



## ***Porsche Finishes First and Second at Le Mans***

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***ON THE COVER:** Porsche took 1st at Le Mans  
this past weekend with the 919 Hybrid, knocking  
Audi from a 5 year win streak.*

2015 SEM/PCA CALENDAR

JULY

TBD Board Meeting  
11 Progressive Dinner  
24-26 Concours of the Americas  
St. Johns\*

AUGUST

2 Troy Traffic Jam\*  
2 Maumee Valley HPDE at Grattan  
7-9 Gingerman Club Race  
12 Board Meeting  
13 Harbor Springs Car Festival  
15 Woodward Dream Cruise\*  
23 Annual Picnic

SEPTEMBER

2 Board Meeting  
3 DE Waterford Hills  
12 Ladies Only Drive  
20 Drive Your Porsche Day

OCTOBER

7 Board Meeting  
18 Fall Color Tour

NOVEMBER

4 Board Meeting & Calendar  
Planning  
TBD All Membership Dinner

DECEMBER

2 Board Meeting  
5 Holiday Party

*\* Not a club sponsored event*

BOARD MEETINGS

Board meetings are typically held on the first Wednesday of the month at various locations; when the Board meets at a Porsche dealership, the meeting is moved to Thursday for that month, to coincide with the dealership’s hours.

The site of the July and August Board meetings is yet to be determined. Contact any Board member if you wish to attend.



She’s Flying!



BY MIRANDA CHRISTEN

Thank you to all of you who attended Family Day, the Spring Tour, as well as the May and June HPDE events! Your participation really makes events great! Family Day was successful and many kids from the Jo Brighton program were able to ride around the track and enjoy themselves! One of our very own, Merritt Scott Collins, took first place in her race. All of her pre-race knitting must have helped her relax and focus to get her photo finish.

Progressive Dinner RSVP’s are due by July 5th, so make sure to contact Carlos and Victoria Carmona if you’d like to attend. This event is a great time to meet new members, old members, and drive your Porsche to enjoy excellent food.

Make sure to get your registration in, and reservations made for the Club Race in August. I cannot stress enough how impor-

surprise, Gretus Hoogestraat received the award for “2014 Regional Rookie Driver of the Year.” We are so happy that one of our members was recognized for his accomplishments by the region!

Ever wonder what it’s like at an HPDE event? An event like this takes lots of planning on the chairman’s part, as well as the driver’s part. Between insurance, reserving the track, lining up registration forms, and making sure there are enough instructors, there is a lot to do! The days always start bright and early with a light breakfast, track walk, and driver meeting. From their, instructors go out and inspect their students’ car and make sure it is safe for the day. After that, there is always a group on the track.

There are 4 run groups at these events. Green (beginner), Yellow (intermediate), Blue (advanced), and Red (instructors). Green and Yellow rotate between class instruction and the track, with

time in between to mingle and talk shop with other attendees. Classroom instruction allows Michael Eblenkamp to teach drivers the best lines, braking points, and tricks of the track. Waterford Hills is a nice little track with different learning points for drivers.

After the first round of track time, drivers, instructors and course workers all come together for a moment of relaxation at lunch, and then it’s back to the track to try and perfect your lines. Everyone that I’ve met at the track and has been very friendly and willing to help. Whether it’s a car fix, or track help, there’s always someone willing to jump in and help out! All the instructors at the track volunteer their time, and have been literally running their butts off to get from car to car since we have so many drivers this year. They all deserve a big round of applause for all the great work they do, on and off the track.

I suggest that if you’re interested in driving, but not quite sure if it’s for you, come out and see what it’s all about. Waterford Hills Road Racing Course is a great place to get acquainted with members and track driving. Come out to an event to watch, or drive, and you’re sure not to be disappointed!

Have you attended an event and had a great time? Tell me about it! We are always open to new P4 contributors and would love to hear from you. Also take a moment to visit Sempca.org and explore all the club has to offer, register for HPDEs, and find tips for your Porsche. See you this summer!



tant it is to take care of this weekend early! There are a couple festivals also going on the same weekend, so if any family or friends would like to join this could be a great opportunity to explore Grand Haven too!

The HPDE days are always fun, and we had decent weather for both. Let’s hope that mother nature keeps this up for the Club Race next month. We had some new drivers, many seasoned drivers, and our excellent instructors take the track. The May HPDE event was so well attended that we almost didn’t have enough helmets for our drivers! During the driver’s meeting, to his great

Join SEM/PCA and  
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# 2015 City of Wyandotte July 4th Parade

SATURDAY, JULY 4, 2015 AT 9:00 AM

For more information please contact:

Event Chair Gretus Hoogestraat

gretus@nine11.de or 248 • 670 • 1761

## Drive With Spirit!



BY HOWARD GILSON

I want to start by thanking Greg Gallagher and all who came out to attend the Spring Tour event. If you joined us, you know we had a little issue with the weather and it felt more like a fall tour. Lucky, I had my winter gloves in my Boxster, which made a few people wish they had theirs. Fortunately, most had dressed for the weather. Greg did another great job with the driving tour. Dinner at Bravo was fantastic and gave new and longtime members ample opportunities to get acquainted.

Once again, this year's Detroit Grand Prix was another superb performance by the Alex Job Racing Team. Last year they came to our shop to prep their Porsche 991 GT America's before the Indianapolis race. That allowed us to see firsthand all the behind the scenes efforts involved in the preparation, setup and running of these amazing factory built race cars.

This year's GT race was just as exciting as last year's, but this year the #23 Team Seattle/Alex Job Racing car came first in class and the #22 WeatherTech Porsche came in fourth. With the addition of rain, there was plenty of action on the track. Most of the Porsche club members who came out to enjoy the race were seated in grandstand 2, located at turn one, just past the start finish line.

With about three laps to the finish, the rain started again, which was a problem because all of the cars were on slick tires. The #58 Brumo's Porsche hit the wall at turn one hard enough that he wasn't going anywhere. At this point a safety truck pulled out to block the #58 from being hit by another race car. The problem was that the safety truck was not in a safe place either. As race cars passed the safety truck, you could feel the tension of everyone in the grandstand because race cars were coming close to it.

At the checkered flag, a member of the safety crew got out of the truck to help the stranded driver in #58. This is when the Aston Martin—on slicks—locked up in the rainwater on the track and hit the wall, sending it hurtling towards the rear of the safety truck. The safety truck went three feet in the air as the corner worker tried to jump out of the way. Everyone in the grandstand got up and that's when two more cars hit the wall and piled up behind the safety truck. It was very sad to see that the Alex Job Racing #22 WeatherTech 911 was the second car to hit the wall and end up behind the Aston Martin.

One of the corner workers was seriously injured. We wish them a fast and complete recovery.

Alex Job Racing also announced at the Detroit Grand Prix that they have ordered two new 911 GT cars for 2016.

