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Chief Instructor/
Club Race Chair**
Marc Molzon

248•623•0581

*e-mail: mextremem@
hotmail.com*



**Immed. Past President/
P4 Executive Editor**
John Keilly

248•797•2439

*e-mail: johnkeilly@
live.com*



Michael Cohen

248•227•8604

*e-mail: fastkarz2@
aol.com*



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Fred Young

586•566•3193

*e-mail: frederickyoung@
knpanel.com*



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248•661•4362

*e-mail: pdoor@
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Gretus Hoogestraat

248•670•1761

*e-mail: gretus@
nine11.de*



**Membership &
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313•300•4191

*e-mail: gjgallagher@
comcast.net*



Fall Color Tour Chair
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586•873•0557

*e-mail: wlc111076@
yahoo.com*

Other Officers



Treasurer
Leo Wanstreet

H: 248•887•8628
W: 248•473•9238

*e-mail: lwanstreet@
sonitrolmichigan.com*



National Liaison
Dennis Denyer

248•391•3268

*e-mail: ddenyer@
gmaind.com*



Webmaster
Erik Ohrnberger

248•515•4306

*e-mail: eohrnberger@
gmail.com*



DE Co-Chair
Steve Carbary

248•242•6437

*e-mail: s2carbary@
comcast.net*



DE Co-Chair
Garen Nicoghossian

248•224•9599

*e-mail: garen@
att.net*



Zone 4 Representative
Michael Soriano

419•843•2070

*e-mail: msoriano.zonerep@
gmail.com*



Goodie Store Chair
Victoria Wade

313•296•6244

*e-mail: wadev48@
yahoo.com*



P4 Associate Editor
Alex Lundberg

313•720•9629

*e-mail: alexlundberg@
sbcglobal.net*



P4 Managing Editor
Miranda Christen

248•303•0477

*e-mail: mjchrist30@
gmail.com*

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Executive Editor: John Keilly
Managing Editor: Miranda Christen
Associate Editor: Alex Lundberg
Technical Editor: Chris Braden
Submission Deadline: 10th of the month
Address: Miranda Christen, P4 Editor
1308 Beemer Court • Oxford, MI 48371
Phone 248-303-0477 • E-mail mjchrist30@gmail.com
*For membership information, application or change of address, contact:
Greg Gallagher, Membership Chair at:
gigallagher@comcast.net or 313-300-4191*

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ON THE COVER: Drivers prepare their cars for the first SEMPCA HPDE event at Waterford Hills.

2015 SEM/PCA CALENDAR

JUNE

- 3 Board Meeting
- 7 Family Day at Waterford Hills
- 11 DE Waterford Hills
- 21-27 Porsche Parade in French Lick, IN

JULY

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

AUGUST

- 2 Troy Traffic Jam*
- 7-9Gingerman Club Race
- 12 Board Meeting
- 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 May and June Board meeting will be held at Gilson Motorsports



She’s Flying!



BY MIRANDA CHRISTEN

As I sit on the porch with my pen and paper writing this, yes we youngins do unplug every once in a while, I can’t help but think of all the fun coming up this summer for the club. We’ve already had an HPDE event, new member gathering, show preparedness, a street survival event, you’d think that would be enough right? But of course not! This is the South-

once in a while to update you on a 911 project car my father and I have been working on. He won’t join a book club with me, so we meet in the middle with me in the garage reading while he tinkers. I did leave him to fend for himself for three months while I roamed the country side with my dog in the Mazdarati, but he seemed to okay without incessant questioning. I like to think that

my questions help him remember all the car knowledge he’s forgotten over the years. Don’t quiz me on everything I’ve learned, but it’s been an awesome experience working with him and the car.

More on the rebuild later. I would like to take a moment to thank everyone who has reached out to say hello and made me feel so welcomed as editor. The members truly make this club special and I can’t wait to see more of you at our summer events! I understand your schedules are packed, as summer schedules go, but make sure to mark your calendars for upcoming events: Waterford Hills Family Day June 7th, HPDE June 11th, Parade June 21st-27th, the Club Race August 7th-9th, and so many more! Keep your club calendar handy for more dates.



The family that races together, stays together

east Michigan Porsche Club of America! This summer’s calendar is full of parades, caravans, driving tours, garden parties, and driver education events.

I recently helped out with the first HPDE in May, and couldn’t help but think back to my first event where the only familiar face in the crowd was my father. I remember how happy and energetic everyone was, and how anxious us newcomers were! My instructor was fantastic and eventually let me go off on my own, saying I was a much better listener than some of the young bucks he had to corral. After that day I was hooked. My father drew me into the club a little more every year, and as I came to know more people, I was excited to attend more. I look forward to meeting even more of you this summer!

You might see me kicking John off his editorial pedestal every

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Check out the action at:
Waterford Hills Race Track
 DURING
Porsche Club Family Day at the Races
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 4770 Waterford Road – Clarkston, MI 48346



Last month's April P4 cover featured a beautiful picture of the Waterford Hills Race Track. Imagine yourself in that scene driving your very own personal Porsche. The opportunity is yours during Parade Laps at lunch time. This is also the same track where our High Performance Driving School is conducted. Who knows you might get hooked on the thrills? Give it a try.

Bring your family, friends and relatives for a fun, laid back day at the races. There is no need to cook as hot dogs, hamburgers, pop and beer are available at the track. The action starts at ten in the morning and continues until five in the evening. There is not a bad vantage point on the grounds, so you can see all the action. From Porsches, Corvettes, Mustangs, Mazdas, and Formula V racers, you get to see them all race in various classes up close and personal. We will have dedicated parking under the Porsche Flag. Please join us for a great day. Don't forget the lawn chairs. There is no need to register in advance, spur of the moment is OK with us at this event.

