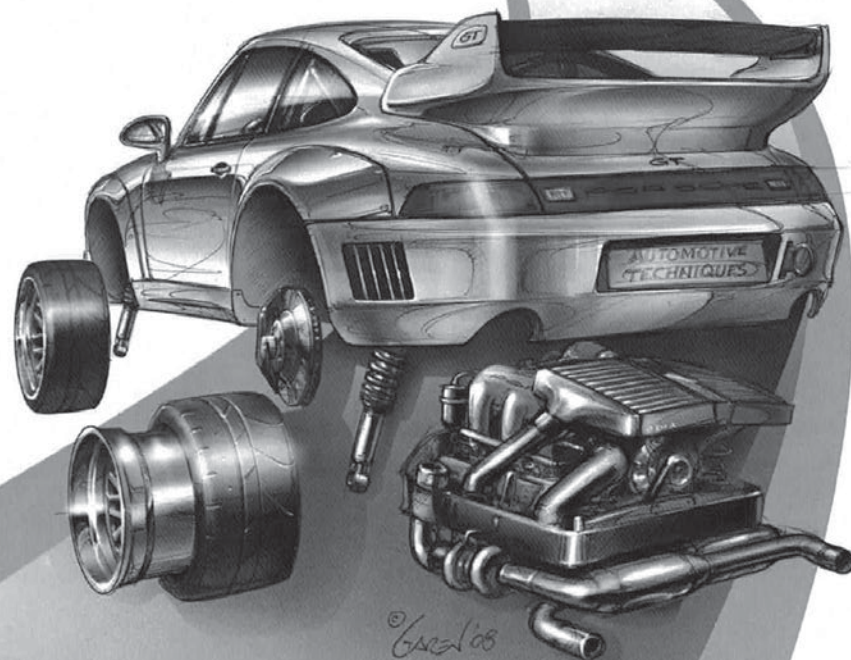
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## RECAP

# SEM Annual Membership Dinner

by Mark Vander Eyk

The SEM faithful gathered at the WaterMark Bar and Grille at Jefferson Beach Marina on Friday, November 17, for the annual membership dinner event. This was our second visit to the WaterMark this year, the first time was for dinner in May following the water logged Spring Tour. Many of the auxiliary parking lots on the Jefferson Beach Marina site were filled with shrink wrapped boats in winter storage. Apparently, most of the members Porsches were also winterized and stored. Although the weather was clear but cold, most of the members arrived by civilian type transportation. I only saw a few Porsches in the parking lot-Gretus's ever present 911, a couple of Boxsters and a Macan.

The evening started out with a social hour that allowed members to renew old friendships and meet a few of the new club members attending their first event. We were placed in a private dining room with a well-staffed cash bar and round tables that helped facilitate the dinner conversation. About 7 PM we all sat down at our tables and Gretus made a few comments before introducing our before dinner speaker. The meal was delicious and served family style which made the dining process more expeditious. We began with a garden salad followed by a side of penne pasta marinara. Entrees consisted of roast sirloin demi-glace, chicken marsala and baked butter crumb cod accompanied by

herb roasted potatoes plus a medley of fresh roasted vegetables. Dessert was a tasty scoop of vanilla bean ice cream topped with raspberry drizzle.

This year we were lucky to have two of our own club members as speakers. Before dinner Lori Schutz, daughter of the late Peter Schutz past president and CEO of Porsche (see article page 19), related some interesting and sometimes amusing stories about her father. Some of the highlights included his hiring at Porsche, the continuation of the 911, the resurrection of the cabriolet and speedster plus the focus on a winning Le Mans racing program.

After dinner we heard from our mystery speaker, Doris. She talked about her initial motor sport involvement and how high performance driving evolved into a couple's activity with her spouse. The couple is now getting their children involved, recently signing up their 17 year old daughter for the Porsche Junior Program. The first family race car was a minivan and this was followed by a Mitsubishi, Viper and Alfa Romeo before finally graduating to a 997 Carrera S. Doris attended the Skip Barber racing school and has run track days at many of the best known courses in America. The evening was another one of our great club activities-interesting speakers, friendly people, excellent food and Porsches.

## MOTOR CITY AUTO SPA OPEN HOUSE BRAND NEW LOCATION – MARCH 18

Come visit to Motor City Auto Spa in Royal Oak at 1:00PM March 18 at their new state of the art 2nd location at 4300 Delemere Court 48073 (by 14 mile and Coolidge) where the owner Matt Lifter will show us how to detail our cars. We will be providing coffee and snacks while the introductions and techniques will be shown. Matt will go through all the products they use, and they will show how the many different tools are used. They will do a demo of Xpel Ultimate paint protection on a car. Matt will hold a raffle with the main prize of a \$189 Exterior detailing package. Other detailing products will also given away to members.

Matt will make it an interesting few hours with lots of tips on how to get the vehicles to look their best.

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# *RECAP* **2017 Holiday Party**

BY **PAULA TRENDOV**

PHOTOS BY LISA MOLSON

## *Such a Festive Evening!*

The 2017 Porsche Christmas Party held on Saturday December 9 at the elegant Meadowbrook Country Club in Northville, MI. was a success highlighted by the venue's beautiful decor and everyone showing up in their finest. If you could not make it this year you missed out on a very special evening with not only Porsche enthusiasts but caring people who helped with the donation to the Jo Brighton Skilled Center.

