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ON THE COVER: Porsche captures its 18th win at Le Mans with the 919 Hybrid.

2016 SEM/PCA CALENDAR

JULY

7	Board Meeting	
23	Progressive Dinner	
#29-31	Autobahn Night – St. John’s Concours	

AUGUST

4	Board Meeting	
5	#3 Driver Education	Steve Carbary
#7	Troy Traffic Jam	
#20	Woodward Dream Cruise	
21	Picnic and Concours	Patti Door
27	Downriver BBQ	Gretus Hoogestraat

SEPTEMBER

1	Board Meeting	
9	Ladies Only Drive	Patti Door
10	#4 Driver Education & Year-End Party	Steve Carbary
18	Drive your Porsche Day	Gary Ambrus

OCTOBER

6	Board Meeting	
16	Fall Color Tour	Walter Crump

NOVEMBER

3	Board Meeting & Calendar Planning	
TBD	Membership Dinner	

DECEMBER

1	Board Meeting	
TBD	Holiday Party	

= Not an SEMPCA Event

All dates and events are subject to confirmation

BOARD MEETINGS

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

The July board meeting will be held at Gilson Motorsports. Contact any Board member if you wish to attend.

She’s Flying!



BY MIRANDA CHRISTEN

Summer has started with a bang in Southeast Michigan! The weather has been wonderful, and the Porsches have hit the road to show off their style and power. As we enter into the dog days of summer, SEMPCA events are heating up as well.

The September 10th HPDE promises to be a real treat as we head to the brand new M1 Concourse in Pontiac. The track is one of a kind and will give both new and experienced drivers an opportunity to spin those tires on a new track. If you haven’t yet visited or checked in on the progress that’s been made at M1, visit www.M1Concourse.com for more updates. Head over to SEMPCA.org for more DE information and sign-up.

Our Annual Picnic and Concours event is Sunday, August 21st at Springdale Park in Birmingham. This event is always an excellent wat to connect, and reconnect, show off your Porsche, and sample all the wonderful food our members whip up! Make sure to contact Patti Door by August 15th to RSVP and let her know what dish you’d like to pass.

Calling all the Ladies of the Club! Sign up today for the Ladies Only Drive. This is always a great time for the women of SEMPCA to leave the men in the garage and hit the road for the day. This year we will be headed to Northville to enjoy food, shopping, and laughs. Contact Patti Door ASAP to reserve your spot.

The Progressive Dinner is all set for Saturday, July 23rd. Thank you greatly to Amy Bordes, Fran Amos, Leon and Illeana Lewis for opening your homes to our members! Please contact

Patti Door or Howard Gilson to RSVP.

In National news, congratulations to the Porsche Racing Team at Le Mans! Porsche had his to say about the race,” This year’s 24 Hours of Le Mans was a nail-biting race in which all three of the top-finishing LMP1 teams—Porsche, Toyota, and Audi—experienced issues with their race cars that effectively determined their order on the podium. In a stunning breakdown just before the last lap, Toyota’s #5 car was passed by the #2 Porsche 919 Hybrid,



The Porsche team celebrating their victory.

driven by Neel Jani at the time, allowing the German automaker to take the win.

The #5 Toyota was then excluded from second place because its last lap was too slow, leaving the #6 Toyota as the second finisher and the #8 Audi third. It was not the way Porsche wanted to win, and even Audi expressed disappointment with the result despite making it onto the podium due to Toyota’s last-minute folly.

The #2 Porsche’s other drivers were Romain Dumas and Marc Lieb. The driver lineup was the same as the one that scored Porsche its first overall victory with the 919 Hybrid, in a 2014 race in Brazil.

Former Formula 1 driver Mark Webber, Brendon Hartley, and Timo Bernhard piloted the #1 919, which suffered damage from a water-pump failure and relegated it to 13th place. Had Toyota won Le Mans, it would have been the first Le Mans victory for the Japanese automaker, and the second win for a Japanese manufacturer since Mazda won overall in 1991.”

Thank you to all our members who have shown their support for the club this year and I look forward to seeing you all soon!

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Drive With Spirit!



BY **HOWARD GILSON**

Thanks to another great job by Event Chair Greg Gallagher the club had a great turn out for the Spring Tour this year. Aided by weather that was perfect, Greg did a fantastic job on the tour. As you know it is difficult to drive around Michigan without encountering road construction. Well Greg choose a great route and we hardly saw any construction. We ended at Mac & Rays on Lake St. Claire for dinner and it seemed everyone had a great time.

If you are interested in chairing an event, we are looking for someone to help organize the next year's Spring Tour. You don't need to be a board member, just a member with an urge to volunteer. Please, come out and volunteer...you'll have plenty of help and you'll be glad you did.

For race Fans, at this year's Detroit Grand Prix, Porsche had its always popular Porscheplatz and car coral for PCA members. I met the PCA Vice President Tom Gorsuch and members from Chicago, Ohio, Canada and Michigan. PCA arranged for three of the drivers to come to the hospitality tent and talk about the strategy they planned for the race. We heard from Patrick Lindsey and Jorg Bergmeister from the Park Place Motorsports No. 73 Porsche GT3 R and Leh Keen from Alex Job Racing's No. 22 Porsche GT3 R. All three drivers were to leave right after the race to a waiting plane to take them for testing at Le Mans the very next day.

The club has a range of summer events planned. Our Progressive Dinner will be held on July 23. Three members have agreed to host the three stops of this event. Thank you to Amy Bordes (appetizers), Fran Amos (entree), Leon & Ileana Lewis for opening their homes to fellow club members. This event is limited to 50 people, so sign up early. We will cut off the sign ups as soon as we reach 50 people. As always, please plan to bring a dish to pass and let us know when you sign up. This will help organize the dinner, so that we have the appropriate appetizers, side dishes and desserts.