Admission is only \$5.00 with children under 16 FREE
At Lunch time there will be Parade Laps for only \$5.00 per car load
Pit Passes are also available

Go to www.waterfordhills.com for additional information and directions

**For further information contact: Fred Young at (586) 566-3193
 or frederickyoun@knpanel.com**

Drive With Spirit!



BY HOWARD GILSON

I would like to thank our board members, event chairs and members for a great start to the year. All of our events have been well attended. I urge you to come out and see why this is likely to continue for the rest of the year.

Thank you Greg Gallagher for chairing our New Members Gathering at the Woodward Warehouse on April 25th. We had a great turn out and were able to meet new members and talk about upcoming events.

On May 2nd, Munk's Motors hosted The Devil's in the Details. Thanks to Chris Braden and his team for putting on another first rate car care clinic.

The following Saturday, May 9 brought the first of our three High Performance Drivers Education (HPDE) Days at the challenging Waterford Hills Road Course. We had great weather and a full house of new students. The DE Team, led by Co-Chairs Steve Carbary and Garen Nicoghosian and Chief Instructor Marc Molzon also made a most welcome change—box lunches.

Marc and his wife Lisa also ran our third annual Street Survival School on May 16th. Marc was Event Chair and Lisa handled registration. Club stalwarts Jerry and Patti Door were again on hand, Patti handling catering and Jerry was an In Car Coach. I would also like to thank Class Instructor Don Kleist and all the other In Car Coaches, Course Marshals and other volunteers who helped conduct this important event for young drivers. I know from personal experience how rewarding it is to see young drivers gain skill and confidence throughout the day. Please consider becoming a volunteer for our Street Survival School next year.

These events were just the beginning. On Sunday, June 7th Fred Young will chair our Family Day at the Races at Waterford Hills from 10am to 5 pm. Admission is \$5.00 with children under 16 free. At lunch time there will be Parade Laps for only \$5.00 per car. Pit passes are also available. For additional info, go to www.waterfordhills.com or contact Fred Young at 586-566-03193 or frederickyoun@knpanel.com

The Porsche Club of America cordially invites you to attend our 60th Annual Parade in French Lick, IN June 21-27th. This 60th Parade coincides with the 60th Anniversary of PCA and we're planning a series of special events to pay tribute to the cars and people who have made PCA the largest single marque sports car club in the world. Parade will also celebrate our newest enthusiasts who will shape our future.

Then, on July 11th Event Chairs Carlos and Veronica Carmona will host the always popular Progressive Dinner. Thanks to three generous volunteer families, the club will again have three host homes for this event. Space is limited, so please call or email Carlos at ccarmona@combine.com or 248-515-6030 now to reserve your spot.

We still have three Drivers Education events this year. Waterford Hills will host two (June 11th and September 3rd) and GingerMan Raceway will host our two day DE on August 7-8th) as part of our Club Race weekend.

If you are interested in participating or volunteering for the Club Race, please contact John Keilly johnkeilly@live.com 248-797-2439; we have a limited block of rooms at two hotels. One of these blocks expires on July 6th, so reserve early. Rooms are an issue because there are multiple events in South Haven that weekend. If you are interested in volunteering or participating in an HPDE event, contact Marc Molzon.

On May 7th, 2015 Porsche Cars North America officially opened its new headquarters in Atlanta. This \$100 million Porsche Experience Center is located on 27 acres, complete with a 1.6 mile driver development track. The facility also has a classic car gallery, restoration center, human performance center, driving simulator lab and a fine dining restaurant "356" aptly named after the first production Porsche model.

Please let me know if you would be interested in helping organize a road trip to the new Porsche facilities in Atlanta. We can even make a detour to the Tail of the Dragon! It would be a great trip to take; Porsche expects 30,000 visitors annually!

That reminds me of the trip through Europe I took back in 1998 with my sister. After meeting up in Rome we traveled by train north to England. Along the way we stopped to visit the old Porsche museum. Unlike the new Porsche museum, it had about 15 cars on display. It was still nice to visit the place where my car was built. At the time I owned a 1975 911 Targa. This was one of the highlights to my trip to Europe that I will never forget. It was also very nice of my sister to put up with me during the tour.

In closing, please join me in congratulating Board Member Gretus Hoogestraat and Goodie Store Chair Victoria Wade on their wedding (May 23rd). We wish you both a lifetime of happiness.

SEM/PCA

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Thursday June 11, 2015



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Autobahn Night - Concours of America at St. Johns

FRIDAY JULY 24

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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

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2015 Caravan to Parade



We will start very early (time TBD) on Saturday, June 20 2015, at in Metro Detroit, then stop in Toledo for breakfast and join up with the Ohioans. From there we will drive US 24 west to Fort Wayne to meet with CIR/PCA members.

Our route will then take us south of Indianapolis to have lunch in Franklin, IN. After lunch we will take the more interesting back roads to French Lick. It will be a fun ride with a lot of Porsches and PCA members.

Please check SEM/PCA web calendar for more details as we get closer to the event.

Please sign up at clubregistration.net to join us or email Event Chair Gretus Hoogestraat at charity@sempca.org. We need an accurate count for parking and restaurant arrangements.

Hope to see you on the 20th!
Gretus Hoogestraat

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New Member Welcome

Please Save the Date

SATURDAY, JULY 11, 2015

For the

SEM/PCA Annual Progressive Dinner

Event Chairs

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STORY BY **GREG GALLAGHER**

PHOTOS BY GRETUS HOOGESTRAAT

For a day that dawned with frosty temperatures and full overcast skies, things turned out very well...

Even though winter was trying to hold on for one last gasp, we had a robust turnout for our New Member Event held on Saturday, April 25 at the Woodward Warehouse. Our hosts, Joe Polito and Ron Pruette have put together a wonderful facility that is any car guy's (or gal's) dream. This place is much more than a first class car storage operation. The Warehouse is a full on clubhouse with amenities galore. In addition to a full kitchen there is a cigar lounge, conference room, billiard room, TV lounge and patio with grill. Everyone marveled at how well the club was executed and enjoyed exploring the rooms and checking out the great cars that were still in storage.