The evening started with cocktails and hors d'oeuvres, greeting friends with well wishes for the holiday season and checking out the items for the silent auction, which I have to say was a nice variety from books to Christmas ornaments and everything in between. There was definitely something for everyone. The final tally for the winning bids was \$2,500.00 to be given to Jo Brighton, a very worthy charity that services students with moderate cognitive impairments, ages 12-18 and work skills students 18-26. Thank you all for your generous bids in making this year's contribution a success.

There were several speakers this year starting off with our new President, Marc Molzon. He welcomed everyone and then introduced Lori Schutz. Lori, an extremely accomplished speaker, guided us through her father's career as President and CEO of Porsche. I loved how she herself is so passionate about Porsches



*Fred and Kathy Young with Nancy Richardson and Don Kleist*

and racing and you could tell she adored her father and what he did for Porsche. Her slide show was an added bonus taking us through the years. Sadly her father passed away in October but his legend lives on.

Our next speaker was Dennis Buhay with Jo Brighton expressing his gratitude for the South East Michigan Porsche Club and their generosity helping those with his organization. I have always said Americans are the most caring when it comes to giving and this event proved it once again. For those who donated items for the silent auction as well as those who submitted their generous bids, thank you so much.

The menu for the dinner was also amazing. The Meadowbrook wait staff was friendly and efficient making sure everyone was served at the same time. Having our annual party at this venue was a good choice with the convenience of the parking and the actual location. I am hoping we can continue to have it here again next year. Thank you to the organizers for their hard work and dedication to make it a wonderful evening for everyone. The Porsche Club really knows how to ring in the celebration of Christmas and the love of giving. It's not just about the cars, it is about the people.



*Howard Gilson with Mike Stanesic and guest*

**MORE PHOTOS ON PAGES 17-18**

# **Designer for a Day**

BY **TOM FIELITZ**

If there is one thing that car enthusiasts are not short of it is opinions about cars and car designs. It is so easy to play arm-chair expert when it comes to the perfect car design. Of course we know there is no such thing and car designs are committee decisions that have to appease not only the engineer but also the market manager and accountant and so on. There is also the issue that cars are not designed to appeal to just one type of individual or even to a narrow slice of the automotive market. So the final product is a compromise that occasionally receives broad accolades or even recognition awards from some enthusiast group or journalistic experts. Yet even the most accepted automotive product will find criticism from some odd direction of the public. There will always be a feature or a design angle that someone disagrees with.

For one thing a car design will usually reflect the tastes of the country of its origin. A French car has quirky aspects that French owners desire but other countries just find odd and useless. An Italian car can have beautiful coachwork wrapped around unreliable engineering. A German car will be engineered like a tank even to the point of being full of redundancy and features no one understands. The American car to the rest of the world is garish with fake luxury and marginal engineering. But all of that is starting to change with the global aspects of car design and sales. Cars used to be designed and built in one country for one market. It is more common now that engineering and design departments are spread around the globe and so is the manufacturing and sales. It is now becoming more common for one car to be designed, built and sold in multiple markets with very few design differences. Who would ever have predicted that the Panamera would be designed to appease the Chinese market?

Each of us have strong opinions about what we like or dislike in car design. One design feature that I find annoying are fake intake grills and vents. In many cases the grill opening is mostly blanked off and only a small portion actually vents air in or heat out. Maybe this grill design is intended to mimic some race car. Most of the time the model in question is not at all related to any race car ever. Don't even get me started on useless spoilers that just create gas guzzling drag and a revenue source when ripped apart against road debris or parking curbs. It has gotten to the point that a body shape that is devoid of eye distracting appendages appears fresh and clean and a shape that will hold its appeal far longer than the shape defined by grills, ducts and wings.

I am sure we have all found some interior designs and especially operating features that had us asking ourselves, what were they thinking? The advent of the flat panel display was a turning point for many designs and technologies. When flat panel display hit the automotive world it was almost universally heralded as a milestone. Yet as time goes on designers are reverting back to needles and knobs. One designer friend of mine set me straight on flat panel display. He explained that manufacturers found them cheaper to manufacture, cheaper to install, and with far lower warranty costs. I suppose they also appeal to the younger generation who love their gadgets and technology for technology sake. We used to be impressed when a car had a full set of gauges which then meant gas level, coolant temperature and Amperes of charge. With configurable instrument clusters and management computers that track every obscure piece of data it is easy to become so overwhelmed with possible displays that the average owner never even figures out how to display most of the data. But the most questionable interior feature I find is the large format screen that dominates most modern dashboards. It used to be distracting just to hit the right button or twist the right knob for the radio or temperature control. Putting all of those controls into one big display screen seems to make those functions harder to use and more distracting. You know owners complaints are being heard when interior designers are offering redundant screen and knob controls. Although I like driving directions on a screen there is something odd going on when the same directions get displayed on the instrument cluster at the same time. Many times the car owner prefers phone directions and bypass built in direction computers.

Before you deem some design element a failure rather than a feature, consider that somewhere someone made that purchase specifically for that reason just as much as you might have avoided that purchase. Appealing to each person's desires is what makes life interesting, and sells cars.





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## Holiday Party (continued from page 14)



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Remembering Peter Schutz

The following article was written by Chris Perkins for Road & Track and was posted on their web site on October 30, 2017. SEM Member Lori Schutz is Peter Schutz's daughter.

