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ON THE COVER: *Street Survival School attendees pose for a photo after a day of practice and learning.*

2016 SEM/PCA CALENDAR

MAY	AUGUST	NOVEMBER
5 Board Meeting	4 Board Meeting	3 Board Meeting & Calendar Planning
6 #1 Driver Education Steve Carbary	5 #3 Driver Education Steve Carbary	TBD Membership Dinner
7 Devil's in the Details Chris Braden	#7 Troy Traffic Jam	
14 Street Survival School Don Kleist/ Marc Molzon	#20 Woodward Dream Cruise	
22 Spring Tour Greg Gallagher	21 Picnic and Concours Patti Door	
	27 Downriver BBQ Gretus Hoogestraat	
JUNE	SEPTEMBER	DECEMBER
2 Board Meeting	1 Board Meeting	1 Board Meeting
3-5 Belle Isle Grand Prix – possible Porsche Coral	10 Ladies Only Drive Patti Door	TBD Holiday Party
9 Summer Main Event at LTU	18 Drive your Porsche Day Gary Ambrus	
12 Waterford Hills Family Day Fred Young	23 #4 Driver Education & Year-End Party Steve Carbary	
#19 Eyes on Design		
19-26 Parade and Caravan Gretus Hoogestraat		
25 #2 Driver Education Steve Carbary		
JULY	OCTOBER	
7 Board Meeting	6 Board Meeting	
23 Progressive Dinner Carlos Carmona	16 Fall Color Tour Walter Crump	
#29-31 Autobahn Night - St. John's Concours		

BOARD MEETINGS

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

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

She's Flying!



BY MIRANDA CHRISTEN

It's finally nice enough to roll the windows down, turn the radio up and hit the town without freezing any appendages off! I hope you all have gotten out on the road to enjoy some time in the fresh air. Mark your calendars, get your registration in and shine up your wheels for some excellent events coming up.

Do you have a daughter, son, grandchild, or maybe a neighbor kid that drives too fast down the street who could benefit from Street Survival School? There's still time to register! The one-day school helps equip young adults to better learn how to handle their car and understand its limitations. I'll never forget the first Driver Education Day I went to and was told, "your car can handle more than you think it can, but you have to know what to do with it." This school is an excellent way to provide youngsters and new drivers with real world situations and learning opportunities to keep themselves safe on the road. Get some peace of mind and contact Don Kleist with any questions.

If you love your Porsche and would like to show it off at Lawrence Technological University contact Douglas Gaffka for his event on Thursday, June 9th. The school is hosting an all-day design event with exocotic and collector vehicles on display. Douglas has reached out to the club asking for Porsches to show off throughout the day. The event runs from 9 a.m. to 9 p.m. and anyone interested can contact Doug at 248-719-6679 and visit page 27 of the P4 for more information.

Attending the first High Performance Driver Education (HPDE Day) on May 6th, or the second on June 25th? Make sure that you and your car are ready for the day! Lunch is provided but be sure to bring water or snacks, and wear appropriate clothing for the weather. Schedule your tech inspection now to ensure that your paperwork is completed and your car is ready for the track! Any questions or concerns please contact Marc Molzon or Steve Carbary. See page 18 and 38 for more information.

Register now for the Spring Driving Tour & Dinner on May 22nd with Greg Gallagher. If you've never toured the Roches-

ter/Auburn Hills area, the trees and scenery are so beautiful this time of year! There are plenty of curves to hug, and roads to wind through. Celebrate making it through another winter hibernation (for those of us who were stuck in Michigan) and join your fellow Porsche members in the fresh air and sunshine.

Also be sure to mark your calendar for the annual Waterford Hills Family Day on June 12th. Enjoy a day at the races and get in on the action with a parade lap around the track and a visit to

the pit area during lunch. There are tons of racers and cars to see so bring your family, friends, and other race lovers and have a blast! Make sure to bring a lawn chair or something to rest on, and food can be purchased at the concession stand. Contact Fred Young with questions or concerns.

I recently started taking care of two children in the Macomb area, which is quite a distance from my home. The constant stopping, starting, and slamming on the brakes, leaves very little time for me to enjoy the drive. I'm more

of a backcountry road, no traffic kind of girl and this drive through the 'burbs really tests my patience!

My state of mind changes when I pick the children up from school. They've helped me gain a new insight into the exciting world of driving. They enjoy their hands out the window, watching my hair blow through the sunroof, laughing at all the animals we see (their favorite are horses), and pointing out all the "popcorn trees" on the way home. They also enjoy going through the carwash, and we have a fun tradition called "Car Wash Fridays." The children have helped me to find the joy in driving again. After so much time indoors, I love feeling the wind in your hair, and being happy outside on the road. I hope you all find a reason to get outside and enjoy your own time driving around! If you need any help, I know a couple excitable children who would LOVE to take a ride in a fast car.