Our aim was to make this event an ice-breaker of sorts for our newer members by providing a venue where they would feel comfortable being the new guy while meeting other newbies and longer-term members. Judging by the number of introductions that were made through out the morning, I am confident we succeeded.

Regardless of our varied backgrounds, we all share a common passion and fascination with these cars that trace



There was a great turnout for the event

their lineage to an old saw mill in Austria. The purpose of our club is to provide a forum and a variety of events that will bring us together to not only feed the passion but to lay the groundwork for new friendships.

Thank you to all who attended and we look forward to seeing you at many events in the future.



Shop talk on Woodward



Porsches galore, even in the cold

MORE PHOTOS ON PAGE 19

See You at Gingerman!

The 2015 Club Race is August 7th-8th at Gingerman Raceway. Reserve your lodging early and register online at SEMPCA.org.

For registration or lodging questions please contact **John Keilly** at (248) 797-2439 johnkeilly@live.com or **Marc Molzon** at (248) 882-1759 or mextremem@hotmail.com

Interested in volunteering?

Please contact Marc Molzon for more information!



New Members Welcome (continued from page 17)



Joe Polito, owner of Woodward Warehouse, Howard Gilson, and Chris Young (left to right)



Greg Gallagher welcomes attendees while Howard Gilson and Chris Young look on



Board members Fred Young and Michael Cohen



It was a wonderful Porsche Club event



Despite the cold, new friends were made, and fun as had by all



Attendees spent time gettin to know one another

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- Rapid City, South Dakota, is the **Escape 2015** headquarters. When you come here, you have surprising variety in activities, challenging drives, and many things to see and do. You'll have good places to stay, eat and shop, too. Holiday Inn Rushmore Plaza and the City Park adjoin the Civic Center and are headquarters for most activities.
- Mount Rushmore is just 24 miles away; this inspiring patriotic symbol has 60 foot faces of Presidents Washington, Jefferson, Roosevelt, and Lincoln. You can walk around the National Memorial alone or on guided tours. You'll see impressive views of the sculpture that have national and international recognition and reputation and you can take spectacular pictures.
- Crazy Horse Memorial is an internationally-known mountain carving that will be 641 foot long and 563 feet high when finished. You'll visit a representation of Crazy Horse, a strategic tribal leader in the Battle of the Little Big Horn. You can spend time in a beautiful museum of artwork.
- This area has internationally popular tourist geography and you have an amazing range of touring and driving opportunities. You can enjoy significant geography changes from the Badlands in the east to the Black Hills and Rapid City in the center to the natural Devil's Tower in the west.

Here are a few of many things you can choose from when you come to **Escape 2015**:

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- Technical classes with leaders from a variety of Porsche backgrounds

With everything available in the Black Hills area and Rapid City, this **Escape** offers you lots of opportunities in socialization, tourism and challenging driving.

Find more and ever-changing information on the escape2015.pca.org website. Registration will open in July shortly after the Parade in French Lick, Indiana.

Put Escape 2015 on your calendar now and come to the Black Hills October 1-3.

Jim & Arlyce Lillegaard, Co-Chairs
lillescape15@gmail

IN THE SHARK TANK **The Coke Car Makes its Debut**

STORY & PHOTOS BY **ANDREW OLSON**

May 9 was a great day! It was the first High Performance Driver Education (HPDE) day for SEMPCA and the debut day for the Coke car I purchased last fall and resurrected over the winter. I had to wake up early to finish my final packing. Scattered thunderstorms and rain were forecast throughout the day, but since we roll rain or shine, I hopped in the Cayenne and towed the Coke car to Waterford Hills.

Waterford Hills is a relatively short, tight track. It's approximately 1.4 miles and has 8-12 turns, depending on who you ask. I knew at least three 928 guys were going to be there, myself, Dave Kowalewski, and Brian Rhudy. However, Dave checked the timing belt the night before on the car he planned to bring and it was not happy. He decided to bail on the DE, which was the right decision. He still showed up and we got him out for at least one session in the Coke car. Brian's 928 is broken (again), so he showed up in his 2015 Jeep SRT—an interesting choice, for sure.

I was really surprised at how nervous I was. Maybe because I wasn't sure how the car was going to perform; or maybe it was because it was the first session of the year.



On the trailer, ready to go

Regardless, I had some shakes. I unloaded the car from the trailer, got checked in, and proceeded to see some old familiar faces. Before I knew it, it was time for the track walk. The track was damp from the previous night's rain and the morning dew.

I had street tires mounted on the car, but brought slicks with me. The forecast was still calling for rain, so I opted to leave the street tires on (Continental Extreme Contact DW). After the introductions to flags, passing, etc., I met my instructor for the day, Andy Sesac. Unfortunately, the Coke car has a full cage and Andy has an artificial hip. Getting in and out of the car was going to be a problem, so he traded me to Jeff Amos, previous chief instructor and SEMPCA president. I've had Jeff before and he is a very good instructor. I'm still in the Yellow intermediate group, so after the classroom, it was time to get on the track.

My first session out was great! I took it easy, but the car was all that I expected and then some. It handles better than any 928 I've ever driven before. No pushing in the corners (understeer) and the brakes were awesome! I wish it had a bit more power, but that's me being used to a supercharged



On the track at Waterford

(continued on page 29)

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In The Shark Tank (continued from page 27)

car. Luckily, Waterford Hills is a momentum course, so it's all about being smooth and knowing just how much brake you need so as not to kill your momentum.