According to Porsche: *Based on the Porsche 911 GT3 RS production sports car, the purpose-built 911 GT3 R develops more than 500 horsepower. Special attention has been paid to lightweight design, better aerodynamic efficiency, reducing consumption, improving handling and further optimizing safety as well as lowering service and spare parts costs with the car.*

*Adopted from its production sibling, the 911 GT3 R features the distinctive double-bubble roof and the lengthened wheelbase, when compared to the previous generation 911 road-going car. This helps balancing weight distribution and helps create predictable handling particularly in fast corners in comparison to the preceding GT3 R. By applying systematic lightweight solutions for the body, add-on parts, and suspension, the engineers significantly optimized the center of gravity position of the GT3 R compared to the earlier model. The lightweight body design of the 911 GT3 RS production sports car featuring intelligent aluminum-steel composite construction has proven to be the ideal basis for the race car. The roof, front cover and fairing, wheel arches, doors, side and tail sections as well as the rear cover are made of particularly light carbon-fiber composite material (CFRP). All windows—and for the first time even the windshield—consist of polycarbonate.*

*Powering the new 911 GT3 R is a cutting-edge four-liter flat-six unit which is mainly identical to the high-performance production engine of the road-legal 911 GT3 RS. Direct Fuel Injection as well as variable valve timing technology ensure the optimized use of fuel. Moreover, the normally aspirated engine offers significantly better drivability and a broader usable rev range. Power from the rear engine is transferred to the 12.2-inch rear wheels via a Porsche sequential six-speed constant-mesh gearbox. As in the GT road-going models of the 911, the driver changes gears via shift paddles conveniently positioned on the steering wheel. (Information provided & sourced by [motorsport.com](http://motorsport.com))*

I wasn't able to attend the Waterford Hills Family day at the races, but I was told it was well attended and everyone had a great time. Club members gave rides to our friends from Jo Brighten Special Olympics during parade laps. I heard they were talking about it the next day.

If you missed this event, join us at the club driver's education sessions or another social driving event. In July, we have the always-popular Progressive Dinner on the 11th and Autobahn Night on the 24th, which is the Friday before the Concours of the Americas at St. John. Our next DE is August 7 and 8, in conjunction with the Club Race weekend at GingerMan. Be sure to register early; these events have limited capacity and tend to sell out.

You probably know that the Porsche 919 hybrids captured first and second overall at the 24 Hours of Le Mans, run on June 13 and 14th. In only their second year of competition, the Porsche prototypes managed to snap Audi's five year winning streak in what is arguably the world's premiere sports car race.

By the time you read this I will have attended the 60th Anniversary Porsche Parade. I am eager to return to French Lick, IN. I went there with the 356 club during one of the East Coast Holidays. I will have a write up on Parade next month. Until then, Drive With Spirit!

## The SEM/PCA Annual Progressive Dinner

Saturday, July 11, 2015

Cost: \$ 30/ person

We will wind our way through interesting roads in the northwestern/western suburbs as we move through the traditional three stops – appetizers, main course and dessert – and enjoy this automotive moveable feast. As usual, the Club will provide the entrée and soft drinks.

Participants will be assigned a dish to pass.



**You must register by Sunday, July 5<sup>th</sup> 2015.**  
**This event cannot accommodate walk-ins!**

To register, get the starting location and time plus your assigned “dish to pass” please contact Event Chairs Carlos & Veronica Carmona

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## Autobahn Night - Concours of America at St. Johns

FRIDAY JULY 24

Mark your calendar for the Autobahn Night at Concours of America at St. Johns, held on Friday, July 24th from 6-10PM in the parking lot in front of the St. John's Hotel, 44045 5 Mile Rd, Plymouth Township, MI 48170.

Join German Car Clubs and enthusiasts for a WUNDERBAR evening including food, music, along with People's Choice awards while meeting new friends and connecting with old ones. Cost is just \$15 to show your vehicle, and you can sign up at: [www.concoursusa.org](http://www.concoursusa.org)

Get your Autobahn Cruiser buffed and polished, and come help celebrate legendary German automotive engineering with an evening of fun and camaraderie. Space is limited, so early sign up is encouraged.

## SEM/PCA 60th Anniversary Committee

In 2018 SEM/PCA will celebrate our 60th anniversary as a region of PCA. As with our 50th anniversary, we will want to mark the occasion with a special event. We would like to form a committee now and start the process early, to investigate budgets, speakers, venues, etc.

Interested persons should contact  
SEM/PCA President Howard Gilson:

[hgilson@gilsonmotorsports.com](mailto:hgilson@gilsonmotorsports.com)

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# SEM/PCA Driver's Education Program

Friday & Saturday August 7 and 8 2015

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**Big?** The 36 foot wide track is 2.14 miles long, with 11 corners, situated on a 350-acre site.

**Wide open?** With no ditches, utility poles, trees, etc. there's plenty of run off space. GingerMan is considered to be among the safest road courses in the nation.

This is your opportunity to take your driving skills to the next level.



For more information on GingerMan, please see the track website at:

[www.gingermanraceway.com](http://www.gingermanraceway.com)

To register for this two day DE, please go to [www.Clubregistration.net](http://www.Clubregistration.net)

For further information on the SEM/ PCA Driver's Education Program or to find forms you'll need, please go to our website, [www.sempca.org](http://www.sempca.org) and click on the Driver's Education box.

For more information, please contact:

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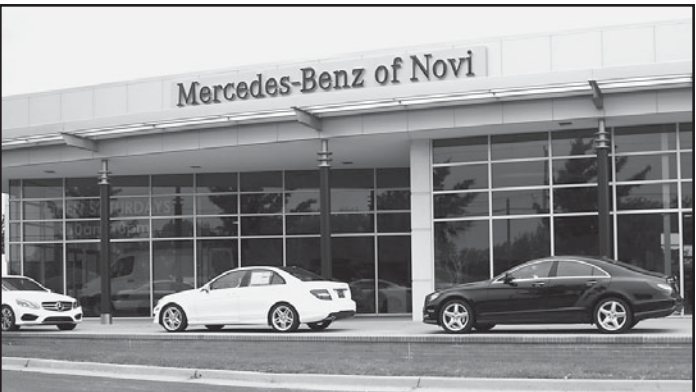
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# RECAP 2015 Spring Tour

STORY & PHOTOS BY **GREG GALLAGHER**

PHOTOS BY GRETUS HOOGESTRAAT



Spring Tour drivers gather for a quick briefing before the drive

I'm not sure what I have done to upset the weather Gods lately but I am now 0 for 2 with event weather! Thankfully, our members are a hearty group and were not going to let a little (or a lot of!) rain, wind, and cold prevent them from enjoying their Porsches for an afternoon of spirited driving. As I stood shivering alone in the parking lot of the Vista Tech Center, I was gradually warmed by the sight of Carreras, Boxsters, and 944s slowly filling in around me. In no time it was clear that we were going to have a robust turn-out after all!