Thank you all for making this club so great and I look forward to seeing you all soon!



HPDE days are fast approaching, register now!

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Drive With Spirit!



BY HOWARD GILSON

Well the first few weeks of April have felt more like winter and less like spring. While everyone is eager to get out and drive their Porsche's the cities haven't helped our cause by putting down another layer of salt.

As I wrote the first draft of this article on the day before the April 9th Multi Region Swap Meet, Car Show & Tech Quiz at Porsche of Farmington Hills, the weather forecast called for more snow! That would make the car show "interesting." Maybe we would be playful and take some cool photos of snow covered Porsche's. Who knows, maybe a snowball fight would break out.

Snow was a factor the next day at the Driver's Education 101 classroom session, held at the Waterford Hills Road Course. Steve Carbary handed out a very informative summary of what to expect on and before a day at the track. It was also entertaining to see photos of some snow covered Porsche's in the track parking lot. The snow also made the track walk cold and again, "interesting."

In addition to warmer weather, May will bring a variety of Club Events as our "driving season" gets into full swing. On the 7th Munk's Motors will host the ultimate car care clinic, The Devil's in the Details. Come learn from experts. The following Saturday, May 14th, we will be running a Street Survival School for teen drivers. We are part of a national program to address the number one killer of teens - motor vehicle accidents. We provide hours of hands on instruction to teach young people how to handle their daily driver in all too common real-world situations which can go badly quickly if not handled properly. Come out and instruct or just help us run the event. It takes a lot of people and everyone enjoys the day. Then, on Sunday May 22nd, Greg Gallagher will lead us on our first Porsche style "Sunday Drive" of the season, the Spring Tour. It's a great opportunity to enjoy your favorite car, your favorite companion and the company of fellow enthusiasts. As with all events, please be courteous to the organizers and RSVP early.

The Progressive Dinner (July 23rd) is another of the unique events which our club provides for the enjoyment of our members. This year will be my first as Chairperson. I am asking any members who would like to open up their homes to host one of the three stops of the progressive dinner please to contact me. The club takes care of everything else, from catering dinner and ordering tables and chairs for the event. All we need are three homes in relatively close proximity so we can get out and drive around this moveable feast.

We do ask participants to bring a dish to pass...and maybe show off your culinary skills to your friends. My parents have made a duck salad more than a few times and it is always a big hit. One year I made my garlic mashed potatoes. Please note that you do not have to make enough to feed 50 people. I learned that

the hard way and made way too much that year. There is always plenty of food to go around, that is until desert, when everyone's sweet tooth takes over.

While I'm reminiscing on past club events, one stands out more than any other. The Mink & Manure event that my father hosted for the Porsche club at Bloomfield Open Hunt Club during a horse jumping event. My father would reserve a box and special parking for the Porsche's. He would put out bottles of Port and Cherries Jubilee for the attendees to enjoy while watching the equestrian competition. After the event some people would end up at his house in Franklin for an after event pool party. One year my father even had Coney hotdogs for a party that went well into the next morning. What fun we had, thanks to my father and his way of having a great time. Collectively we share many great memories. There's only one way to find out for yourself, so please join the club at an event and make some memories of your own.

I have seen a recent trend of people looking for older 911's from the 1974 to 1977 2.7L for a fixer upper. The problem is that these Porsche's have dramatically increased in price over the past few years. The days of finding a nice, rust free driver priced between \$8K to \$12K are gone. Nowadays, the same Porsche goes for \$15K to \$85K! Note, the \$85K is for the 1974-75 Carrera's, which in Panorama are listed for \$250K to \$275K. Most of what people are looking for are the 911S Porsche's. On EBay rusted examples are listed in the \$15K range. Seems like the nice drivers are rapidly going up in price; concours condition cars will be even higher.

We all have cars that we regret letting go; my first Porsche, a 1975 911S Targa Silver Anniversary Edition with the Sportomatic transmission is the one. Way back in 1994, I paid less than \$14K for license plate "SXE911S." I put a lot of money and time into that 911. When done, it was a sweet ride and handled like a Porsche should. I also learned a lot by doing the mechanical, suspension, brakes, axles and all the other fun stuff that makes owning an older Porsche so rewarding. I sold her to upgrade to the 1984 Porsche 911 Carrera, which I also miss. I remember selling SXE911S to a guy in Plymouth and heard he sold a year later to someone in California, I hope she has a good home.

May 2016 marks my 21st year as a member of the Southeast Michigan PCA, I want to thank all that have made my 21 years in the club so memorable. Having a common interest in Porsches has brought me and my father close. I have gained family and friends over the years. We often describe the Porsche Club by saying, "It's not just the cars, it's the people." That rings true to me more often than not. Here's to another 21 years!!!

Looking forward to seeing you at an upcoming event soon.