The fact that you can still buy a brand-new, rear-engine, opposed-piston Porsche 911 today is just about entirely due to one man: Peter Schutz. Schutz was Porsche's first American CEO, and arguably saved the company in the 1980s from their own misguided decisions that would have destroyed their iconic cars and heritage. Schutz died over the weekend, at the age of 87, according to German media and Ray Shaffer, manager of the Porsche Classic & Delivery Center. Schutz did not get an easy start in life; when he was born in 1930 in Berlin, Germany things weren't going so well for Jewish families like his. By 1937 he and his family were forced to flee to Havana, Cuba to escape the Nazis, and later relocated to Chicago, where Schutz would eventually go on to get a degree in mechanical engineering.

Schutz began his career at Caterpillar Tractor, and later moved to Cummins Engine, where he was quite successful, only leaving when his decision to give a speech at the 1976 Teamsters convention was questioned by the management at Cummins.

Around 1980, he was personally invited by Ferry Porsche to apply for the position of Porsche CEO. Nineteen-eighty was a lousy year for Porsche, their first money-losing year ever. There were a number of reasons for this—quality control issues in the 911, and buyers, especially American buyers, weren't as excited about the new, modern, front-engined Porsches, the 924 and 928, as Porsche was hoping they would be.

On top of all this, the venerable 911—the Porsche with the clearest ties to Porsche's engineering heritage and character—was set to be discontinued in 1981.

Schutz got the job, partially because the Porsche board felt having an American in charge would help their sales in that very crucial country. When he started work, Schutz said that he “noticed a sort of pervasive sadness among the staff.”

That's not a good thing to notice in a staff of any kind, and after a bit of asking around, he found that the sadness had to do with the decision to cancel the iconic 911.

The board felt the 911 was an “outmoded concept” but, acting in the most stereotypical mode of what people perceive as Teutonic thinking, didn't factor in the less tangible, more emotional reasons to keep the 911 going even while more modern cars like the 928 were around.

The way Schutz communicated how he felt about the cancellation of the 911 is pretty legendary. Here's how it went down, in his own words:

“You have to understand that, in Germany, once a decision is made, it's made. As far as the company was concerned, the 911 was history. But I overturned the board's decision in my third week on the job.

I remember the day quite well: I went down to the office of our lead engineer, Professor Helmuth Bott, to discuss plans for our upcoming model. I noticed a chart hanging on his wall that depicted the ongoing development trends of our top three lines: 911, 928, and 944. With the latter options, the graph showed a steady rise in production for years to come. But for the 911, the line stopped in 1981.

I grabbed a marker off Professor Bott's desk and extended the 911 line across the page, onto the wall, and out the door. When I came back, Bott stood there, grinning.

“Do we understand each other?” I asked. And with a nod, we did.

So, the legendary Porsche 911 was saved by one man drawing a line on a wall with a marker.

He even restarted the 911 Speedster idea, making a concept that was known as the Schutz Speedster

That's the real impact of what Schutz brought to Porsche: the knowledge that sometimes a less-than-purely-rational decision is the right one. Was the 911 a temperamental car based on outdated technology, especially when compared to a 928? Sure.

Was it also one of the most character-crammed, rewarding and fulfilling cars to drive? Hell, yes. Does that feeling sell cars? Damn straight.

I don't think it's overstating things to say that Schutz saved Porsche. Modern Porsche is very focused on its heritage, its DNA, as their PR people like to say, often. The seeds of that whole attitude can be traced back to Schutz.

Schutz' record isn't without its missteps, though. His program to develop the 911's air-cooled flat-six engine into an aircraft engine was a \$75 million dollar program that produced one of the most advanced reciprocating aircraft engines ever—the Porsche PFM 3200.

They sold 80 of them. That's not great.

Still, that's a pretty small price to pay when you consider all that Schutz did for Porsche, and, you could argue, the premium sports car industry as a whole. He proved that it's emotion as much as technical features that sell cars, and that's why passion and excitement are viable business models for sports cars today.

So, next time you see and hear and feel a 911 blow by you, give a thought to the man that made sure that still happens.

MORE PHOTOS ON PAGE 22



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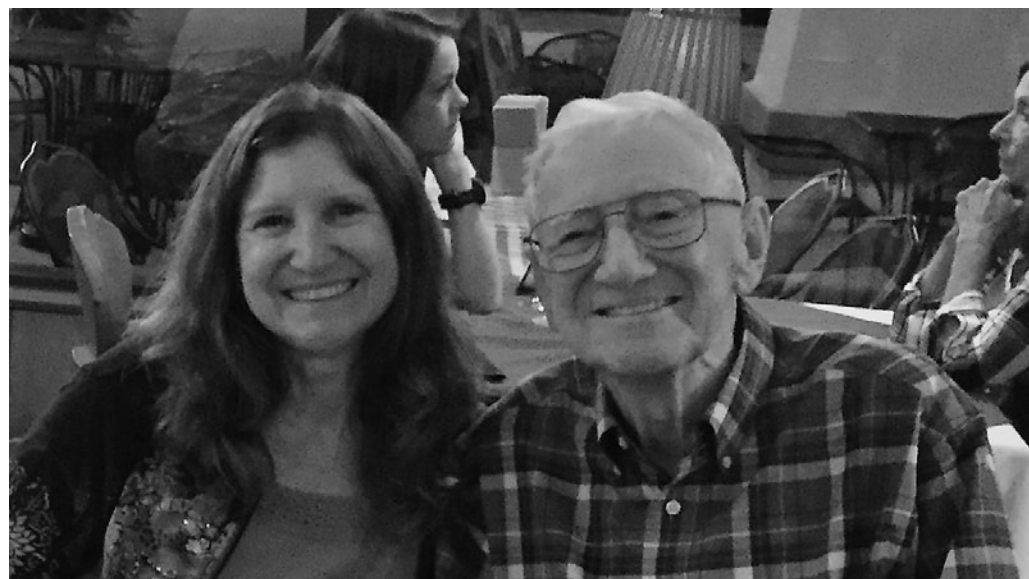
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*Lori Schutz and her father Peter Schutz*