With soggy drivers briefed and soggy waivers signed, we were off on our way towards Ann Arbor and the promise of a break in the weather. Miraculously, the rain ceased and for the next two hours we experienced drying pavement, and little traffic, as we carved up the twisty and undulating back

roads north of Ann Arbor and the Pinkney Recreation Area.

With the route safely navigated by everyone, we gathered at Bravo Cucina Italiana where a cozy private room was set for us. The staff at Bravo was friendly and efficient and soon we were all enjoying delicious food and the warmth of good conversation and friendship.

Thanks to all who decided to brave the elements and make this a memorable afternoon and evening of driving, food, and camaraderie. This is truly what makes our club so great.

**MORE PHOTOS ON PAGE 16**

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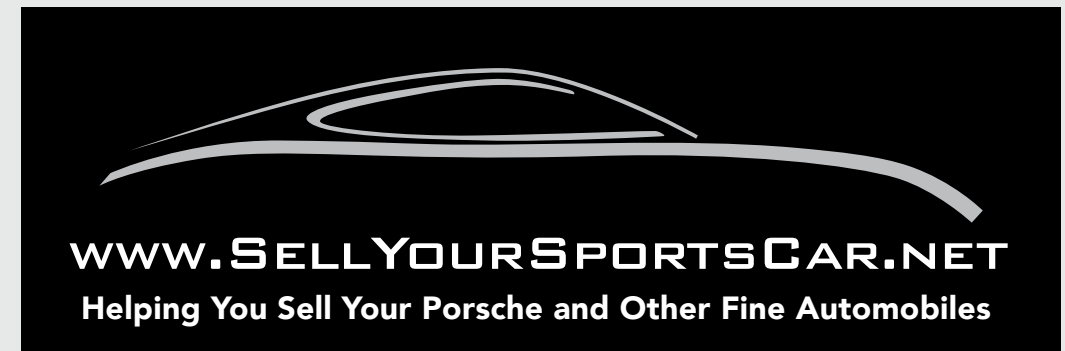
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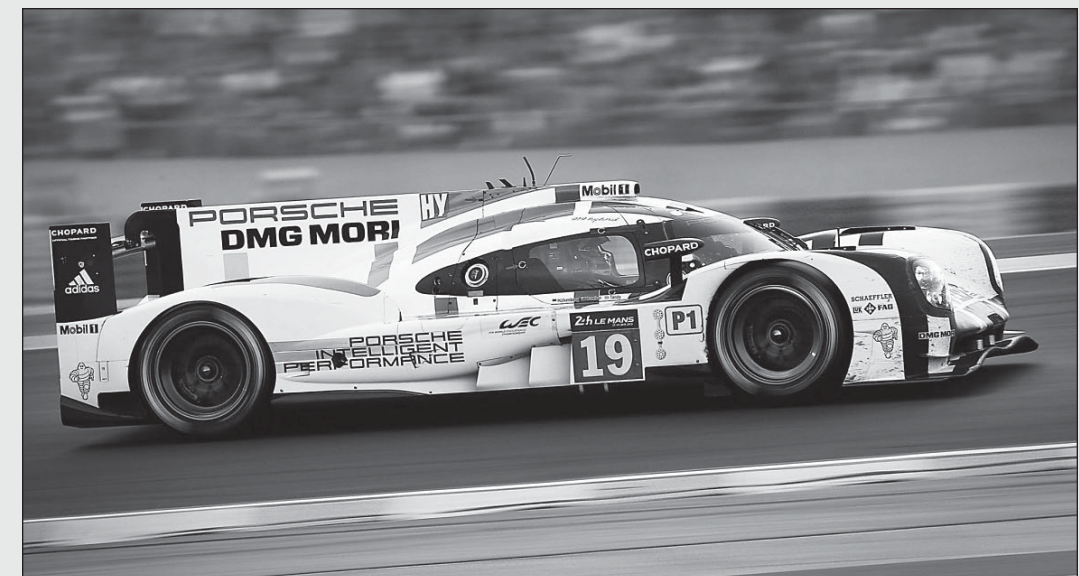
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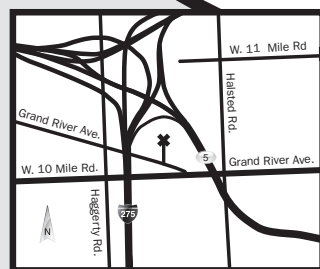
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## IN THE SHARK TANK

# The Wheels on the Porsche Go Round and Round

STORY & PHOTOS BY **ANDREW OLSON**

One of the challenges of having an older car is to keep it looking relevant. Another challenge is finding tires that can cope with the speeds capable of a bygone supercar. Which brings us to the topic of wheels or rims.

There are a number of general things to consider when looking at wheels beyond just the looks. Obviously they need to fit. But what does that mean? Most modern Porsches use the same bolt pattern (5 x 130mm), so even though you can usually bolt on a set from one car to the other, there are differences that you need to be aware of that can really change the driving experience if you're not careful.

Offset. Offset or sometimes called backspacing is the distance from the centerline of the wheel to the mounting surface on the wheel. Porsche wheels generally say ET, which stands for *Einpresstiefe* which translates as "insertion depth." What this means is how far in or out the wheel is protruding. But it's backwards in the sense that a high ET means there is a greater distance from the centerline to the mounting surface. In other words, the bigger the ET, the further in the wheel will sit—the smaller the ET, the further out it will sit.

Why is offset such a big deal? If the offset is wrong, your tires and wheels may rub on the fenders or suspension parts. So it's important to do your research to find out what the proper offset is for your car.

Wheel width. Wheel width is also inter-related with offset, because offset is determined from the centerline of the wheel and does not take wheel width into consideration. For example, if you have an 8" wide wheel and a 10" wheel and they both have an offset of 25mm (1 inch), the 8" wheel's face will be roughly 3 inches from the mounting surface of the hub ( $8''/2 - 1'' = 3''$ ). However, the 10" wheel's face will sit 4 inches from the hub ( $10''/2 - 1'' = 4''$ ). So you can see how offset and rim width can dramatically affect how a wheel will fit on a car.

Wheel diameter. Wheel diameter generally does not affect the wheel's position in the wheel well. Except that you need to ensure that the wheel will have sufficient clearance for the caliper and pos-

sibly suspension components. The other major concern with wheel diameter is tire availability. The available selection for tires that will fit 16" and 17" diameter wheels has steadily dwindled as the industry has moved to 18", 19", 20" and larger diameter wheels.

So let's take all this information and consider the optimal wheel size for a 928. Early 928's came from the factory with a 15" "phone dial" wheel, and had an option for a 16" version as well. All 4 wheels were the same size and generally had ET67 – and were generally 7" wide wheel. Factory tires were generally a 205/50 15 or 16, but you could run up to a 225.