I had to make a lot of adjustments to my driving with this car. Braking was SO superior that I could go so much deeper than before. Turn in was also far superior. The car did not understeer like my other 928s. I'm sure it had a lot to do with the suspension and aggressive camber settings. By the 6th or 7th lap, I had a pretty good feel for the car, and was ready to start pushing it.

In the next session, Dave asked if he could take the car out with the green group. I said okay. He went out and had a blast. He said he was trying to take it easy, and then Brian came up behind him in the Jeep SRT - the wonder pig - and passed Dave. Seriously? How can you let a Jeep pass you? Oh yeah... it's a DE, not a race.

My next session things got better and smoother. I started braking later (and less) and got my line pretty much down. The 928 is not the best car for this track as it's quite heavy compared to the other cars out here. I got passed by a couple other cars, but most of them were running slicks. I knew I should have switched tires. Oh well.

Then, just as Brian was about to go out for his 3rd session, his power steering crapped out on the 2015 Jeep SRT. SCREEECH! So he looked at me and asked, "...can I?" What are you going to say to your buddy? After all, the sole purpose of the car was to be a community car, to build camaraderie, and to have fun. He took the car out and had a blast. As soon as he came back in, I hopped in because it was now my run group. Luckily, Jeff Amos was also his instructor, so Jeff didn't have to move.

What a difference to go out in a warm car. Brakes were



Gearing up for the track at Waterford Hills

good, tires were sticky. I was on a roll. Then about half-way through my session, the tires started getting greasy, but they were still fun. I was able to get a little oversteer on a few corners and have some real fun. In hindsight, this is also when I got my best lap time coming in at 1:33.

For the 4th session, Brian took the car out again, and after he came back in, I took it out for another back-to-back session. The car was flawless. However on this session, I was so hot (and probably dehydrated) that by the 8th lap, I had to call it quits before I tossed my cookies.

There was a fifth session, but I decided to call it a day. Besides, the car was just about out of fuel. We started with a full tank, but after seven sessions (my four sessions, Brian's two and Dave's one) that pretty much ate it up. The car didn't seem to consume any oil, which was a real bonus too.

I'm still grinning. The car is nothing short of amazing! I got tons of compliments about the car, and in particular how good it sounded. There were no bad surprises and I now have a lot of confidence in the car. By far this was the BEST p-car purchase I've made. The next event will likely be at Mid-Ohio or possibly Grattan in Grand Rapids. The car needs a front splitter installed mostly to aid in cooling and to protect the spoiler. I also need to install the Accusump and a few other odds and ends.

Thanks to all the guys who helped make this come together. It was risky, but it paid off huge! What an AWESOME car!



She's ready to go!

Devil's in the Details

STORY BY **ALEX LUNDBERG & MERRITT SCOTT-COLLINS**

PHOTOS BY DOUG McABEE



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Almost 100 people and enough Porsches to film a German-language *Gumball Rally* reboot packed Munk's Motors on a beautiful Saturday, May 2, 2015, for the 11th Annual "Devil's in the Details" SEMPCA detailing event.

Munk's Motors President Chris "Chipmunk" Braden said the turnout was surprising.

"We had gift bags ready for about 40 people," he said. "We were pleasantly surprised. We were so overwhelmed that our follow-up survey indicated we need to make more gift bags."

For more than a decade, club members and clients of Munk's Motors have learned about paint care, waxing, tinting, dent removal, electronics and car show prep from businesses dedicated to doing nothing else. It's a good way for club members to meet each other and also for them to become familiar with the best cosmetic car care practices in the metro Detroit area.

Gawkers kept slowing down the traffic in front of the shop; the lot looked like a Porsche dealership that day. There were gleaming new (and gleaming old) 911s lined up next to beautiful vintage 356s and 914s, growling 944s and more than a few 924s and 928s. In all (without doing a formal poll), there was anywhere between \$3 million and \$5 million worth of German automobile in the shop's parking lots throughout the day.

Devil's is a fantastic opportunity to meet eight or nine Porsche specialists—five of them, advertisers in P4—and to see the quality of their work and get your questions answered before they make any appointments.

Munk's Motors' Communications Director Merritt Scott-Collins said the tutorials on the finer points of waxing and touch-up will help SEMPCA members who are planning to bring



Almost 100 people came out to Munk's Motors for Devil's in the Details. For comparison, organizers were expecting about 50.

their cars to judged events in parking lots and green fields alike. "Parade was so close last year and this year that more people from SEM are able to go," she said. "If you plan to show your car, it helps to know how you can achieve the standards the judges are looking for." Ordinarily, Merritt is the one running the whole shooting match at Devil's, but this year she was only able to drop in between qualifying and the first race of the season at Waterford Hills (to pick up a part, no less). She was thrilled by the turnout and wanted to stay, but had to go back to win an ITB event that day.

Another reason Munk's does this event is to bring together Porsche owners and P4 advertisers in a no-pressure setting. Attendees can see what they do and how they do it, and ask questions, over a slice of pizza. While Devil's is an SEMPCA event, created for and geared towards Porsche owners, anyone who cares about any car can learn how to keep it looking its best during the various presentations.

Collins said the effect of Devil's extends beyond the show car and concours enthusiast. It connects people who are serious about their cars with the professionals who can help them. "Devil's can be beneficial even if you don't show your car. A few years ago, a SEMPCA member actually thanked me for coordinating the previous year's event. It seems that the previous year he'd just moved to this area, and had come to Devil's to meet other club members and to learn about local Porsche resources," she said. "His Boxster was still new enough not to need any upgrades or restoration services our vendors demonstrated that day, but he filed away their names for future reference. Later that summer



Matt Lifter of Motor City Auto Spa shows how to evaluate a hood's needs before treatment.