*Peter Schutz*



*Lori Schutz with her father and his wife Sheila*

## *IN THE SHARK TANK* ***It's Not the Drive... It's the Journey***

STORY & PHOTOS BY **ANDREW OLSON**

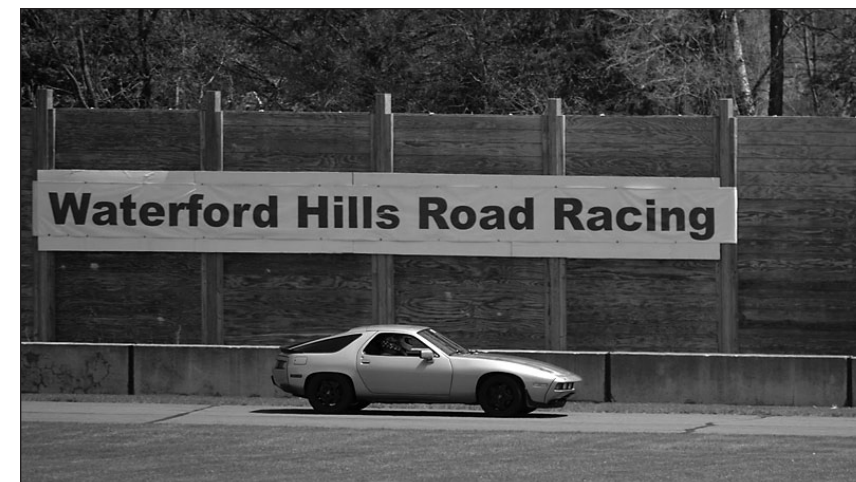
In the fall of 2013, my wife and I joined the SEMPFA Fall color tour. At the mid-way stop for cider and donuts, Mark Molzon made an impassioned speech about participating in a High-Performance Driver Education (HPDE) event. He was also giving out discounts for first timers who might want to try it the following season. I grabbed one of the coupons and put my name on the list. Around the same time, one of my fellow 928 owners, Dave Kowalewski, had recently participated in the last HPDE of the season at Waterford Hills Raceway and told me how much fun he had. It sounded exciting and fun, but I was still nervous about driving on a track.

Over the winter months of early 2014, we held a 928 Tech Session at Munk's Motors in Waterford. Jim Heisick from Lansing, who also happens to be a 928 owner and an HPDE Instructor, was there and walked us through what to expect and how to prepare for a HPDE event. This is what I needed to get me mentally and physically ready for my first HPDE.

I signed up for the season opening of the HPDE schedule. May 8, 2014. It was such an eye-opening experience that I still, to this day, remember it like it was just a few months back. I was nervous as heck. I wasn't sure what the protocol was, or who most of the people were. Michael Eblenkamp was the Chief Driving Instructor and he paired me up with Jimmy Stevens as my very first Driving Instructor. Jimmy has a 944 Race car and is very competitive and an accomplished driver. But Jimmy was patient with me and really took time to walk me through the basics of driving on the track. I quickly learned that driving on the track is very different that driving on the street.

I had such an amazing time that first day that I went to the remaining HPDE events for that year. Then in 2015, an opportunity to purchase a slightly crashed 928 racecar presented itself. After consulting another 928 owner, John Ford, who owns a body shop, I pulled the trigger, and purchased what is now commonly known as the "Coke Car." John fixed it up and I also bought an open trailer to haul the Coke car around and proceeded to expand my track repertoire to include Grattan Raceway near Grand Rapids, Mid-Ohio, and Gingerman Raceway that year. This is where I discovered each track has a unique set of characteristics that one needs to adapt to.

In 2016, I really expanded my HPDE events and my driving skills. I attended 14 track days over 11 events at various tracks. I added two new tracks to my list: M1 Concourse, and Virginia International Raceway (VIR). And I think it was VIR that really



*Dave Kowalewski in his 928 Onion screaming down the back straight at Waterford Hills*

woke me up. That track has so much to offer and is one of the premier tracks in the country.

This past year I attended 21 track days at 7 different tracks including: Waterford Hills, M1 Concourse, VIR, Gingerman, Mid-Ohio, Road America in Elkhart Lake, WI, and Pitt Race, just outside of Pittsburgh, PA. I am now an official track junkie! I had so much fun at each of these tracks and I felt that I really improved my driving skills. I flirted with disaster after my Pitt Race event where I found a spun bearing on my engine. Luckily, however, everything worked out and there was no major damage to the motor. I went through several sets of brake pads, a set of rotors, and let's not forget tires. That's just part of doing so many track days in a single season.

With all this track experience accumulating and my skills improving, I was able to achieve another of my driving goals. This past fall I became an official PCA HPDE Instructor, and I have now had my first 2 students already.