Also in July there will be a new event, The Battle of the Brands, on Friday night, July 29th. It is billed as, "A friendly competition of sports cars and motorcycles manufactured from around the globe invade the grounds at the Inn at St. John's! Guests will be treated to an array of automobiles and music. Food and drinks (provided by the Inn at St. John's) are available

for a nominal fee. It is FREE to car owners who register their sports car/motorcycle in advance and spectators. The first 250 sports cars/motorcycles to register receive a FREE commemorative decal. This replaces Autobahn Night on the Friday before Sunday's Concours at St. John's. There's also a multi-region car corral and a shine and concours. Please see registration and ticket information at www.concoursusa.org.

On August 5th, we will host our third HPDE Drivers Education event. Don't miss this chance to get out a learn to driver your Porsche or daily driver better. Register at clubregistration.net

The club also has other great events in August. On Saturday afternoon August 6th we have a new event—a Dream Cruise aboard Detroit's Newest Luxury Yacht, the Portofino. We will cruise in elegant style along the Detroit/Windsor riverfront. Treat yourself to a 3-hour luxury cruise and experience the breathtaking view from the grandeur of this modern 90ft yacht with excellent food and premium open bar. Please contact Gretus Hoogestraat for more information event. The club will need a lot of people to make this event happen, so please sign up early and let Gretus get a good head count for the cruise on the river. Let's hope we don't end up on Gilligan's island.

Another highlight of summer is the annual Picnic & Concours on August 21st. It includes the always popular wash & shine in the park. Please contact Patti Door to register and to coordinate a dish to pass and. This event is rain or shine so clean up your Porsche up and enter it in the concours. If you have any questions on the concours, please contact Fred Young.

Then on August 27th Gretus and Victoria Hoogestraat will host their Downriver BBQ for the club. Please look for more information on this event in this issue of the P4.

As I finish this article, I am a week away from leaving for the 61st Porsche Parade at Jay Peak in Vermont. I am looking forward to seeing Vermont, as this will be my first time in this area. I'm sure it would be a great place to snowboard, but this is the wrong season for that! I am also looking forward to the drive through the mountains of Vermont. I hear there are a lot of unpaved roads, perfect for the Cayenne Turbo.

Next month I will write about the parade and all that we did. Until then, don't miss any opportunity to drive and enjoy your Porsche.

Southeast Michigan Region - Porsche Club of America

Ladies Only Drive

Friday NIGHT, September 9, 2016

This annual event honors the great women of our region, past and present. They are Board Members, DE Instructors, Event Chairs and in a myriad of ways they help make our region as good as it is.

Our dedicated long serving Event Chair Patti Door has put a new twist on a familiar event. This year, the Ladies Only Drive will be a . . .

GIRLS NIGHT OUT!



It will begin with a short drive, followed by dinner and shopping in downtown Northville. If you would prefer to ride along rather than drive, just say so! We can accommodate you.

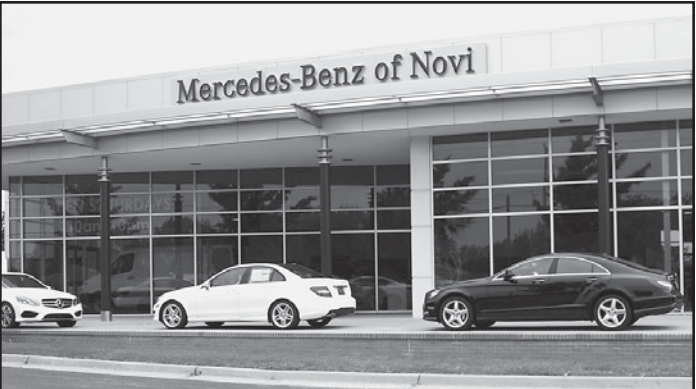
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RECAP **Porsche Driving Experience**

BY **LEON LEWIS**

Hello fellow Porsche enthusiasts I am writing to report back about my experience at the Porsche Sport Driving School Masters Plus course. The euphoria has only now begun to wear off after about month since my return home and 2 HPDE events that I participated in during May.

When you arrive at the track you notice that the Barber Motorsports facility is beautifully landscaped and has several unusual sculptures around the track. By god, they make sure it looks good; they were actually painting the grass when we arrived. There is a giant spider sculpture that was a memorial to the protected spiders who were displaced when the track was constructed. I guess at least one spider still is there! There is also a museum that has a vast collection of Mr. Barber's motorcycles and race cars including several rare Lotus racers.

We began with a drivers meeting where we introduced ourselves and were provided information about what we could expect for the next 3 days. I was confident but still anxious because I skipped the first two courses offered by them. In my group there were folks from Europe and a few from California that participate in racing events and they all own cars like the GT3 RS, Turbo S, GT2RS and Carrera GT. They all had run tracks such as the "the ring" and they were fast drivers. They too skipped the first two classes and this was their first time to run the course at Barber Motorsports. I also drive many high horsepower cars, but the Barber track is new to me, so I helped ease my apprehension by driving the track on simulators and watching YouTube videos. There are plenty of PSDS videos on YouTube. My prep included reviewing a map of the track (internet download), watching the instructor YouTube videos, noting speeds at entrances of turns. The driving video games with 911's at Barber were also helpful.

Barber is the perfect place for a driving school. The track was originally designed as a private track for George Barber to play with his 1700 vintage motorcycles. So, it is about turns and hills more so than high-speed straights. The track is very technical 2.38-mile track with steep elevation changes, 16 corners, two blind crests that makes everyone wish they were tall-

er, a corkscrew, and a couple of hairpin turns; it is riotous fun. I hit 140 MPH in a GT3 in the open track sessions, which had me thinking "I'll brake a little sooner here next lap."