Later cars went to a staggered stance with an 8"x16" wheel in the front and 9"x16" in the rear. The GTS saw the same staggered setup, but wheel diameters increased to 17".

The key to selecting a wheel that will fit the 928 is getting the correct offset. Assuming an 8" wheel in the front, it is generally

recommend having an offset of at least 55mm. This is for 2 reasons: 1) it maintains the handling characteristics of the 928, 2) it keeps the wheel/tire from rubbing on the fender. I have seen people run as low as an ET50 on the front, but the handling does suffer. For rear wheels, there are many more options and offset does not seem to be as much of a constraint.

Today, there are a number of modern wheels that fit the 928 that can also update its looks. One of the more popular wheels is the Carrera III. These are 18" wheels that came in two flavors. All

had 8" front wheels with ET57 (Perfect for a 928) but the rears came in "Narrow body" which meant a 10" wheel with a 58ET; and the "Wide body" which meant an 11" wheel with a 51ET.

The narrow body fits perfectly on the 928 and you can run a 275 tire without issue. Some have even run a 295, but depending on the year of your 928, it could cause some rubbing. The wide body wheel is what I personally run and it's very tight. Despite having to roll the rear fenders to get the wheels to tuck in, they do look spectacular.

There are other Porsche wheels that will fit the 928, just be

(continued on page 27)



Here's a good view of why offsets are so important. You can see on my GT how the wheels just tuck in



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## In The Shark Tank *(continued from page 25)*

sure to do your research and follow the main rule of getting front wheels with at least a 55ET if not higher.

Go to HELL! August 1st we will have our 9th annual Sharks in Hell event. This event is held ½ west of Hell, MI at 1439 Patterson Lake Road. All makes and models are welcome (not just 928s). Bring your kids and spouses. There's plenty to do including swimming, fishing, and more. We ask that you bring a dish to pass

if you want to stay for food. Things start at 10AM and go until the following day.

Also, join the 928 crew for our monthly beer night. We hold it on the second Wednesday of each month from 7 to 10 PM at Sneakers Pub located at 22628 Woodward Ave Ferndale, MI 48220. If you would like to get on the 928 mailing list, drop me a line at [andrew-molson@yahoo.com](mailto:andrew-molson@yahoo.com) or call/text me at 734-837-7908.



Here's an 1986 928 with Fikse FM10's. They look great, but you'll need to spend a lot of time keeping them clean.j



Here's an early 928 with a set of 16 inch phone dials. These are still a timeless design in my opinion



This is my GT with wide body Carrera III wheels



This is my 1991 928 GT with 17 inch Carrera 1 wheels. I've since changed



Porsche 928 with Carrera lightweight wheels looks great, but you better make sure that brake caliper is clean

# *RECAP* **Family Day at Waterford Hills Raceway**

STORY & PHOTOS BY **ISAAC COHEN**

PHOTOS BY DARREL ELLIS, SUSAN BUHAY, AND MIRANDA CHRISTEN



*Isaac Cohen (passenger), Michael Cohen (driver) and Josh Cohen (backseat driver) ready to race around the track during the parade laps*

**H**i. My name is Isaac Cohen and I am nine years old. On Sunday, June 7, my grandfather, Michael Cohen, took me and my dad, Josh Cohen, to Family Day at Waterford Hills. We drove to the race track in Grandpa Michael's silver Porsche 996 cabriolet. I asked him if I could shift the gears, but he said I had to sit in the back seat.

After my grandpa paid at the entrance, we drove in and then took a left and parked on a hill between turns two and four with lots of other Porsches. Fred Young directed us to our parking space. Then we walked to the fence and watched a race that was in progress. Grandpa Michael saw a lot of SEM/PCA members and introduced them to me and Dad. They included Gretus Hoogestraat, Greg Gallagher and his daughter Meg, Tom Fielitz, Lisa Molson, Miranda Christen and some guy named Chipmunk (Chris Braden).

Then the fun began. Tony Mac drove his BMW M3 race car up to the hill so people could see his car and he let me sit in the driver's seat. That was cool! Later, Merritt Scott Collins brought

her Porsche 924 race car to the hill, and she let me sit in it too! And guess what—both of them won their races! In fact, Tony set a track record for class T1, turning a 1:11 lap time.

At lunch time, we drove parade laps around the track. That was fun! Grandpa Michael put the top down and sitting in the back seat, I would throw my arms in the air and feel the air rush by. It was really neat except there were two problems: Every time Grandpa Michael stepped on the gas and floored it, my head would hit the hard cover that went over the convertible top. The other problem was the car in front of us was slow and I wanted to go faster.

It was cool seeing all the different race cars—so many kinds, so many colors and so much noise. I thought my eardrums would pop from the loudest ones. It was neat to be able to stand by the fence or sit in the grandstands at Hilltop and be so close to the cars and the action. The coolest part was when the race cars would slow down for turn four and turn left to go up to Hilltop. Some of

*(continued on page 31)*

STORY BY **TOM FIELITZ**

**Y**ou really can't talk about the visual and performance features of a car without recognizing the wheels. A set of wheels can make or break the marketability of a car. The wrong set of wheels can overshadow other positive aspects of a car.

The first set of car wheels were wooden spokes with iron tires, the design an exact copy of what was used on horse-drawn wagons. Even after rubber tires were invented, they were still mounted on wooden spoke wheels. Some exotic cars were said to have artillery carriage spoke wheels. Perhaps those were the first premium or aftermarket car wheels. And if you thought your multi piece wheels are high tech, consider that all wheels originally had a detachable rim to facilitate tire changes. Tire changes would occur often with primitive rubber tires and roads far more rotten than even our current roads. Perhaps we have not progressed as far as we thought.

Wood spoke wheels ultimately gave way to steel because of their cheaper manufacture and longevity, only partly for style. The more expensive the car, the fancier the wheel and so it still goes today. Porsches were no exceptions to that trend. The very first cars designed by Ferdinand Porsche had wooden spoke wheels. But by the time of the 356, steel was in. The original 356 did not have the wheels you might expect. The original wheels were 16-inch diameter but only 3½ inch wide. That matched the dimensions of the available tires of that time. As tire technology changed, the wheels changed to meet the specifications of the engineers.

Wheel styles changed from a very wide bolt circles to smaller circles to today's center lock single wheel fasteners. Again, if you think that technology is exotic, just look back at how the original wood spoke wheels were fastened. The wheels used to have cooling slots in the lug nut covers or hub caps. The trend for exotic cars was bright chrome wheels to accent the bright chrome accents of the rest of the car. Chrome steel wheels were a popular Porsche option for decades. Car racing evolved to promote the marketing of cars which carried some aspects of the race car over to the street models. The most visual racing carry over was the wheel, but the exotic metals of race wheels were not always practical for street applications. Tire manufacturers also started to adapt their race tire designs for street use. Soon, the wheel dimensions were changed radically, starting with the wide rim with small diameter and then to increasing larger diameters and narrower rims. The large diameter tire put down a bigger contact footprint while the narrow rim limited the aero drag of the tire and didn't require the large, air-obstructing fenders.