Having these two students made me reflect on my own experiences and what it was like to get on track for the first time and how rewarding of an experience it was. I think it has also made me a better driver, because I now need to practice what I preach and pay more attention to my own driving. I continually see areas for me to make slight improvements to my own driving and to self-analyze and self-critique.

2018 promises to be a fun-filled year. I already have 8-12 events on the calendar tentatively for a total of about 27 track days. I plan to add at least one new track, and possibly two. With the added responsibility of instructing, I think this year may give

*(continued on page 25)*





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**In the Shark Tank** (continued from page 23)

me the greatest growth yet as a driver. I look forward to what it has in store for me.

I encourage each of my readers to consider trying a track day. You don't need a racecar. You don't even need a Porsche (although we do like them... a lot!). You just need to have the desire to try it. If you need encouragement or if you have some questions, feel

free to reach out to me or any of the other instructors. There is usually a free "HPDE 101" event in April that lets you see the track, get some idea of what to expect, how to prepare your car, and answer any questions you may have. You really should give it a try; it's a hoot! Who knows, I may even be your first instructor. See you on the track!



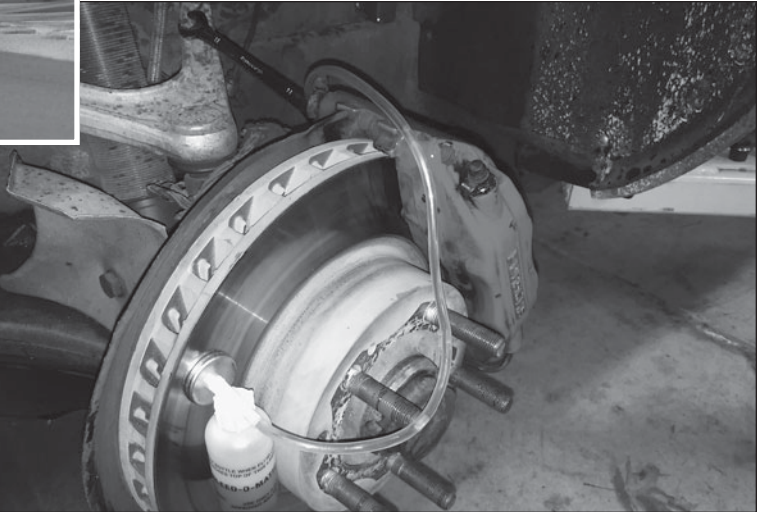
Heading off to the track opener at Waterford Hills



My very first track day. If you look closely, you can see Jimmy Stevens riding shotgun



Here I am in the Coke car coming around the left hook at VIR, my favorite track so far



One advantage of doing so many track events is that you learn how to bleed brakes really well





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Associate Editor for the P4**

This magazine was my entry into the wonderful world of SEM/PCA. Absent this "job" I might have been just another guy who sat home, reading his P4 and Pano, and only coming to an occasional event. I would have missed a world of opportunities and friendships! Don't let that happen to you. Get involved!

Interested parties are asked to please contact Editor Michael Cohen at [fastkarz2@aol.com](mailto:fastkarz2@aol.com) or (248) 227-8604

**John Keilly**



# TECH TALK

The following are reprints from Panorama or the PCA.org website. Questions are submitted by PCA members and responses are formulated by members of the PCA Technical Committee.

## ELECTRICAL/ELECTRONICS

Model: 911 SC Targa, Year: 1982, Mileage: 89,000

Q: My 1982 911 SC was having an intermittent starting problem, but now it will not start at all. When I turn the key all gauges light up, seat belt buzzer buzzes and all accessories work. I used to be able to turn the key several times and then it would crank and start. A new high torque starter was installed approximately two years ago. Just replaced the electrical portion of the ignition switch and still nothing. I tried turning the ignition switch with a screwdriver to rule out the mechanical part of the ignition switch, but it still did not crank. Cleaned the ground strap at the transmission plus all battery connections and wires. Still not cranking, but there is power to everything. I can push-start the car by popping the clutch and it starts right up. I have exhausted everything that I can think of, any suggestions?

A: Your next step is to measure the voltage at the starter on the 50 wire (the large yellow one), while someone holds the key in the start position. If you get 12 volts, then the starter may be your problem. You can also jump the starter directly at the 50 wire to the big red wire on the starter terminal. If that works and the voltage is low, check the 14 pin plug on the left side of the engine compartment under the fuse panel cover. The 50 wire runs through there from the ignition switch, and the contacts may be loose or corroded.

## OTHER

Model: Cayman, Year: 2007, Mileage: 102,000

Q: How does one rid the rear hatch and interior hatch trim from rattling and making incessant noise? I have a great repair shop, but it appears even they struggle with this ongoing problem. It is never completely fixed. Someone, anyone, please how do I fix this?

A: On some of the early Caymans, the plastic panels and cubbies around the engine cover tend to make some noise. First you'll have to determine where the noise is coming from exactly. With the help of a second person putting pressure on each piece when the car is rolling and making the noise you can determine the source. When you find it, inspect it to see if there are any signs of rubbing against an adjacent part. You can then try to fix it by either using silicone tape where the rub is happening

or trying to bend the part a bit so it stops rubbing by heating it up a bit with a heat gun. This last step should be done slowly because the plastic can be damaged quickly if too much heat is applied.