My first session was in the 991 GT3 and we did a lead follow with Hurley Haywood himself. When I was behind Hurley, who was in the Turbo, I hung with him fairly well and was taking the track in. Before the first rotation where I was right behind Hurley we pulled away from the other cars in line by up to 10 car lengths. I felt pretty good when towards the end of the session I hear Hurley say, over the loud speaker in all the cars, "ok guys, let's let everyone catch up".

In between two great sessions with other "top notch instructors", I drove the 991 Turbo S on a wet skid pad that was like being on ICE, making it push and oversteer in a figure 8. I also drove the Cayman GT4 with an instructor and wouldn't you know who I get? Mr. Haywood in the passenger seat. I was humbled when I did a less than smooth heel and toe, but after a few laps later I got it right more often than wrong. At the end of the session he said "Good driving, nice job".

The 2nd day included a ton of track time with open passing and each track session was followed by an instructor debrief with the instructor assigned to watch each driver's progress. In between open track sessions we worked on threshold braking, trail braking on corner entry and car control techniques used to manage oversteer and understeer. We also practiced different lines through the esses where we used the car control techniques (big steering inputs to induce rotation and throttle inputs to control the rotation). We also worked on using throttle-lift techniques to cause the car to rotate more on corner entry. The later throttle lift technique was particularly effective when driving the Cayman GT4, which tends to understeer. When driving the GT4 we were only allowed to shift 2-4th gear, which on this technical track was more than enough. I also was driving with an instructor for one session in the GT3 RS and as he reached over and turned-off the traction control. He said to me he doesn't do this often with any student, but he saw enough

(continued on page 12)

AUTOMOTIVE TECHNIQUES



Automotive Techniques is proud to welcome Andrew Derminer to the family here in the shop. For the past 15 Years Andrew has been with the Porsche network and Foreman of the local dealer the past 6. Andrew Achieved the Porsche title of "Gold Meister" In 2010. It is an honor to achieve the Gold Meister status and means Andrew is one of the top Porsche Technicians in the country.

Alongside with Jeff Jones, Longtime Porsche enthusiast, and his team they have almost 100 Years of combined experience. Jeff has been a Porsche technician since the Bill Cook Racing Team back in the 80's. After many years at the dealerships Jeff turned to start his own company in 1988. With Jeff's old school knowledge on the Air cooled cars and Andrew's new cutting edge training and experience Automotive Techniques is sure to handle any and all of your Porsche needs.

We are excited to have Andrew, his wife Sarah, and their family join ours.



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of my driving that he was comfortable with me experiencing the car in its most raw state. He admonished me to make sure I didn't over-drive the car and damage it and least of all, kill the both of us! He also then double checked to make sure I signed for the damage insurance!

The last day we were instructed on technical aspects of defending the racing line, the psychology of passing, and race grid starts. We actually ran 10 lap races where I didn't win, but finished respectably very near the front.

A few things I noted, which surprised me was that tire pressures were not maintained and at times they became greasy in the Alabama spring heat. We were told to monitor the pressure on the instrument cluster and do periodic cool down laps. I also spoke with a guy who heads up the maintenance for the school. I asked him what happens to all the cars when they are rotated out of the PSDS? He told me they are sold with a disclaimer saying that they were PSDS cars and at a substantial discount from MSRP. Surprisingly, he said, they don't perform any accelerated maintenance on these cars. He said they only get fresh Mobil 1 at either every 12 months, or a certain mileage for the car, which I think was 15k miles whichever comes first. Wow! I was in shock about that, but he assured me that Mobil 1 does the job.

I then asked him about the brake fluids; are you using a high temperature fluid or changing the fluid after each 2-3 day event? Keep in mind, I think there were 25 drivers in my 3 day course and we did something like 2-3 sessions per day in groups of 10-12 drivers that revolved while other drivers were doing other activities so the cars were being driven pretty much nonstop each day. He said they flush the OEM fluid one time per year and don't need to bleed the calipers unless we know for a fact that a driver cooked the fluid. Ok, well how about race pads, do you use them, I asked? No OEM pads he said. The maintenance schedule is a testament to the robust cars that Porsche designs for us to drive on the street. All of the cars we were driving over these 3 days are street cars. So don't hesitate to drive your car at HPDE as they are designed to take all that you can give it and then some!

I have to say that ALL the instructors were FIRST CLASS professional race car drivers and all were extremely friendly and helpful. Would I go again? Yes! Next time it will be the Masters GT3 cup car class! I would recommend it to anyone, plus the food was great and I met a ton of very nice folks that share a love for driving and Porsches. Many of them have taken the masters plus class several times. I know I will be joining them!

Calling all Parade attendees!



We hope you had a fantastic time! If you attended Parade and have an awesome story or took some great photos we'd love to hear from you. Contact Miranda Christen at P4@sempca.org and let us know all about your trip.

THE PLACE FOR PORSCHE & PARTS

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ter pump, new battery, synthetic oil change. 55,900 careful miles. Clean Carfax. WP0AB29996S742647. \$40,900. Email Michael Cohen at michael@sellyoursportscar.net or 248-227-8604. (4/16)

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FOR SALE: Chatterbox Tandem Communicator Kit for DE: Rechargeable battery. Includes AC adapter, student headset and microphones. Excellent condition. New price: \$120. Asking \$60. Andy 734-718-6432.(7/16)

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Dream Cruisin'?