(continued on page 33)

My Computer is Faster Than Yours

STORY BY **TOM FIELITZ**

In this rapidly evolving world of automobiles, the role of the computer is expanding beyond emission control, and even creature comforts, into essential safety and performance enhancement tools. We take for granted the role of anti lock brakes and traction control but we are increasingly becoming dependent on the computer for active handling, emissions control, fuel economy and even crash avoidance. The ultimate expression of computer control will be autonomous driving cars. Active handling in its most basic form would be considered yaw control, the interference or counter measures to restore a stable car attitude when the chassis and tires can no longer manage the attitude of the car. But today's automotive computers can combine automated braking, traction control and even electrically controlled differential lock up to maximize driving management control beyond actual drivers input into the brakes and steering wheel. The sophistication of the modern car has expanded to manage the gap between what the car can perform and what the average driver has the skills or cognitive awareness to manage. We can't on our own manage all of the capabilities of the modern car without the aid of computers and extensive telemetry. What is going on under the covers of our cars is seamless and undetectable when it is done right. When it goes wrong it is frustrating, even dangerous, and very difficult to diagnose and repair.

Racing has often spearheaded the progress made in our every day transportation. The early days of racing evolved as race cars became more powerful and thus faster. Even in the early 70's the driver adjustable parts of the race car included such things as brake bias, anti sway bar, throttle control over wheel slip, and even differential lock up to aid the turning capabilities. Engineers could monitor all functions in real time but the driver had reached the point where he could not make the necessary adjustments all while driving the car. By 1991 Williams engineering had incorporated active suspension control. The goal was to maximize the aerodynamic forces through a constantly adjusting chassis attitude relative to the ground. As long as the driver could keep the car on the road the computers did the bulk of the work. The car computer actually read the conditions of the road and adjusted the chassis in anticipation of what the car was about to experience. One downside was that the ride was terribly harsh and pounded the driver. The other downside from a driver's standpoint was that racing became a sport of engineering overcoming any driver's skills deficiency. Ultimately this engineering was banned in 1993.

But now sophisticated engineering is back dominating the sport of racing. The laudable objective was to make race cars energy efficient and lead the world toward hybrid cars that combine conventional fuel based motors with electric motors. This engineering had parallels to road going cars so manufacturers were willing to devote large sums of money to develop ultra sophisticated approaches to harvesting, storing and expending power in the form kinetic energy to electric volts. Stopping a car becomes a primary exercise of harnessing the rotation of the brakes to generators rather than just turning it into heat through brake pads. The heat that would normally get expelled through an exhaust system now is harnessed by turbines turning generators. And ac-

celeration that normally is a function of motor torque being applied through a transmission to the wheels now includes torque being supplemented by electric motors. The efficiency of all of this technology is heavily dependent upon computer controls and data acquisition. The speed of that computational control has a direct impact on the performance of the machine. Regenerative braking has to maximize harvesting energy while it also maximizes retarding the speed of the car with sufficient feedback to the driver who modulates the brake pedal. In Formula 1 antilock braking was banned because it created an artificial engineering advantage. But brake energy harvesting far exceeds what used to be considered an engineering advantage. In the same way the drivers' use of the accelerator pedal becomes a very complex computer equation as the energy stored in the batteries is released to the electric motors augmenting the normal engine acceleration without exceeding the traction from the tires. Since traction control was also banned in Formula 1 this too becomes a very complex engineering problem requiring high rate computational equations. The fastest car is then dictated by who has the ultimate in fast processing computers. When competing teams share the same motor package it is the drivability of the computer package that determines who is fastest. But before you judge Formula 1 too harshly, know that the WEC or World Endurance Championship (where the 919 competes) has even more latitude in their rules package toward hybrid cars, and Porsche has fielded a hybrid 911 along with the ultra sophisticated 919. Make no mistake, these are very expensive solutions that are driving the cost of racing so high that it threatens its very existence. But when a manufacturer can achieve a competitive advantage there is no incentive to change direction or amend regulations.

All of this technology is in anticipation of the traditional car market being driven toward hybrid power trains and fully battery powered power trains. Many of those technical features that seem like science fiction will become common place in our transportation system. And like the race car drivers trying to cope with the sophistication of their race cars, the future automobile will use sophisticated computer technology to manage complex energy systems making normal driving into a seamless and simple driving skill. Should you think autonomous driving is in the distant future, let me remind you that we have adaptive cruise control, automated crash avoidance, corrective lane departure steering and even GPS driven suspension settings that can predict road conditions.

It is impossible to stem the tide of progress in automotive computer systems. In fact we will all accept the trade off of human control in order to take advantage of the very high performance levels of our future cars.



Devil's in the Details *(continued from page 31)*

someone hit his car. Who do you trust to do body work on your Porsche when you're new in town? Well...he had it repaired by one of the businesses he'd met at Devil's."

Devil's in the Details is an official SEMPCA event supported



Kevin Miller's 1985 911 Carrera 2



Between the vintage and the brand-new, the lot and grounds at Munk's Motors looked like a Porsche dealership.



A deep-blue 1969 911

by Munk's Motors' partners at Bosch Service, Clear Auto Bra, Precision Paintless Dent Removal, Paul's Auto and Boat Interiors, Meguiar's, Stoner, M1 Concourse, Pro Wheels Inc., RKST, Pasteiner's Collectables and Hobbies and Motor City Auto Spa.



Vic Rivera's 1967 911 with deluxe paint job



Munk's Motors Owner and President Chris Braden, goldfish bowl in hand, calling out door prize winners.

Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

According to PCA Concours Chair Paul Gilbreath, there has not been a National Concours Judges School held in approximately 10 years, and PCA Concours Chair Ron Gordon has confirmed that there has never been a National Concours Judges School held in Zone 4. So it is with great pleasure that I am able to announce to you that after months of planning, hard work, and a little lobbying, I was able to secure our zone's first National Concours Judges School, which was recently held on a beautiful weekend in Dayton, Ohio.