Perhaps the biggest shift in wheel design was the introduction of cast alloy wheels. Of course, this had a profound impact on the

steel wheel manufacturing industry. At first, the styled stamped steel wheel was a performance statement at a reasonable cost. As the cost of materials and manufacture of cast alloy came down, the styled steel wheel became less desirable. But steel wheels, often with a plastic wheel cover that mimicked an alloy wheel, still appear on more economical cars. With cast alloy wheels, wheel surface treatments became a fashion statement. The alloy surface often had to have corrosion protection which was usually paint or anodizing. When Porsche released the earliest 911 with the now-ubiquitous five spoke wheels, the surfaces looked polished but were in fact an anodized coating that could be damaged by harsh cleaning solutions. Another popular option was to chrome plate the alloy wheel which would seem to defeat the objectives of a light wheel for the sake of high style. Painted alloy wheels offered a style compromise and opened up a wide palette of matching and contrasting wheel colors, especially by the German manufacturers. The current trend of black painted wheels would seem to mask wheel design but is in fact a style statement. I am still waiting for the flat-finished painted wheel to match flat car finishes. Wheel spoke design has shifted from the impossible to keep clean wire wheel effect to wide open four or five spoke models.

The biggest impact of high styled wheels is in aftermarket wheel replacement. For decades, the manufacturer dictated the sizes and styles of wheels. Wheel designs were most often styled by the manufacturer to define a segment of the car market. Luxury cars had highly-styled wheels. Performance cars had light weight wheels of larger than standard dimension both in width and diameter. To meet customer needs for unique styled wheels, the aftermarket wheel makers started to offer a wide array of styles and sizes. Digital machine tools made it possible to create one-off custom made wheels. Tire manufacturers were matching wheel demands with limited production tires of previously unheard-of dimensions. A 24-inch diameter wheel with a very low aspect ratio tire presents a funhouse mirror image of a car wheel that once again resembles the original wagon wheel with steel tire.

There is no doubt that car owners have an unprecedented opportunity to make personalized statements through a wheel choice. With aftermarket competition, the car manufacturer has been forced to offer more wheel choices and to look at market demand in their wheel designs.



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## Family Day (continued from page 28)



*SEMPCA members taking over the parade laps at Waterford Hills Family Day!*

the cars would be on three wheels and their left rear wheel would be off the ground and stop spinning because the driver had his foot on the brake pedal. I also liked seeing some of the cars drift and there was some really close racing. I took lots of pictures and movies with Dad's cell phone.

When we left the track after seeing all of the races, I really

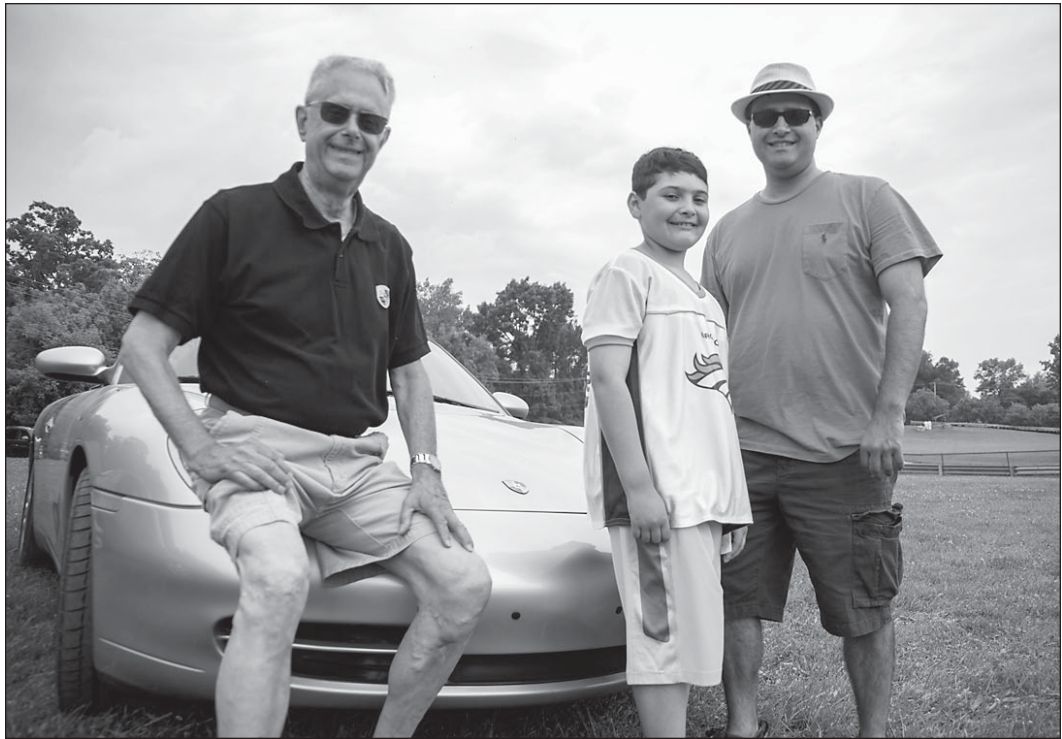
wanted to drive a go kart. I asked Grandpa Michael and Dad if we could go karting. I never drove one but I really wanted to try. Dad googled "go kart tracks" and found one on the way home. Each of us raced for six laps. Dad was fastest, but I was really good.

This was a really, really fun day!!

*(continued on page 32)*



*Special Olympic Athlete Kevin Conway riding with Lauri Mauthe exiting the track after a fun ride*



Michael, Isaac and Josh Cohen looking cool at the track



A teaching moment for SEMPCA member Greg Gallagher and daughter Meg



Special Olympic Athlete Kevin Conway sitting in the driver's seat of Lari Mauthe's Porsche



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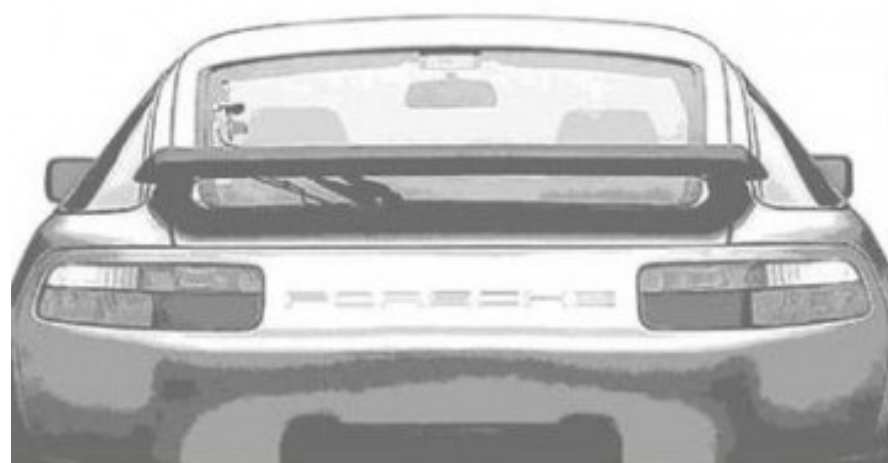
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BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