We invite you to join the Vintage VWs & Porsches at Kerby's Koney Island NW Corner, Woodward & Sq. Lake Saturday, August 20



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RECAP 2016 Spring Tour

BY GREG GALLAGHER

PHOTOS BY GRETUS HOOGESTRAAT

What a difference a year makes! Remember last year? The “not quite Spring, really Late Winter Tour?” Freezing temperatures, driving rain, 356 owners running for cover?! The driving gods owed us one and boy did they deliver! We could not have scripted a more perfect day for Porsche driving; clear skies, mild temperatures, little breeze—I thought there might even be a Fred Young Carrera sighting but, like the Loch Ness Monster, that only happens once in a hundred or so years...

Those of us that actually drive our Porsches eagerly gathered at Stoney Creek High School and spent an hour or so mingling and admiring the usual array of Stuttgart’s finest. And what a varied group it was: 356s, early 911s, turbos, 944s, 996, 997, 991, GT3 & 4, even a token Cayenne!! After a quick driver briefing we were

off on a two hour tour that took us across northern Oakland and Macomb Counties and concluded in the shores of Lake St. Clair. Other than some confusion getting through Lake Orion (thank you Google Maps), everyone safely completed the tour and was ready for some good food and socializing.

Our dinner venue was the dining room at Mac Ray Harbor where we found beautiful views of the harbor and Lake St. Clair. After some initial mix ups with tables and staff, we settled in for a delicious meal and great conversation. The turn-out was excellent with a good mix of new members; old members that we don’t see often, and the usual suspects that can’t stay away from an SEM event.

Thank you to all the participants that came out to enjoy a beautiful day of driving and camaraderie!



Members met at Stoney Creek HS in Rochester.



Spring Tour Drivers getting ready to hit the road!



Carlos and Veronica Carmona ready for the day.



Members Don and Taffy Jones, and Dale Goby chatting with tour organizer Greg Gallagher.

MORE PHOTOS ON PAGE 18



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New member Amy Bordes chatting with club President Howard Gilson.



New members Darrell and Kathleen Coleman out for a beautiful tour!



Shirl Carlisle, Dale and Marilyn Goby, Michael and Suzanne Gilson enjoying lunch.



Spring Tour attendees Shirl Carlisle and Marilyn Goby.



Members enjoying lively conversation.



Walter and Sabrina Crump dining with new members Bruce and Kay Weber.

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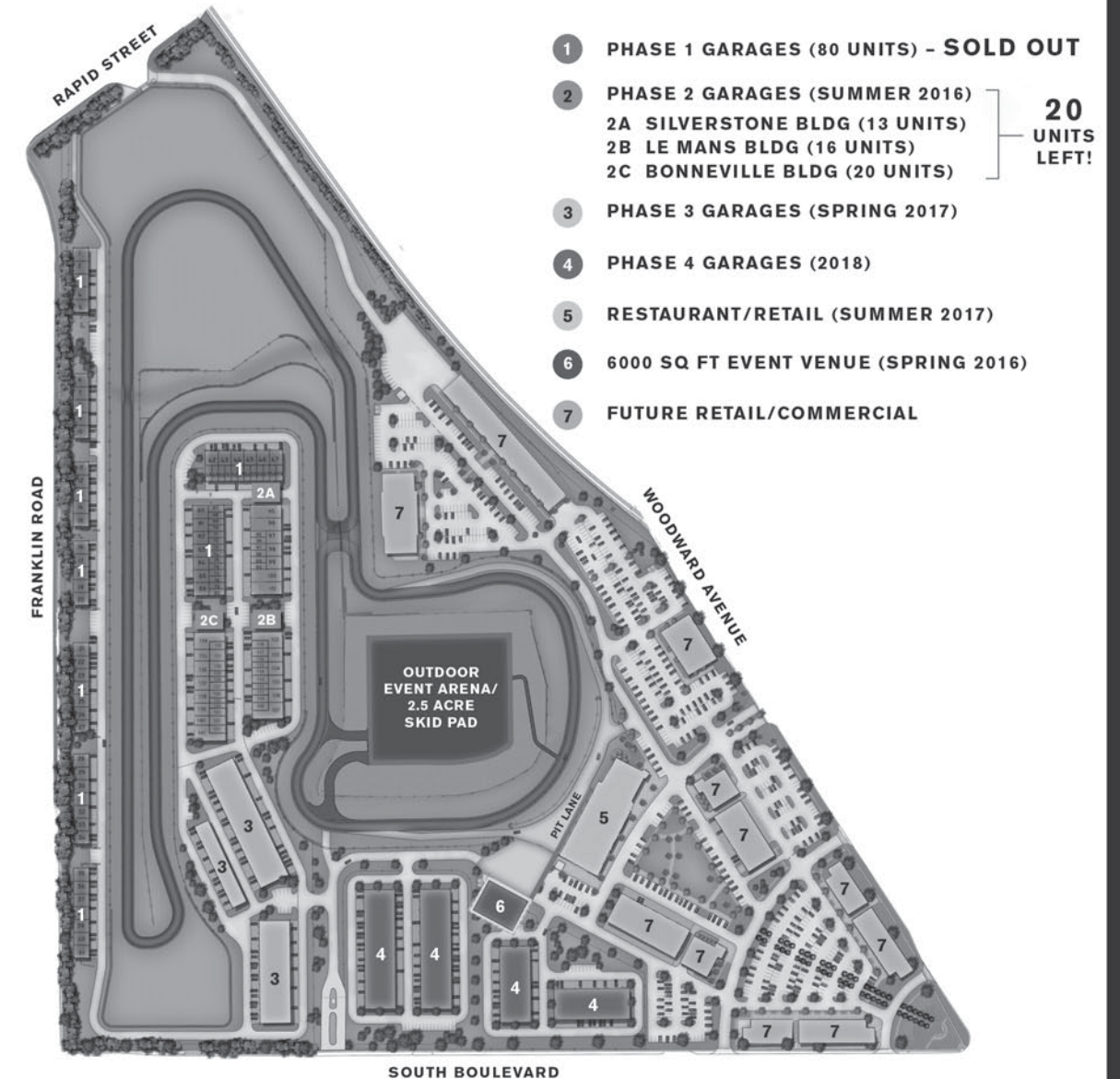
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IN THE SHARK TANK

Meet "Turq" - a Unique 928

STORY & PHOTOS BY **ANDREW OLSON**

There are a number of very nice 928's rolling around. One of the cleanest, most unique, and most powerful 928's resides right here in southeast Michigan. Eric Manting is the proud owner of a 1991 928 S4 that is unlike any other 928 around. The list of modifications are numerous and extensive, but done so well and so tastefully that most people would never notice.