At the Monterey Parade, Zone 13 Representative James Jacisin and I recognized that there was a need to properly train a new generation of Concours Judges and to make sure that they were trained with both quality and consistency. With the 2015 Parade being held in French Lick, Indiana, James and I felt this was the perfect opportunity for us to work together. When I sent out the announcement, the response was so outstanding that I had to see if we could significantly increase the number of students. The PCA Concours Chairs and Instructors enthusiastically obliged my request.

A casual and fun Welcome Dinner was arranged at the car themed Quaker Steak and Lube the Friday evening before the event. On Saturday morning, 53 Zone 4 members representing 10 of the 12 regions participated in the school, which was held at the extremely unique and entertaining Taj Ma Garaj, the perfect venue for such an event. The day began with the students receiving an overview of each of the classes Preparation, Preservation, and Restoration as well as an explanation of the categories: Street, Touring, and Full from the highly qualified instructors John Diwik, Rich Laurie, Pat Yanahan, and Hank Weil. Following the introductory presentations, the students proceeded to their individual classrooms for hands on instruction according to the 2015 PCR (Parade Competition Rules) and completed the day with a practice concours using the Parade scoring sheets.



I would like to thank Walter Chin, C. Steven Nelson, and Deniece Chin for all of their hard work and effort in assisting me. I would also like to thank Ms. Vickie Dixon for generously donating the use of this outstanding facility to Zone 4 in order for us to host and conduct this very important National event.

I feel this will be very beneficial to Zone 4 as it will allow us

to increase the number of our nationally trained judges within the zone. In addition, these judges will be able to bring their new skill set back to the regions, which will serve to strengthen their region's own concours programs.

The fun and good times are definitely in full swing throughout all of the regions within the Zone. I have already visited many of the



regions and have attended over 16 events, including spending time on the track, social gatherings and meetings. I always enjoy having the opportunity to spend time with and interact with PCA members. As I visit each region I am always reminded that for me the PCA motto is so true, It's not just the cars, it's the people! This month many of us will travel to French Lick, IN, to participate in the 60th annual Porsche Parade, a nationally organized week long extravaganza of competitive and non-competitive events.

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:

- Join **Northern Ohio Region** members on June 6 at Stoddard's Swap Meet and Car Show
- June 7 is **Southeast Michigan Region's** Family Day at the Races at Waterford Hills
- **Central Indiana Region** GermanFest at Porsche of Ft. Wayne is June 11
- June 12-14 is **Ohio Valley Region's** DE at Mid-Ohio Sports Car Course
- **Maumee Valley Region** Art Museum Tour and Dinner is June 13
- June 13 is **Motor-Stadt Region's** Autocross at Spartan Speedway
- **Mid-Ohio Region's** Third Thursday Social Gathering is June 18
- June 19-21 is **Rally Sport Region's** Weekend at Grattan DE
- On your way to Parade visit the **Red Brick Reunion** in Oxford, OH, June 20
- **Michiana Region's** Autocross at Tire Rack is June 21
- June 27 is **Western Michigan Region's** Parade Orphans Dinner Drive
- **Allegheny Region's** Car Control Clinic is June 27 at PIRC

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

Thanks, Michael

RECAP Street Survival School

STORY & PHOTOS BY **DON KLEIST**

PHOTOS BY UTE RECKHORN



Class instruction

On Saturday, May 16, SEMPCA hosted a Street Survival School attended by 23 young drivers from Southeast Michigan. Held at the Faith Christian Assembly in Melvindale, a church located in a facility originally built as a Kmart store, they endured classroom presentations, then drove their own cars in a series of driving exercises that simulated conditions they might face in every day driving.

Car accidents are the major cause of deaths amongst teenagers. The BMW Foundation, the charitable arm of the BMW Car Club of America, developed the Street Survival School to help reduce this statistic. The Tire Rack, a company well known to most readers of this publication, has been the major corporate sponsor from the beginning. Other corporate sponsors are Michelin Tires, Enterprise Rent-A-Car, Audi, SCCA and PCA. This school was the third hosted by SEMPCA.

As a member of the local BMW car club chapter, I have helped conduct many of these schools. I am always amazed at the positive change in the students' driving abilities as a result of spending a single day in these schools. If you compared how the students

drove in the first exercise in the morning to how they drove in the autocross in the late afternoon you would not believe they were the same drivers. Both skills and confidence improved dramatically.

As he did last year, Marc Molzon served as co-chairman for the school. He took care of the driving exercises and I covered the classroom presentations. Marc's wife Lisa, and Patti Door, handled on-site registration, coffee and doughnuts in the morning, lunch, and various liquid refreshments. The driving exercises were staffed by numerous volunteers from the Driver's Education community. For most of the driving exercises an instructor rode in the car with the student. My sincere thanks to all who gave up their Saturday to help conduct this wonderful school. It was a tiring day for all involved, but one cannot measure the positive benefits to the teenage students.

The students begin arriving at about 8 AM. They registered, were given a tire pressure gauge, and asked to check the pressure in their tires. There was an air compressor available to correct tire pressures where needed. Students were also asked to check their

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Gretus H. showing off his skills

cars to make sure there were no loose articles that could get in the way of the car controls.

At 9 AM the students went to the classroom for the first of my three classroom presentations. Somehow, they endured a total of about two hours of discussions of the risks teenagers face when driving and tips on how to be better and safer drivers. Meanwhile, other volunteers set up the morning's driving exercises in the parking lot. After the first hour we divided the students into three groups and each group drove a different exercise.

The first group drove an emergency braking exercise. Many of the students had never experienced what happens when the ABS system engages. We had them accelerate in a straight line, then apply the brakes as hard as possible. We wanted them to engage the ABS system. Later runs also featured aggressive braking, but now we asked them to brake and turn simultaneously. This is relatively easy and straightforward for cars with ABS brakes, however, it is much more difficult in a car without ABS.