*Greetings PCA Zone 4 Members,*

PCA strongly encourages the regions to give back to their communities. I am proud to say that in Zone 4 many regions hold high profile events that raise a great deal of money for worthy causes. A number of these events are car shows that are appealing to members from any region and fun for the entire family. In June, CIR hosted CruZionsville benefitting the Alzheimer's Association and Zone 4 sponsored the Red Brick Reunion in Oxford, OH, which supports the American Cancer Society. This month is ARPCA's PVGP (Pittsburgh Vintage Grand Prix) in Schenley Park which assists the Autism Society of Pittsburgh and the Allegheny Valley School. Also this month is P2O (Porsches to Ohio) in Granville, which supports a number of Mid-Ohio region's local charities. In October, Ohio Valley Region will host Rallye Porsche Mariemont benefitting local charities.

In addition to all of the large car shows, there are other ways that Zone 4 regions can make significant contributions. Many regions give back by collecting money and goods for local food banks and meal programs. Southeast Michigan region supports the Jo Brighton Special Olympics program and is making a substantial difference. And Michiana region is one of the sponsors of School Supply Give Away of Gary that assists over 1300 students annually.

Along with fundraising, PCA members also donate their time and effort in order to help make a difference in the community. Nationally, PCA has partnered with Tire Rack Street Survival, a program that teaches car control skills to teens to provide them with the tools to become safer and smarter drivers. I have always been a strong advocate of the Tire Rack Street Survival program and have been promoting it at the Presidents' Meetings. I am very pleased to see a positive response from the regions over the past few years. The initiative has been quite successful as this year our Zone is scheduled to hold 5 Street Survival Schools, the most within PCA.

People that take the time to give of themselves and volunteer for these worthy causes are just a few more ways that I find the PCA motto to be true. It's Not Just the Cars, It's the People.

Be sure to check your local region's website and newsletter, as well as the Zone 4 website <http://zone4.pca.org> for the latest details on the many events close to you that are being planned. Also, consider attending other regions' events, such as:

- **Ohio Valley and Central Indiana Regions'** Club Race and DE at Putnam Park is July 10-12
- On July 11, join **Michiana Region** members at the Duetsche Marques Car Show at the Gilmore Car Museum

- **Southeast Michigan Region's** Progressive Dinner is July 11
- July 14 is **Motor-Stadt Region's** People, Porsches, and Pizza at Spagnuolo's in Okemos
- Attend the PVGP in Schenley Park with **Allegheny Region** July 18-19
- July 19 is **Northern Ohio Region's** Autocross at Lakeland Community College in Kirtland
- July 21 is **Rally Sport Region's** DE at Grattan
- Autobahn Night at the Concours d'Elegance of America –St. John's is July 24
- **Mid-Ohio Region's** P2O "Casual Car Show" in Granville, OH is July 24-26
- On August 1, Join **Western Michigan Region** at the Gilmore Car Museum for the Red Barn Spectacular
- **Maumee Valley Region's** DE at Grattan Raceway is August 1-2

I look forward to having the opportunity of meeting each and every one of you as I visit each region throughout the year. 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

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**Jo Brighton Special Olympics**

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Wyandotte, MI 48192  
Maggie Gibson, Local Coordinator  
Work 734- 759-6340  
cell 734-626-3600

Southeastern Michigan Region  
Porsche Club of America  
5445 Hickory Ridge Rd.  
Holly, MI 48442  
June 9, 2015

Dear Ladies and Gentlemen,

And the gift keeps giving!

Thank you again for your donation last December to our Special Olympians here at Jo Brighton Center. Among other things, we were able to purchase new hockey helmets for our 2 Poly Hockey (floor hockey) teams.

A little story --- We have two coaches that moved up north Michigan last year with their grandson, who has Down Syndrome. They were visiting our school in May and were proud to tell me that they were starting a Poly Hockey team for their area.

Because of your donation we have been able to -- **Pay it Forward**. We gave them our old hockey helmets until they have an opportunity to get new ones for their team. This is required equipment to play this sport and they will be able to start their season this fall. The Porsche Club helped not one, but two, Special Olympics Teams in the State of Michigan with your donation.

We are so thrilled to help another team. And we wanted to share that joy with you!!!

Sincerely,  
Maggie Gibson  
Jo Brighton Special Olympics Coordinator

**SEM Board Minutes** (6/3/15) by Fred Young

In attendance: Board Members: Howard Gilson, John Keilly, Gretus Hoogestraat, Fred Young, Marc Molzon, Patti Door and Walter Crump. Officers: Leo Wanstreet, Steve Carbary and Erik Ohrnberger. Absent with notice: Michael Cohen, Greg Gallagher and Miranda Christen. Guest: Chris Braden

**Call to Order:** 7:00 PM by President Howard Gilson

**Minutes:** Motion to approve by P.D. and J.K. Motion passed.

**Membership:** No report.

**Financial:** Leo Wanstreet – Everything looks goods. The national dues rebate is late. Track DE’s experienced a slight decline in revenue due to hand-books being printed and the added costs of box lunches. Motion to approve by J.K. Seconded by W.C. Motion passed.

**Insurance:**Greg Gallagher – Everything is taken care of. A question arose as to the need for insurance for the French Lick caravan.

**P-4:** John Keilly – The submission date for articles is now the 10th of the month.

**OLD BUSINESS:**

**May 9: Driver Education:** Marc Molzon–We had a maximum attendance of 50 students resulting in a great turnout. We have more club members and beginners. The DE classroom sessions seemed to have helped spark enthusiasm. Friday DE’s were also discussed. The box lunches were well received. The new tech forms need to be used in the future events.

**May 16: Street Survival School:** Marc Molzon – The event went very well with 23 students. Instructors were on a one to one basis with the students. There were no incidents and a good turnout of volunteers. The school received high marks from the class.

**May 31: Spring Tour:** Howard Gilson – The event was well attended in spite of the bad weather. Mostly newer cars showed up because of the inclement weather. The dining room was full with splendid food served.

**June 7: Waterford Family Day:** Fred Young – Looking forward to good weather and a fun Sunday at Waterford Hills Road Race Track. G.H. motioned that we pay for the Jo Brighton attendees. Seconded by W.C. Motion passed.