The name "Turq" comes from its very unusual and somewhat polarizing color. Turquoise metallic is an official factory color and is one of those colors you either love or not. I personally think it is an amazing color.

When the previous owner acquired the car, it was in need of some updating and refreshing, but that's where things went a bit overboard and the list of modifications started.

Exterior modifications:

Most people would mistake this car for a GTS because the rear fenders were replaced with GTS flared fenders, a GTS painted wing, and updated GTS aero mirrors. During the fitment of these accessories, the car had an entire repaint that was done to such high standards, that it looks better than the original factory paint.

In addition to those "standard" GTS modifications, an extensive sunroof delete was performed by replacing the entire roof panel with a factory replacement roof panel. This required cutting out the old roof panel with the sunroof and re-grafting the new factory panel without the cutout and track for the sunroof. I don't want to even think about how expensive this panel was not to mention the labor to install it.



Turq is getting prepped for some initial body and paint work.



Turq before any of the modifications were made looks like a very nice 1991 S4.

Engine modifications:

The engine was pulled and worked over by Greg Brown of Precision Motorwerks, a well-known 928 engine builder in the Los Angeles area. The engine was bored and stroked to increase capacity from 5.0l to 6.2l. The increase in displacement brought horsepower from the stock 320 horsepower to an estimated 450 horsepower. The torque on this car is so great that its name could just as well have been "Torque" instead of "Turq." Every system was gone through including the heads, timing belt, and anything else that needed attention.

(continued on page 30)



The completed re-worked engine included new powdercoating for the intake and new clamps and other brightwork.

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While the engine was out and the bodywork was in process all suspension pieces were renewed including control arms, bushings, steering and more.

Interior modifications:

The entire interior was stripped and reworked by Paul Champagne, an exceptional craftsman in southern Texas. The customizations included converting the standard seats to sports seats with a retro psychedelic pattern called “Pascha” engraved into the inserts, gear selector, door panels, and other bits and pieces. All seats were done in black with matching turquoise piping. The attention to detail surpasses even the high standards of the original Porsche factory leather.

The whole package:

Each part of the car is exceptional, but it’s the entire package that really makes this 928 stand out. No expense was spared to complete this build. In the world of “over-restored” cars, this is one of the most over-restored cars I’ve ever seen. The modifications are done so cleanly that you really would never know without seeing the pictures – which you can see and appreciate. Not only does this car have the looks, but it also has the perfor-

mance that one would want and expect. A 450 horsepower motor lets this car accelerate from zero to 60 in about 4 seconds. It also corners like it’s on rails. It is really hard to believe this is a 25 year old car that was designed back in the mid 1970’s.



The front seats are now a custom sport seat with ‘Pascha’ engraved leather inserts.



During the body work, the engine was pulled and the entire interior for re-work and customization.



The GTS rear fender flares are not an easy modification and require extensive body work for fitment.



Even the underside of Turq is clean and beautiful.

Sharks in Hell Announcement:

Just a friendly reminder that the 11th annual Sharks in Hell event will be held in Hell, Michigan, Saturday August 6th from 11AM. The address is 4339 Patterson Lake Road, Pinckney, MI 48139. Please join the 928 community for a day of family fun in the sun, boat rides, pot-luck lunch, and more. All are welcome. If you have any questions about the event please feel free to call me at 734-837-7908, or email me at andrewmolson@gmail.com.

Hopefully the Turq will also make an appearance this year so you can see it in person.

RECAP
Belle Isle Grand Prix

BY GARY AMBRUS

PHOTOS BY GRETUS HOOGESTRAAT

PorschePlatz was the place to be during the 2016 Detroit Grand Prix. Located along the straight between Turns 2 & 3, it provided excellent viewing of the various classes of cars racing on Belle Isle. Throughout the weekend TV coverage, the bright white tent with the four Porsche flags flying proudly could be readily seen.

During the weekend there was well over 125 Porsche’s parked in the Corral which made for a colorful display. The highlight car on display was Porsche of the Motor City’s 918 Hybrid. Saturday morning was a unique “Cars & Coffee” drive to Belle Isle. Instead of seeing a Porsche being chased by a police car, a large group of PCA members had a Michigan Police escorted

from the host hotel in Dearborn to the Belle Isle Corral. PCA members came from all over to enjoy the Grand Prix. From the registrations, Florida and Texas were the most distant attendees. The PorschePlatz tent had an array of activities for PCA members. Several of the Porsche teams competing during the weekend came for a meet and greet along with a tech session put on by Mobil One. Several raffles were held and members were given a special opportunity to watch qualifying and or the race from the hot pits. If you missed the 2016 Grand Prix, now is the time to plan for 2017!



Detroit Grand Prix Caravan at The Henry 2 on Belle Isle.



Porsches assembled for the Grand Prix festivities.



Cars getting ready for the Grand Prix.



The #27 car in the paddock.

MORE PHOTOS ON PAGES 32-33



Detroit Grand Prix car.



Grand Prix spectators sitting down for the race.



Detroit Grand Prix laps.



Pat and Gary Ambrus with Howard Gilson.