## ELECTRICAL/ELECTRONICS

Model: 911 Turbo, Year: 2001, Mileage: 64,000

Q: When my battery went dead about six weeks ago the auto parts store said it was in decent shape, but with winter coming on I decided to replace it. Three weeks ago, the car was dead again. I disconnected the battery and recharged it. It showed 12.9 volts. I reconnected it, checked the interior light and door switches plus removed then put back in the cd holder for the cd changer. Over the next two weeks of local driving and using the key fob to shut off the interior lights and display at night, the voltage dropped about .1 volts per day. It has now gone down to 11.0 volts. The alternator was replaced last year. Any thoughts on the cause of the drop or what to do to isolate it?

A: What you are describing is called 'parasitic loss' or 'parasitic drain' in automotive repair circles and it is more common than one might think. If you want to diagnose the car yourself you will need a rather sophisticated voltmeter that can display electrical current draw down to the milliamp (thousandths of an ampere) level. Some draw is expected owing to things like the clock and the memories in many of the control units - including the radio head unit that will remember your radio station presets - but too much draw means something is sucking more juice than it should and needs to be corrected.

There are some common areas where technicians suspect power drains even before cracking open the fuse panel cover. Anything added to the system from the aftermarket such as an alarm system, radio, amplifier, backup camera or radar detector is immediately suspicious. Very simply, the way to find the culprit is to watch the amp meter and disconnect devices until the circuit responsible for the drain is identified. Everything that has a fuse can be checked by pulling fuses on the fuse panel (or the inline fuse if something has been added). There are few circuits that are unfused, but can put a load on the battery including that alternator you replaced last year: Alternators are really good at generating power and putting juice into the battery, but if you've got a bad transistor it'll suck it right out as well.

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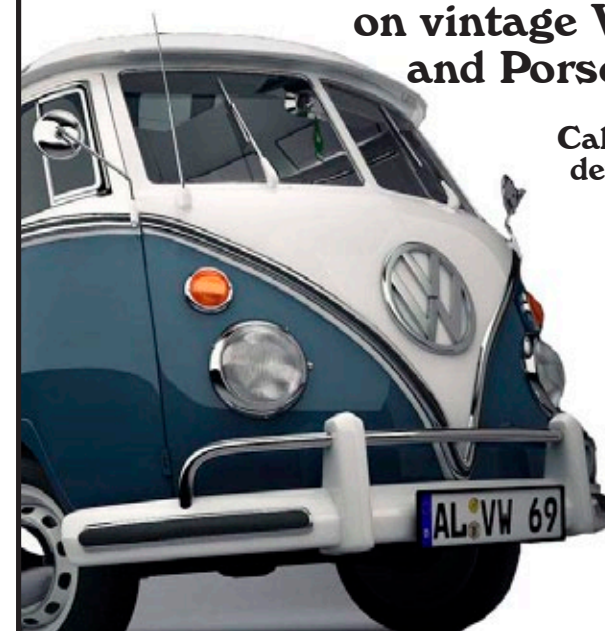
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*The museum is dedicated to the preservation of the heritage  
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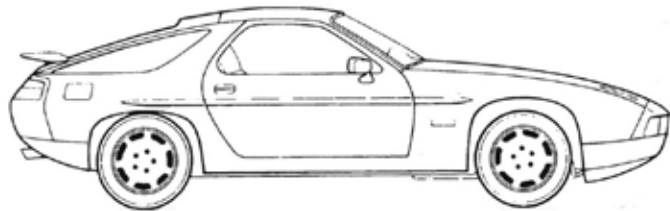
Please register at Clubregistration.com so can we have an account of attendees  
Or call Fred Young at (586) 566-3193 or email at [Frederickyoung73@gmail.com](mailto:Frederickyoung73@gmail.com)

*You can view their website and directions at [www.Roushcollection.com](http://www.Roushcollection.com)*



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See our website for details

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**3565 Elizabeth Lake Road Suite 200  
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*Congratulations to our recently elected  
2018-2019 Board Members:*

**Michael Cohen**

**Gretus Hoogestraat**

**\*John Keilly**

**Marc Molzon**

**Fred Young**

*\*John Keilly is leaving Michigan. He will be replaced by Steve Carbary.*

## PCA JUNIORS PROGRAM

Porsche Club of America members can now enroll their children, grandchildren, nieces and nephews, or close family friends in PCA Juniors. Register yours today!

**[www.PCA.org/PCA-Juniors](http://www.PCA.org/PCA-Juniors)**

A developing program just for our youngest Porsche enthusiasts, PCA Juniors participants will receive a welcome packet with a personalized name badge and special gift! In the future, expect to receive birthday surprises, increased activity offerings at PCA National events, and more!



# My First Sports Car...

(an invitation to tell your story)

BY **DONNA SANDERSON**

In 1966 my first sports car (almost) was a two-year-old yellow Karman Giha—cute as a bug. In 1970 my first sports car (almost) was a red 1960 Triumph—a true work of art. In 1974 my first sports car (almost) was a 1974 MG—any color I wanted because I was going to order it new. But they were not to be, each one being a story of its own.

Finally, along came 1989. The clouds parted, and the Sports Car Gods smiled down on me. Mazda was making a two-seater sports car called Miata and it was I just what I was looking for. My husband and I went to Fischer Buick in the Troy Motor mall. We grabbed up all the information we could get on it and went home. A few days later we went back and ordered a 1990 red “A” package Miata with a matching red hard top and cd-player. We ordered it in the fall of 1989 and it arrived in early May of 1990.