**June 11: Driver Education:** Marc Molzon – More instructors are needed for the event.

**June 21-27: Porsche Parade:** Gretus Hoogestraat – Caravan has 10 cars signed up so far.

**July 11 Progressive Dinner:** John Keilly – Maximum attendance is 50 guests. Supplies are to be ordered and a price determined. An e-blast will be sent out.

**August 7-9 Club Race:** Marc Molzon – Ads for the club race are to be posted soon. Meal tickets will be \$20.00. We also have a tire sponsor but are looking for more sponsorships.

**August 23 Club Picnic:** Fred Young & Patti Door–Hot boxes for the food have been purchased. Don Kleist will do ribs and Patti Door will do the chicken. Participants will bring a dish to pass.

**September 12: Ladies Drive:** Patti Door – All set.

**September 20: Drive your Porsche Day:** Howard Gilson – A restaurant has been sampled for the tour.

**Event Sponsorship Report:** Tabled to next meeting

**Charities:** Gretus Hoogestraat – We received a beautiful plaque from the Jo Brighton Foundation for the support from the club.

**Web site:** Erik Ohrnberger – New articles and videos are needed to keep the website fresh. Facebook is being used as a tool to keep up with events.

**Goodie Store: No report**

**Event reports:** Needed for Spring Tour and Street Survival.

**NEW BUSINESS:**

**Chris Braden** of Munk’s Motors presented a report and feedback from Devil’s in the Details.He also mentioned Ron Pruette of Woodward Warehouse would like to put on a future event featuring early 911 Porsches. Turbo Concepts is also interested in a fall tech session.

Meeting adjourned at 8:45 PM – Moved by J.K. seconded by G.H. Motion passed.

**Refreshments and Locations:** July: Gilson Motorsports –Patti Door



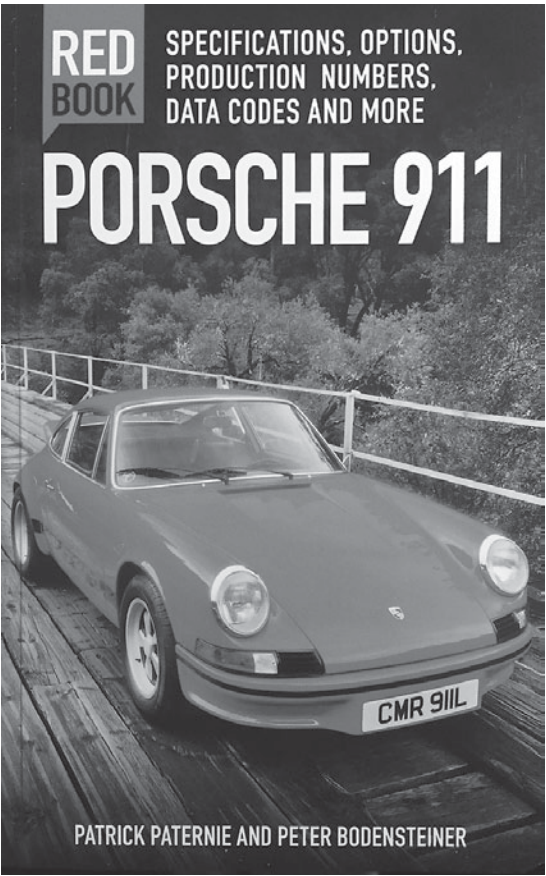
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Thanks to the club discount program, you can receive the Porsche 911 Red Book for \$12.50 (retail price \$24.99). Interested in ordering? Contact Michael Cohen at fastkarz2@aol.com.

ASK THE Master Cylinder

These questions and answers are based on actual events. Please e-mail your questions to the P4 editor (mjchrist30@gmail.com). They will be forwarded to the MC and answered in the next issue.

The advice presented in this column is based on the expertise of the author alone. There may be other approaches to the issues described. SEM/PCA does not endorse any specific approach to a vehicle problem.



BY CHRIS BRADEN, TECHNICAL EDITOR

Q: I own a 2002 Carrera. I was shocked to see the cords of tire carcass showing on the inside of my rear tires. The fronts were fine but the rears were past bald and on their way to blowout. I only drove about 5,000 miles on those tires. The car drove fine, so why was the tire wear so lousy? My technician suggested an alignment adjustment to more “neutral settings” during an alignment. I drive the car on the street, not the track, so better tire wear appeals to me. Can the alignment be done at one of the major tires retailers at a lower price? What do you suggest? —Mark

A: In all of these cars I have inspected over the years, not one of them was aligned for the best tire wear. Virtually all of them had camber angles in the rear that were close to the maximum. For handling this is great and in a race car you want more negative camber, but you will burn up tires, especially those 11” wide Pirellis.

Negative camber is the inward tilt of the rear wheels. A Porsche corners like it is on rails due to the design of its suspension and negative camber. To an alignment technician, resetting the camber is a normal part of a quality alignment. That is not the only thing measured and adjusted, however. The beauty of the Porsche design is that almost all adjustments are available to make the car do what ever you need, alignment wise. Optimal street settings do not work as well on the track. To some Porsche drivers, two alignment settings are preferable with one setting for the street and one for the track, although that can get expensive if you are paying for it every time. There are ways to index both settings so you can adjust the car back where you want it yourself. Setting the rear camber more neutral with the wheel more upright, will improve your tire wear and if you do not plan to take it to the track, it will drive fine.

To answer your question about a tire store alignment, most tire retailers have excellent equipment and a dedicated staff. The first challenge is to know how you want your car aligned and, secondly, finding a technician who can do it and will put in the effort to make it so. Alignments that are done to a price point, rather than to a quality standard, force a technician to make choices. How much time will he spend on your car knowing that, if the job is rated one hour, that’s all he will be paid? That depends on the individual tech. Standard alignments are expected to be within a “specified range” not to the manufacturers’ specifications. You will sometimes receive a printed form that is color coded so that you know the alignment which was done is “in the green.” That should be fine for most cars and drivers. To get a Porsche aligned perfectly requires a technician to get the settings to the exact specifications, not just in the green. Do you want it to be close or do you want it to spec? —MC

Q: My 1986 Carrera Turbo is really getting hard to shift both in effort and in accuracy. What do you recommend? —Ron

A: Proper shift function involves three separate systems working well together; the transmission, the clutch, and the shift mechanism. So start at the beginning: Has the transmission oil been checked? If it is over five years old, I suggest that it be changed. Please also note that it’s critical your car has the correct type of gear lube. If you want it work right, you have to use the right spec oil. Additives can sometimes improve function of old loose gearboxes as well.