Detroit Grand Prix Porscheplatz.



Porsche Platz area.



Detroit Grand Prix Porsche Racecar driver Leh Keen.



Jorg Bergmeister and Patrick Lindsey at Porscheplatz.



GT4 lined up and ready for some Hot Laps.



The Porsche of the Motor City 918 at Porscheplatz.



Gretus Hoogstraat in the car for a Grand Prix Hot Lap.



Victoria Hoogstraat in Pit Lane.

Looking up at the World

BY TOM FIELITZ

If you have driven your Porsche lately you probably noticed that you are looking up at the rest of the cars on the road. The exception being the Cayenne, Macan and Panamera whose height just may be the aspect that makes those Porsches more popular than the Porsche sports car line up. I got my start in a 914-6 which may possibly be the lowest Porsche ever made, low even compared to my 356C. The 914-6 was pretty much eye level with most hub caps, and truck wheels seemed to be as tall as the top. While it did give a feeling of skimming the ground, the sight lines from such a low angle posed lots of issues especially in traffic. There was no possibility of seeing a pattern of traffic when your view of the car ahead was their bumper. Traffic signals and signs were mostly visible from a distance, but the worst part was that other drivers were not in direct eyesight so you could never be sure the other driver saw you. My 1972 911E was a huge improvement, but over the years the rest of the cars on the road seemed to just grow taller and wider so now the 911 feels even smaller. Defensive driving takes on a whole new meaning.

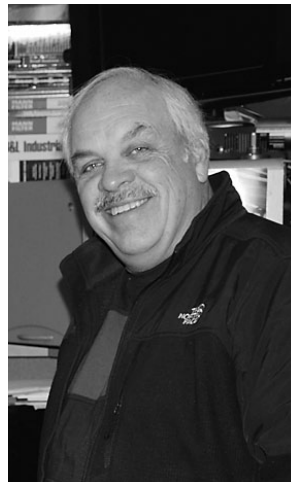
That brings us to the worst feature of small performance cars, the lack of crash protection. By far the new breed of sports car far exceeds the level of crash protection afforded by earlier versions, but the laws of physics will dictate that a large car will always be safer in a crash than a small car. Regardless of safety features, being in a small car means there is less deformable structure surrounding the passengers. There may be ten air bags surrounding the passengers but mass will win out and the larger car or truck will crush the smaller vehicle. That being said I have seen many serious wrecks involving variants of the 911, and in every case the driver walked away. The beetle based shape of the car and the rigid design of the chassis will absorb tremendous impacts with little or no deformation. If you are involved in a crash in a Porsche, I recommend one of the Porsche SUVs as they crash tested well by the NHTSB.

There are also many compelling positives to driving a small Porsche sports car. Most of it is centered on the feel and thrill of driving an efficient and responsive car. Large cars and trucks isolate the occupant from their surroundings. Roads built for larger vehicles create very little stress for the smaller sized vehicles. The width of a normal traffic lane not only offers some sporting opportunities it also provides a buffer zone against the

road behemoths that struggle to stay within their lane. The margins for error are greater and this gives the sports car driver options to avoid collision threats. If you have sufficient awareness of your traffic surroundings you have a greater margin for avoidance given the higher performance margins for braking, swerving and accelerating out of a situation. If you have learned the performance capability of your sports car in driver's schools your instincts will most likely save you from many situations. The biggest worry you should have is that the inattentive driver will not see you or the behemoth driver will not have the built in performance features to avoid you. It is not much protection to be able to stop from 60 mph in less than 100 feet if the guy behind you needs 125 feet to stop.

The other advantage of the small sports car is on the race track. Most race tracks are at least as wide as a two lane road and often closer to three lanes wide. I know firsthand how challenging it is to drive a racetrack like Waterford in a wide and powerful car like my Corvette Z06 as opposed to my 1972 911. Driving the Z06 is like threading a needle with very little margin for error and the 911 is like having several cornering options and not needing to explore the whole width of the track surface. The only difficulty comes from the fact that big cars and small cars perform differently on the same piece of race track and thus are a challenge to drivers to coexist as they negotiate corners at different rates of speed and possibly different corner approaches and apexes.

The future may never totally resolve the safety problems of widely divergent sizes of vehicles on the road, there will always be huge transport trucks and miniscule performance cars and economy cars. In the age of autonomous driven vehicles both the transport truck and the very small economy sized car may coexist on the road without driver input. You may be relatively safer in a large car but for hard core driving enthusiasts the risks of driving a small performance car are sufficient to guarantee their existence on our crowded roads.



Around The Zone



BY MICHAEL SORIANO, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

As we progress further into summer, there are a multitude of events being held throughout Zone 4 to appeal to everyone's tastes.

In mid-May, MORPCA held their Club Race and fully instructed HPDE at the Mid-Ohio Sports Car Course. During the 3 days, they ran 4 Sprint races and 2 Enduros as well as practice runs and a fun race on the first day. The HPDE included a lapping day and 2 days of instruction. With 80 racers and 200 DE participants, it made for a very full weekend. MORPCA held a reception on Friday night and an awards banquet was held after Saturday's exciting races due to Mid-Ohio's notoriously unpredictable weather. Sunday morning were the two 70 minute Enduro races, and as the first Enduro started, the snowflakes began to fall. As is customary, I presented awards to winners in the GTC3, GTC4, and GTC5 classes.