The second group went to a slalom course. Here, the objective was to experience vehicle dynamics in a controlled environment. We told the students to drive at speeds at which they felt comfortable, but to increase their speed as they gained experience. We marked the course with orange traffic cones and asked them to weave through the cones. Even with a clearly marked course, there were many times when cars hit cones. This might seem an easy exercise. But it takes major concentration to drive this course successfully as the speed increases.

The third group drove a skid pad, a circular piece of pavement made slick with water and dish soap. The objective here is to have students experience the feeling of their car when it is near or beyond the limits of traction. We do this on a slick surface so that students can gain the experience, but at relatively slow and safe speeds. This is also one of the highest rated driving exercises. It's a lot of fun to toss a car around at a place where running into something is not a concern.

Each group drove their individual exercise for about 40 minutes. Then they rotated to a different exercise. Thus, during the two hour morning driving period, each group drove about 40 minutes on each exercise. This took us to noon and a well needed break for lunch and a bit of relaxation.

After lunch the students assembled for a class picture, then headed back to the classroom for more instruction. Conducting a class right after a meal is not ideal. But the students managed to stay awake for about 45 minutes. I'm sure they were all thinking, "Why doesn't that guy stop talking so we can go to our cars and enjoy the driving?" Meanwhile, volunteers set up the three courses for the afternoon driving exercises.

The first exercise was called "lead and follow." A student in one car and an instructor in another would line up at the start of straight, parallel lanes. The instructor would take off, followed by the student, who was told to follow at a safe distance. Some time during the run, the instructor would apply the brakes and stop. The student would react to the instructor braking and stop before passing the instructor. If the student passed the instructor that would have been a rear end collision if both cars had been in the same lane. This exercise let students get a feel for safe following distances.

The second afternoon exercise was lane changing. Student accelerated their cars in a straight line, while watching a flagger at the far end of the parking lot. The flagger would then move the flag either left or right to signal the direction in which the student should turn. The students then had to turn their car into the indicated lane and stop. This is the most difficult of all the driving exercises. Almost all students knocked over cones and in some cases, even turned the wrong direction!

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What makes this so difficult is that the students must observe the stimulus, the flag moving, determine what the stimulus means, determine how to react, then react by steering their car. All of this

(continued on page 38)



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must be done in a split second.

Even knowing from where the stimulus comes, it is hard to react properly. Imagine what could happen if a similar situation occurred on public roads where the drivers might be distracted by talking with friends, eating a burger, talking on a cell phone, or, horror of horrors, texting. Here they learned that even with good concentration, split second decision making is difficult.

The third afternoon driving session involved a figure-8 course where the two circles were of different diameters. The intent was to present the students with constantly changing driving conditions. This exercise was a lot of fun and showed that driving really takes intense concentration.

Like they did in the morning, students drove each exercise for about 40 minutes. Then it was back to the classroom for a short wrap-up of the day’s activities and presentation of Certificates of Completion.

While the students were in the classroom for the final time, volunteers set up a small autocross course. This was the “put it all together” exercise, and for many, the most fun. Watching the students drive this course, it was hard to imagine that they were the same drivers who began the morning exercises. You could tell that these drivers had gained both skill and confidence during the day. As a volunteer, this makes me feel great about volunteering my Saturday.



Flagging for drivers



Driving the slick pad



Practicing safe slick road driving

In attendance: Board Members: Howard Gilson, John Keilly, Michael Cohen, Gretus Hoogestraat, Fred Young, Marc Molzon, Greg Gallagher and Walter Crump. Officers: Leo Wanstreet, Miranda Christen and Alex Lundberg. Absent with notice: Patti Door. Guests: William Kreager, Pat and Gary Ambrus

Call to Order: 7:02 PM by President Howard Gilson

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

Membership: Greg Gallagher - Membership is at 610 primary + 395 associates. We have seen a steady increase in membership in the last couple of years

Financial: Leo Wanstreet – Everything is OK. We received two rebates for the Swap Meet and New Member Event. It was moved by J.K. and seconded by M.M. to approve the treasurer’s report. Motion passed.

Insurance: Greg Gallagher – Insurance is in place for the track. We need insurance for Street Survival School and Caravan to French Lick

P-4: Miranda Christen – Everything is going well. Miranda thanked John Keilly and Michael Cohen for filling in during her absence. Gifts for stories will be a choice of select gifts.

OLD BUSINESS:

April 11: Swap Meet: Good turnout and great weather. We should advertise in the entire Zone 4 region next year.

April 18: Concours Judges School: Fred Young - Seven members from the SEM Region attended the School in Dayton, Ohio. Everyone enjoyed the event and we hope to have a new crop of judges.

April 25: New Member Gathering: Greg Gallagher – Good turnout of new members. A lot of new and old members engaged in dialog and mingled. The Woodward Warehouse is available to members for storage, the facilities and the club house for a fee. It was a very nice spring event and served the members well.

May 2: Devil’s in the Details: Alex Lundberg – Great crowd with a variety of vendors. Over 95 people showed up and enjoyed the day with pizza for lunch and a number of door prizes. It was an unqualified success.

May 9: Driver Education: Marc Molzon – The Saturday DE is sold out with over 30 first time participants. Steve Carbary called the new people to personally welcome them and address any concerns that they

might have. New handbooks have been approved via email by the board and are being printed. Box lunches are to be tried at the May event. Additional helmets are being borrowed due to the large turnout.

May 16: Street Survival School: Marc Molzon – 33 students are signed up. He will solicit more instructors at the May DE event.

May 31: Spring Tour: Greg Gallagher – Looking for a good turnout with a route similar to last year.

June 7: Waterford Family Day: Fred Young – Still on schedule. Will need DE flyers.

June 21-27: Porsche Parade: Fred Young – An additional hotel is to be opening before Parade. 45 SEM members are registered to attend.