The clutch must disengage properly. The pedal should have a certain amount of free play and it should be relatively easy to push down with three distinct phases of pedal operation. As you begin to push the pedal down it will be initially a bit loose and sloppy, it will tighten up as you reach the “friction point” and then as you get past the mid range operation, it should become a bit easier moving toward the bottom of the pedal’s travel. This sensation may be difficult to describe so I suggest that you ask to compare pedal feel with other Porsche owners at a social event to notice the difference. If your intuition tells you that the clutch is not working right, have it checked. You may be right. The earlier cars have a number of clutch adjustment factors that play an important role in both basic clutch function and also in pedal feel. There are also bushings, levers, and a couple springs involved in pedal feel and effort. They wear, break, bind, and are often found out of adjustment. When the clutch fully disengages and when the pedal is comfortable to operate, shifting will be easier. If the car will not shift into reverse when the clutch is fully depressed, you have a real problem and you should not drive the car. This indicates a clutch problem and ignoring it will damage the transmission.

Finally the shifter itself on the 1986 is not well suited for the car and much better products are available. The most common, short shift kits change the location of the fulcrum point of the shift lever and reduce the shift travel while increasing the strength needed to push the shift lever. I have never found a short shift kit that *improves* shift feel. In most cases, if the shifted poorly before, it will shift worse afterwards. My favorite solution is the WEVO shifter. I have one in my car and I dig it.

As soon as you unwrap the shifter you can tell that it was well engineered and beautifully executed using CNC machining technology. It’s made of billet aluminum with bronze bushings and strong socket head cap screws to hold it all together. Another nice feature of the unit is availability of either a traditional lever or a billet machined lever. The stock shifter feels like you are stirring a large pot of porridge with a big wooden spoon. The WEVO cuts through the porridge like a Ginsu knife...no comparison at all. —MC

SEM/PCA Member Anniversaries – July 2015

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)
41	David & Kathryn Gillentine	9	Vito & Cynthia Pizzo
34	Robert & Debra Nikolas	8	John & Catherine Keilly
28	Gerald & Phyllis Krause	8	Raymond & Wendy Goscenski
26	Ray & Greg Massa	6	Mark & Nancy Blazevic
24	Kenneth & Pamela Werth	5	Dennis & Suzana Guerrieri
23	Dennis Spors & Debbie Bleger	4	Mark & Rene Vander Eyk
22	Richardo & Carole Kilpatrick	4	Mark & Cindy Rosen
21	Ross & Joshua Suchy	4	Gordon & Christine Ford
20	Julian Pate & Julia Richardson-Pate	3	Mitchell & Molly Early
20	D & Debra Bonadeo	3	Tansel & Svetlana Avci
18	James & Angie Tasiopoulos	3	Gabriele & Patrick Hupperich
15	Mark & Christine Martin	2	Randall & Caroline Seidel
14	Robert Schmitt Taylor Raufus	2	Larry & Patty Moss
11	Paul Fayad & Michael Fayad	2	Jeffrey & Bradley Cox
11	Donna & Stuart Sanderson	2	Randal & Stephanie Toma
9	John & Patricia Waugh	2	Kevin & Alyse Robertelli



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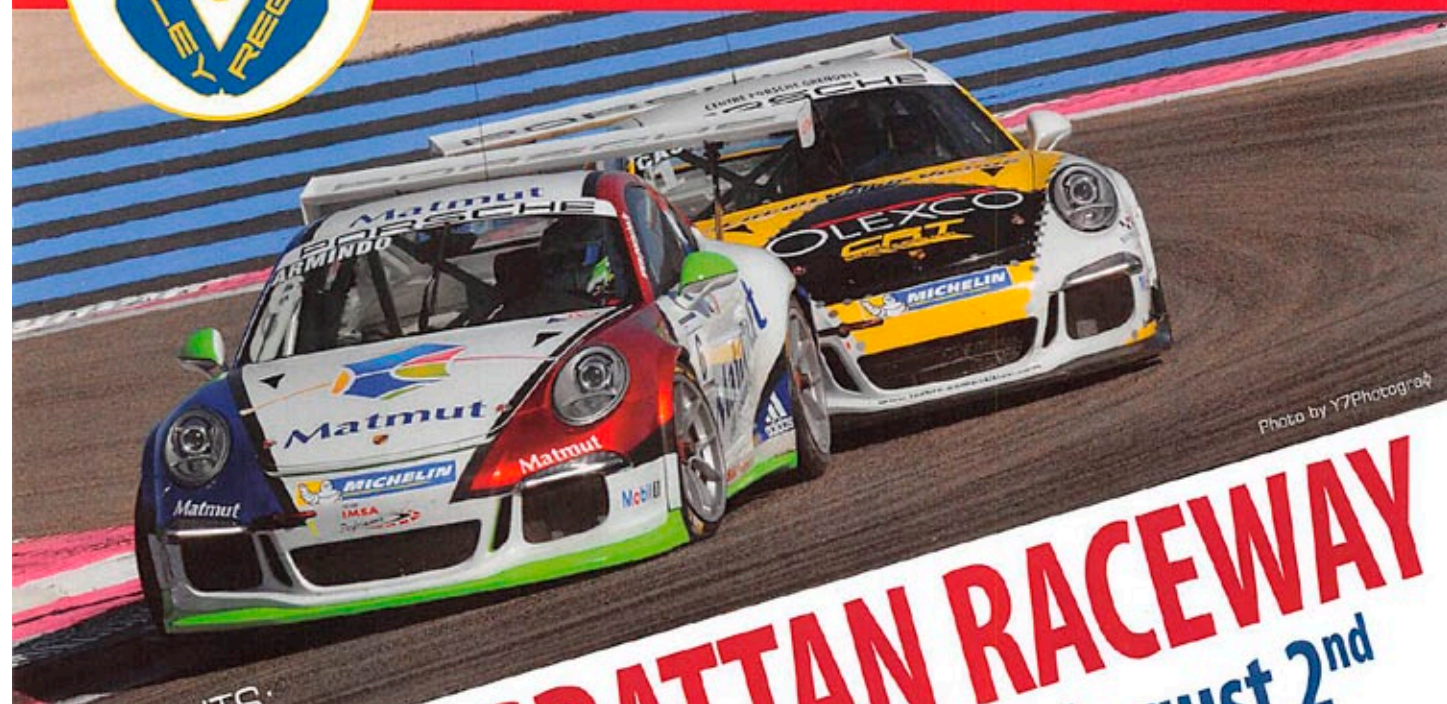
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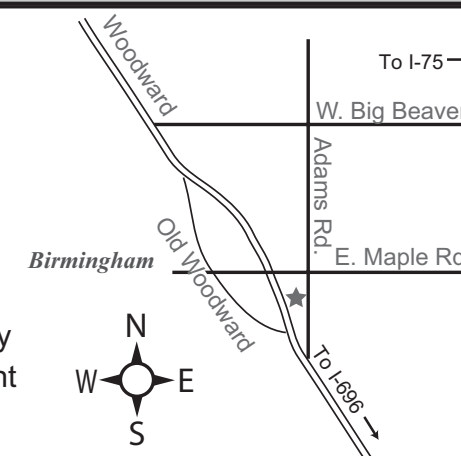
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