During the first weekend in June, PCNA sponsored the Porscheplatz at the Detroit Belle Isle Grand Prix. As I began lobbying for the Porscheplatz in the middle of last year, I was enthused to receive confirmation in February that we would host a Porscheplatz at Belle Isle. I immediately began working with the race organizers to create incentives to help promote the event and encourage participation. One of the incentives was a Free Friday corral pass for the first 30 people to purchase Saturday Porscheplatz Tickets. The second incentive was a Michigan State Police led Caravan on to Belle Isle. Both were extremely successful. Since rooms quickly become scarce and rates skyrocket for this event, I set up a room block at The Henry Autograph Hotel to accommodate anyone travelling from out of town. The room block sold out, and fortunately I was able to increase the number of rooms in the block to provide more members the opportunity to attend, and that sold out as well.

PCA members and Porsche owners from throughout Zone 4 and the surrounding area visited the hospitality tent Friday, and watched the qualifying sessions on the 2 large TV monitors with live feed from the track, while enjoying the beverages provided. Porsche sent posters for those in attendance as well. Porsche of the Motor City brought several cars to display including their 918. Friday night, several of the guests staying in the room block, joined us and National Vice President Tom Gorsuch for dinner.

On Saturday morning, 2 Michigan State Police Cars arrived at The Henry to provide us with an escort to the Porscheplatz. Drivers and passengers in 31 cars met in the lobby to sign waivers and receive some instructions before staging. With our police escorts leading the way and blocking oncoming traffic, we set out on a non-stop 20 mile drive through the streets of Detroit, across the scenic bridge to Belle Isle, and straight to the Car Corral. Everyone who participated agreed that it was even more fun than they had anticipated. When we arrived, the PCA Café was set up with donuts and coffee as the warm up began for the IMSA WeatherTech SportsCar Championship. Before the race, Patrick Lindsey and Jorg Bergmeister who drive for Park Place Motorsports graciously hosted a Question and Answer Session. Later

on, Leh Keen who drives for Alex Job Racing also hosted a Question and Answer Session. There was also a presentation by Mobil 1 Racing. In addition to these presentations, there were opportunities to win several different prizes including a Hot Pit Experience during a qualifying session and one during the race. There were Hot Lap Experiences, and arrangements were made to allow a large group to tour the Park Place Transporter and ask questions of some of the crew. There were nearly 250 people and 150 cars on Friday and Saturday with additional people and cars on Sunday to view the 2nd Indy race. It was so much fun and many of the attendees were already talking about next year before they left. A huge thanks to everyone that attended, but especially to those who volunteered, there's a reason that "Fueled by Volunteers" has become the new PCA motto.

There are a number of wonderful events taking place this year throughout the zone. We are continuing to try to coordinate all of the region calendars into a master calendar which is posted on the events page of the Zone 4 Website, <http://zone4.pca.org>. Be sure to check your local region's website and newsletter for the latest details on the many events close to you that are being planned. Also, consider attending other regions' events, such as:

- **Eastern Buckeye Region's** New Member Wine Meet Up at Mastropietro Winery is July 7
- July 9-10 is **CIRPCA** and **MORPCA's** DE at Putnam Park Road Course
- **Motor-Stadt Region's** Board Meeting at Spagnoulo's in Okemos is July 12
- July 13 is **Western Michigan Region's** Gilmore Dinner Drive
- July 15-17 Plan to attend **ARPCA's** Pittsburgh Vintage Grand Prix Weekend
- **Ohio Valley Region's** Autocross is July 16 at Forest Fair Mall
- **Northern Ohio Region's** Catawba Island Club Multi-Event weekend is July 16-17
- July 19 is **Rally Sport Region's** Waterford Hills Track Day
- **Southeast Michigan Region's** Progressive Dinner is July 23
- Join **Maumee Valley Region** July 29-31 for their DE at Grattan Raceway
- **MORPCA's** P20 in Granville, Ohio is July 29-31
- **Michiana Region's** Autocross at Tire Rack is July 30
- Come join us at the **Zone 4** Concours at the Concours d'Elegance of America at St. John's July 31 in Plymouth, MI

I look forward to having the opportunity of meeting each and every one of you at events throughout the upcoming year. If you have any questions or comments please feel free to contact me at MSoriano.ZoneRep@gmail.com

Thanks, Michael

SEM/PCA Member Anniversaries – April 2016

Thanks to the SEM/PCA webmaster Erik Ohrnberger, we are pleased to now be able to recognize membership anniversaries each month. Congratulations to all who have a membership anniversary this month! Anniversaries are noted by the date the primary member joined PCA. Please let us know if we’ve made an error or omission.

YR	Name(s)	YR	Name(s)	YR	Name(s)
42	David & Kathryn Gillentine	13	Stephen Shuler	2	Ryan Sawyer
42	Conrad & Christine Meier	12	Donna & Stuart Sanderson	2	Adrian Bogaerts & Chrystyna Nykorak
41	J. Neil Goldberg & Peggy Boyle-Goldberg	12	Paul & Michael Fayad	2	John Hibbler
35	Robert & Debra Nikolas	10	Vito & Cynthia Pizzo	1	Benjamin Malcho
33	John & Toni Frankowski	10	John & Patricia Waugh	1	David Reed
29	Sherwyn Labovitz	9	John Keilly	1	Jerry Nelson
27	Ray & Greg Massa	9	Raymond & Wendy Goscenski	1	Jim Cowper
25	Kenneth & Pamela Werth	8	Jeffrey & Bradley Cox	1	Brandon Noll
25	Roberto & Regina Boffi	8	Tyler & Katey Pell	1	Ravi Sharma
24	Dennis Spors	8	Mark Haddad	1	Leslie & Joseph Campbell
24	Debbie Bleger	7	Mark & Nancy Blazevic	1	Juerggen Gumbinger
23	Richardo & Carole Kilpatrick	6	Dennis & Suzana Guerrieri	1	Anthony Long
22	Ross & Joshua Suchy	5	Mark & Rene Vander Eyk	1	Haluk Unsal
21	Julian Pate & Julia Richardson-Pate	4	Gabriele Hupperich	1	Adriana Angelidis
21	D & Debra Bonadeo	4	Mitchell & Molly Early	1	Matt Baroli
17	William & Jackie Benes	3	Randall & Caroline Seidel	1	Cheryl Denman
16	Mark & Christine Martin	3	Larry & Patty Moss	1	Laura Cooper
14	Richard & Connie Monrad	2	Nathan DeBons		
		2	Patrick Lee		

Welcome New Members!