July 11: Progressive Dinner: John Keilly – Three host homes have been graciously volunteered. Promises to be a superior event with a great choice of locations.

August 7-9: Club Race: Marc Molzon – A concern has arisen over several festivals in the same area as the race. John Keilly has a number of rooms reserved but participants and volunteers are advised to book them very early. Marc is soliciting other racers and DE participants. An e-blast will be sent out for updates.

August 23: Club Picnic: Fred Young & Patti Door - On track

Charities: Gretus Hoogestraat – An ad for AutoCoz will appear in the P4. It promises to rebate 10% of oil purchases to a charity.

Web site: Gretus Hoogestraat – OK

Goodie Store: Gretus Hoogestraat – Swap Meet and Devil’s in the Details had good sales.

Event reports: Needed for New Member Gathering and Swap Meet.

NEW BUSINESS:

Tax Forms and Ballot Counting: Leo Wanstreet – We have a volunteer, Jim Garner, to do our club tax forms and ballot counting.

Event Sponsorship: Michael Cohen – Several Board members, Michael Cohen, Greg Gallagher and Walter Crump, will determine policy in regards to event sponsorship and report back to the board with a proposal. Meeting adjourned at 9:35 PM

Refreshments and Locations: June: Gilson Motorsports - Steve Carbary; July: “ “ Patti Door

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
248 • 549 • 4016

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

This is the second part of the Master Cylinder from last month. Porsche Rookie had pulled a 1985 911 Targa out of storage and was having problems with the shifter. The stick was loose and sometimes got itself stuck in a space somewhere to the right of fifth gear.

Now for the shifter, this one is a bit easier and the culprit is most likely worn shifter bushings. Start by removing the console that surrounds your shifter. Your shifter knob will need to come off to do this. Slip a 15mm open end wrench under the shift ball and tap lightly with a hammer. Be sure to tap lightly as the handle will quickly become a projectile if you don't. There are two small screws to the front of the console box and one directly behind it that hold the box to the floor, remove them. Pull back the carpet to gain access to the shifter itself (you'll need to glue the carpet back on after this). Be careful not to tear it as your carpet is probably in bad shape (or tear it up willy-nilly if you plan to replace it). Place the car, non-running, in first gear and make sure the e-brake is engaged if not on a flat surface. Unbolt the shifter mechanism by removing the three Allen bolts. Remove the two Allen bolts to the rear of the shifter to allow the rod guide to fall away from the shifter. Look at the bottom of the shifter and pull off the white ball cup bushing that holds the ball at the bottom of the shifter rod. Put lithium grease inside the new ball and snap it on. Remove the ball cup bushing adaptor (into which the ball cup goes) by removing the hex head screw on the left side of that adaptor (Note: Although it should be metric, I have seen them attached with a 5/32 Allen screw, not a metric size). Remove that adaptor and slide the rod guide off of the rod. Remove the old white plastic rod guide bushing by pushing it through the hole or cutting it off and snap the new one in place. It looks like it won't snap through but it will, just keep pushing with your fingers until it does or get your hamfisted neighbor to do it. Thread the rod guide back onto the shifter rod and reattach the ball cup bushing adaptor onto the rod. Put the seats forward all the way and locate the shifter access panel that's directly behind the seats on top of the tunnel—it is under the carper held down by four screws. You'll find the shifter coupling is held on by a 13mm nut/bolt. Mark the location of that coupler both where it is located on the shifter rod front-to-back as well as where it is attached circumferentially on the rod. Remove

the coupler by removing the hex key cone screw as well as the 13mm nut/bolt combo. There are two bushings on the coupler that wear and allow movement (slop) that cause unwieldy shifting. The original bushings are intentionally oval-shaped to minimize vibration but rotationally, they should be tight. You can buy the whole coupler for about \$85 or just install new bushings at a much lower cost. But, getting the pin out and the new bushings in needs to be done a repair shop and should not tackled by a novice. It's your choice. Being new, you may want to bring it to your favorite Porsche repair shop and watch them replace the bushings (they should have them, as well as the other bushings on hand). I highly recommend establishing a rapport with your local shop as you will need them sometime in the life of your car. Be sure to check Yelp and other reviews as well as talk to other SEMPCA members about the best repair places. Reinstall the new/re-bushed coupler in exactly the same location as before. Move to the shifter and screw the rod guide to the shifter plate, insert the ball guide into the ball cup bushing adaptor and reattach the shifter plate onto the floor with the three hex bolts. Reattach the housing and the shifter knob. Enjoy your new, tighter shifting pattern. If you do not get the shift gates exactly where they should be, a fine adjustment can be made in the coupling under the back seat. —MC

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SEM/PCA Member Anniversaries - June 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)
43	David & Christine Renner	8	J Goldberg & Peggy Boyle-Goldberg
40	John & Carroll Thomson	5	Ken & Julie Gola
39	Dennis & Susan Denyer	5	Ron & Susie Vestevich
27	Robert & Marilyn Amano	5	Ernest & Staci Moosherr
23	Philip & Patricia Kubik	4	Leon & Ileana Lewis
21	Carole & Richardo Kilpatrick	4	Horst & Helene Reinhardt
19	Robert Count & Nancy Ellis	3	John & Carol Falk
17	Nick & Nelda Moskatow	3	Paul Zlotoff & Terese Sante
15	James & Sally Garner	3	Don & Taffy Jones
14	Ralph & Julie Kandt	2	Jared Rundell & Nikki Kaller
12	Ron & Darlene Geb	2	Michael Scheid & Will Bass
10	James & Gerald Saelens	1	Timothy & Janice Connell
10	Greg & Stacey Dyer		

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Work Phone _____

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Region Destination Preferred _____

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cation fees these are assessed directly by the regions.
**Region will be assigned based on where you live, however,
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Region Date _____

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Relationship to Member _____

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