How I loved that car! Every evening that summer when we arrived home from work we would go for a ride. The entire weekend was spent on the road. The car handled beautifully in all seasons. It never once got stuck in the snow. We put seven years and 130,000 trouble free miles on it. But 1997 brought the BMW Z-3 to the

market place and I fell in love all over again. We went to Erhard BMW on Maple Rd and ordered a double black with a tan interior, waited six months and my new baby came in. What a great car!

Another seven years and 130,000 miles pass by. My husband is looking at Fred Lavery Porsche/Audi for an Audi and the 2004 Boxster-S catches my eye. By now you know my routine. We ordered the car and four months later I’m the proud owner of a 2004 Seal Grey Boxster-S. We both loved this vehicle. But after three years and 50,000 miles I sold it and bought a BMW. My husband and I both missed this car greatly, it was the first time in seventeen years I had a regular car and not a sports car.

I did not know how much he missed the Porsche until we were back at Fred Lavery in the late summer of 2012 ordering a new 2013 Boxster-S (white, black top and black interior) for me and he ordered a 2013 Carrera 911 for himself. So once again five months later I picked up my car and about a month later his came in. He’ll have to write his own “My First Sports Car” story.



1990 Mazda Miata



1997 BMW Z-3



2004 Boxster S

My husband's first sports car - 2013 Carrera 911



2013 Boxster S



# Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

*Greetings PCA Zone 4 Members,*

I want to wish everyone a very Happy Holiday season. I have enjoyed another wonderful year as your Zone Rep, and would like to thank all of the region officers and members who helped to make this year in Zone 4 a successful one. I was honored to be invited to and welcomed at so many outstanding events; I only wish that I could have attended even more. I am extremely pleased to see so many regions working together to hold wonderful events, which has helped our zone to become a more cohesive unit, an important goal of mine since becoming Zone Rep.

During an unseasonably warm weekend this autumn, ARPCA held their first Club Race in 14 years at the Pittsburgh International Race Complex. The newly refurbished track is 2.8 miles with 19 turns and 128 feet of elevation change. In addition to the myriad of classes that usually run Zone 4 Club Races, this weekend included a Vintage Class as well as the 944 Cup Championship East. The weekend began with a combination advanced HPDE and test and tune day to help the drivers' learn this new track. The following day provided practice runs and fun races. On Friday night, the region hosted an Oktoberfest event at the track open to everyone. While we all enjoyed the wonderful German food and beer, we were entertained with live music. Saturday were the Sprint races and the 944 Cup banquet, and on Sunday they held the Vintage Sprint 3 race followed by the 90 minute Enduro. It was a truly enjoyable weekend. I also recently attended Northern Ohio and Eastern Buckeye Regions' Horsepower and Harness Racing Event. The evening included a car show, followed by a

tech quiz, and we ate dinner as we watched the horse races. The group sponsored the 5th race and at the conclusion of the race, we met the winning horse and jockey in the winner's circle for a group picture. I also recently traveled to Allendale, MI to attend Western Michigan Region's November Dinner Drive. Everyone enjoyed the delicious Italian buffet dinner as well as lively conversation at this well attended event.

Just because many of us have put our cars away for the winter, it doesn't mean that we can't experience the same camaraderie and friendship enjoyed during the driving season. Many regions will be hosting Holiday Parties this month, and I plan to attend as many as I possibly can. What a great way to kick off the holiday season by celebrating with your PCA friends.

As the New Year begins, and the region calendars firm up, please remember to check your in boxes, region's newsletter and website, as well as the Zone 4 website <http://zone4.pca.org> for the most up to date information about events available to you. Also, consider attending other regions' events, such as:

- **Maumee Valley Region's** Holiday Party is December 1 at Brandywine Country Club
- December 2 is **Rally Sport Region's** Holiday Party at Porsche of Ann Arbor
- **Western Michigan Region's** December Appetizer Party is December 2
- Join **Michiana Region** on December 3 for the South Bend Historic Holiday Walking Tour
- December 8 is **Northern Ohio Region's** Holiday Party at the Rock and Roll Hall of Fame
- **MORPCA's** Annual Meeting and Holiday Party will be at the OSU Faculty Club on December 9
- December 9 is **Southeast Michigan Region's** Holiday Party at Meadowbrook Country Club
- **Motor-Stadt Region's** Monthly Board Meeting at Spagnuolo's in Okemos is December 12
- December 16 is **Central Indiana Region's** Holiday Gathering and Gift Exchange at Tom Wood Porsche
- ARPCA's Porsche Touring Crew Lunch is December 20 at Pig Iron Public House

If you have any questions or comments please feel free to contact me at [MSoriano.ZoneRep@gmail.com](mailto:MSoriano.ZoneRep@gmail.com)

*Thanks, Michael*

## SEM Board Minutes (11/30/17) by Fred Young

In attendance: Board Members: Marc Molzon, Gretus Hoogestraat, Fred Young, Patti Door, Michael Cohen, John Keilly, Walter Crump and Howard Gilson. Officers: Steve Carbary and Mark VanderEyck. Absent with notice: Greg Gallagher and Leo Wanstreet.

**Call to Order:** 7:00 P.M. by President Marc Molzon.

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

**Financial:** Leo Wanstreet – No report due to early meeting.

**Membership:** Greg Gallagher – Holding steady.

**Insurance:** Greg Gallagher – None needed

**P-4:** Michael Cohen – Ad rates are to be increased in the spring due to rising costs. Notices are needed for the upcoming events.