Rodney Corby

Jean Pierre Debailleul

Thomas Grabowski

Christopher & Anne Hager

Joe & Mary Karey

Scot Kempf

James Yono

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SEM Board Minutes (6/2/16) by Fred Young

In attendance: Board Members: Howard Gilson, Marc Molzon, Patti Door, Gretus Hoogestraat, Fred Young, Michael Cohen and Walter Crump. Officer: Steve Carbary. Absent with notice: Greg Gallagher, Miranda Christen and Leo Wanstreet.

Call to Order: 7:04 P.M. by President Howard Gilson.

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

Financial: Leo Wanstreet – We received the region rebate and two subsidies. Motion to approve by G.H. and P.D. Motion passed.

Membership: Greg Gallagher – We have 613 primary and 384 associate members.

Insurance: Greg Gallagher – Needed for caravan and June DE

P-4: Miranda Christen – The June issue may be late. Will do a survey on members wanting their P4 electronically instead of print.

OLD BUSINESS:

May 6: Driver Education: Steve Carbary – 38 students comprised of a lot of beginners plus instructors were at the May event. It went very well.

May 7: Devil’s in the Details: Gretus Hoogestraat - Another successful event.

May 14: Street Survival School: Marc Molzon – There was a low turnout but it gave instructors more time to send with students. In the future we need additional advertising.

May 22: Spring Tour: Howard Gilson – It was a good event with 40 cars and 50 members staying for dinner.

June 3-5 Belle Isle Grand Prix: Marc Molzon – Porsche will have a Porscheplatz.

June 12: Waterford Hills Family Day: Fred Young – All set.

June 17-26: Porsche Parade and Caravan: Gretus Hoogestraat

– 4 people have signed up so far. Rooms are booked in Syracuse, N.Y.

June 25: #2 Driver Education: Steve Carbary – On track.

July 23: Progressive Dinner: Howard Gilson – Three homes will host the Progressive Dinner.

July 29-31: St. John’s Concours: Fred Young – Rally Sport Region is sponsoring a concours at the Porsche Car Corral.

August 6: Yacht Dinner Cruise: Gretus Hoogestraat – 10 signed up so far.

August 21: Club Picnic and Concours: Fred Young, Patti Door – Ready to go.

September ?: Ladies Drive: Patti Door – Because of a conflict it may be changed to a Friday night.

September 10: #4 DE at M1 Concourse: Steve Carbary – Track is paved. Contract needs to be signed. Moved by J.K. and M.M. to OK 50% deposit. Motion passed.

60th Anniversary Committee: Patti Door – She is checking out possible venues.

Charities: Gretus Hoogestraat – We may have attendees from the Jo Brighton Foundation at the Waterford Weekend.

Web site: Gretus Hoogestraat – No report.

Goodie Store: Gretus Hoogestraat – Modest sales.

Event Reports: Fred Young – Needed for spring tour.

NEW BUSINESS:

Meeting adjourned at 8:45 P.M. - Motion by P.D. and G.H. to adjourn. Motion passed.

Refreshments and Locations: July 7 – Michael Cohen; August 4 – John Keilly

Annual SEM/PCA Progressive Dinner

Saturday, July 23, 2016



The Club will provide the entrée and soft drinks. Members will be asked to bring a favorite dish to share!

Contact Patti Door (pdoor@sbcglobal.net) or Howard Gilson (hgilson@gilsonmotorsports.com) to RSVP.

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Please type or print neatly. You must own (co-own) or lease a Porsche and must be 18 years of age or over to apply for membership.

Prefix: ☐Mr. ☐Mrs. ☐Ms. ☐Miss

Full Name _____

Mailing Address _____

City _____ State _____

Zip Code _____ County _____

Home Phone _____

Work Phone _____

Fax _____

E-Mail _____

Region Destination Preferred _____

*Some regions also require additional membership fees/appli-
cation fees these are assessed directly by the regions.
**Region will be assigned based on where you live, however,
you can specifically designate to belong to any one of our
PCA regions.

Regional Endorsement

Your local region can accept and endorse the application to send to the national office.

Region Officer Name _____

Region Date _____

Member Demographics

Birth Date _____

Occupation _____

Prefix: ☐Mr. ☐Mrs. ☐Ms. ☐Miss

Spouse's Name _____

Names & Ages of Children _____

Family or Affiliate Member _____

You can designate a family or affiliate member as part of your membership. This person must be 18 years or older.

Family Member Name _____

Relationship to Member _____

Affiliate Member Name _____

The information collected on this application is used by the PCA and its regions for conduct of its activities. PCA does not re-lease any individual membership information to any organization outside of PCA and its regions.

Porsche Car Information

(We only want to know about your Porsche)
(*required information)

Car #1 _____

*Year _____ *Model _____

*Body Type _____ *Color _____

*Vin# _____

License Plate # _____

License Plate State _____

Car Used: ☐Daily ☐Pleasure

Maintenance Performed By:

☐Self ☐Dealer ☐Independent

Average number of miles driven annually _____

Note: If you own more than one Porsche, you can attach additional pages to this application with your car information.

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Term of Membership

☐1 Yr (\$46) ☐2 Yrs (\$90) ☐3 Yrs (\$132)

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☐Visa ☐MC ☐American Express

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Exp Date _____

Name on card _____

Signature _____

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