### OLD BUSINESS:

**November 17: Membership Dinner:** Gretus Hoogestraat – 56 members attended. Attendees were treated to two guest speakers along with a great meal and surroundings.

**December 9: Holiday Party:** John Keilly – Taking reservations.

**March 10: Roush Racing Museum:** Fred Young – Will check on the date and make arrangements.

**March 18: Motor City Auto Spa:** Michael Cohen – Matt Lifter will present a detailing seminar with light refreshments and door prizes.

**April 29: DE-101:** Steve Carbary – The date may change.

**TBD: Selfridge Air Force Museum:** Fred Young – Checking on a date and details.

**May 19: Street Survival School:** John Keilly – The site is reserved. It was move by H.G. and W.C. to send a check for the deposit. Motion carried.

**May 20: Spring Tour:** Gretus Hoogestraat – In the works.

**September 8, 2018: Anniversary Party:** Patti Door – Art-work was approved. We will have secured parking, rooms reserved, historic cars and name badges. Cost will be \$75 and is on Club Registration.

**Web Site:** Marc Molzon – Marc, Gretus and Erik met with the web site designer. The new site would have various plug-ins along with a fresher design. Training and support would be included. It was moved by H.G. and W.C. to fund a new web site design. Motion carried.

**Goodie Store:** No activity.

**Event Reports:** Needed for the Membership Dinner.

### NEW BUSINESS:

None

**Meeting adjourned at 8:20 P.M.** – Moved to adjourn by G.H. and W.C. Motion passed.

**Refreshments and Locations:** Thursday, January 4 – Patti Door – Gilson's; Thursday, February 1 – Steve Carbary – Gilson's

*Congratulations Lori Schutz*  
*Our new Zone 4 Representative*

*Like us on Facebook –*  
*Southeast Michigan*  
*Porsche Club of America*



## 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: 911/4 997.2 Winter tires** and wheels mounted/balanced with TPS. As NEW never mounted on car. Carrera II S wheels F/997.362.157.00 R/997.362.163.0. Nokian WR 100v xl M+S all weather tires F/235/35R19 R/295/30R19. NO scratches dings dents will deliver SW Mich \$2,750. Contact Chuck 586-665-0371. (11/17)

**FOR SALE: 1986.5 PORSCHE 928S.** The original Shark styling with the S4 brakes, suspension and 5.0 L 32 valve V-8, and 4-speed auto transaxle with limited slip differential. Original guards Red paint and black leather seats, all in excellent condition. Original Blaupunkt Monterey radio. Tires and brakes near new. New fuel injectors, plugs and wires. 10K on

timing belt. Service records. Excellent overall, just doesn’t get used much – too many other Porsches. Haggerty says \$32K for a #2 car (ha, ha, ha). I’ll take \$15,000 so I don’t have to store it another winter. Ron Roland 586-749-9804 (11/17)

**FOR SALE: 275/40x20” Bridgestone** Blizzak tires on 20”x9” black Rial wheels. Used on 2004 Porsche Cayenne Turbo for two months last year. (\$2200 new plus shipping). Now \$1200 and you won’t have to ship. I’ll install them for free, if you want. Don’t wait until there is a foot of snow! Ron Roland 586-749-9804 (11/17)

**FOR SALE: 1986 PORSCHE 944 TURBO:** Concours condition.

Multiple trophy winner. Guards red. Black leather. Fully serviced. Everything works. New brakes, tires, timing belt ++. 76k miles. Clean Carfax. 2 owners; first owner is a former SEM/PCA president. Never tracked. None finer. \$23,900. Contact Michael Cohen 248-227-8604. Email michael@sellyoursportscar.net (11/17)

**FOR SALE: Four 1999 Porsche 911** Carrera Snow Tires and Wheels. Front: 205/50 R17 89 H Dunlop, Rear: 255/45 R17 91h Dunlop. (Minor scratches; bought tires and wheels 11/12/09 for \$1400) Wheels are these: <https://tinyurl.com/y7sy3zd9> Asking \$1000. Call Spanos at 949-999-7717.

# PORSCHE

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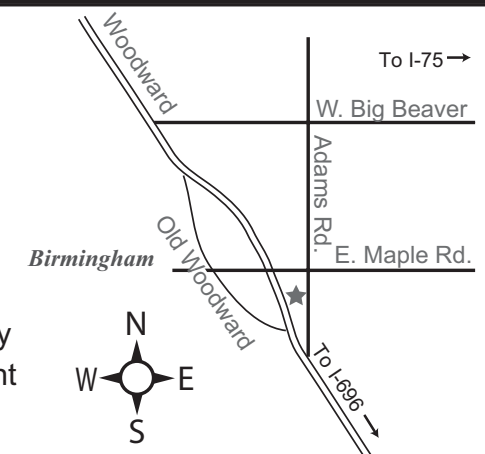
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Derek Dyer  
Paul Glomski  
Manki Iwamoto  
Alan Kiriluk  
Scott Kraemer  
Larry Long  
Peter Mauthe  
David Moellering  
Ellen Moellering  
Chris Peppo  
Gunnar Ross  
David Sears  
Michael Silvasi  
Victor Wiens

### Check Out Our Updated SEM/PCA Website

Note our new email address:

**sem.pca.org**

This replaces our old address

**sempca.org**



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