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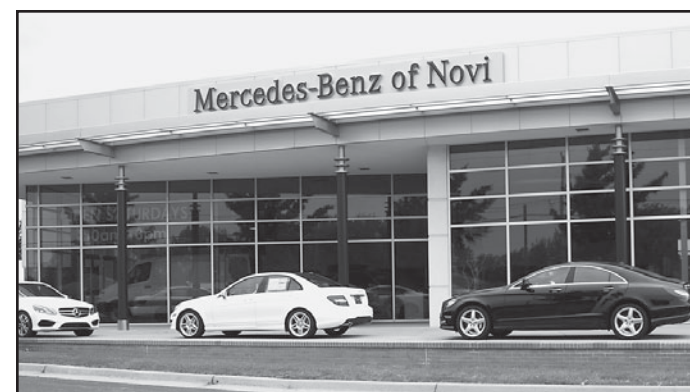
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Rochester/Auburn Hills Area
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First car out: 3:30pm

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Go to www.waterfordhills.com for Maps and their Website



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SAVE THE DATE

Caravan to Porsche Parade in Jay Peak, VT



We will meet on Friday, June 17th 2016, at Faith Christian Assembly (25201 Outer Drive, Melvindale, MI)

This is the location we use for our Street Survival School

We will leave at 6:00am taking I-75 towards Toledo

We will stop in Toledo for breakfast

Lunch along the way to Syracuse. We plan an overnight stay in Syracuse, NY

Arrival next day in Jay Peak expected to be around 4:00pm. This should give us enough time for the welcome tent, which closes at 5:00pm

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

We need a count for parking and restaurant arrangements

Please sign up at
Clubregistration.net

or

email Even Chair Gretus Hoogestraat (gretus@sempca.org)

**Looking forward to seeing you on the 17th
Gretus Hoogestraat**

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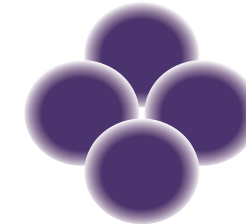
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AUTOMOTIVE TECHNIQUES



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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RECAP

PCA Multi-Region Swap Meet

BY MICHAEL COHEN

PHOTOS BY GRETUS HOOGESTRAAT

The annual Multi Region PCA Swap Meet is usually considered a rite of (Porsche) spring since it is frequently our club's first major event each year. Many of our members take their P Cars out of storage and drive to Porsche of Farmington Hills for this premier event jointly sponsored by SEM, RSR and Motorstadt regions as well as the 356 Motor Cities Groupe. According to the calendar, spring includes April 9; however on this day it was snowy, icy, rainy, cold and gray. With few exceptions, our Porsches stayed home and instead we arrived in our daily drivers.

Despite the weather, we had a good turnout, although attendance was down slightly from last year. Most of the vendor tables were filled with everything from vintage Porsche parts, wheels and tires, model cars, owner's manuals and virtually anything else than one could imagine. Bill Block,



The Swap Meet well underway.

as usual, filled a table with Porsche hard cover books of every size and shape. The Goodie Store was ably staffed by Victoria Hoogestraat and Lucas Phan with daughter Emma. Sales were brisk with both buyers and sellers smiling.

The Trivia Quiz was won by past president Dave Miller. For the second year in a row, Carlos Carmona was the concours winner, this time with his immaculate black 996 C4S.

A huge "thank you" goes to Porsche of Farmington Hills for again hosting our swap meet and providing lunch for the attendees. We are always most appreciative of the club support and participation that we receive from our dealers and other Porsche oriented merchants.



There was plenty to see and swap this year.

MORE PHOTOS ON PAGES 24-25

OUR HEART RATE JUST WENT UP. PORSCHE JOINS THE EITEL DAHM MOTOR GROUP.



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A booth at the swap meet.



Swap Meet attendees checking out the booths.



Goodie Store Chair Victoria Hoogestraat hard at work.



Michael Cohen and Luca Phan chatting with Emma Phan showing her excitement for the event!



Swap Meet Quiz Winner Dave Miller with Dave Burton.



Fred Young with Concours Winner Carlos Carmona

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A room block is available June 2-5 at The Henry Autograph Hotel; if interested call 888-709-8081 and ask for the Porsche Club room block. All Saturday Porscheplatz purchasers have the opportunity to participate in an Escorted Porsche Caravan to Belle Isle from The Henry (subject to number of participants).

For additional information please contact Michael Soriano at: MSoriano.ZoneRep@gmail.com



RECAP **Gilson Tech Session**

BY **HOWARD GILSON**

On March 19th about 45 people came out to Gilson Motorsports for our annual Tech Session. We decided to explain how to take a Porsche out of long term storage. The emphasis is on long term—not the annual rite of bringing our car back from a few months of winter hibernation.

This session focused on something many of us have done it at some point—store our Porsche over the winter, but then somehow we get too busy and don't bring the vehicle out of storage. Suddenly, after five plus years, you get the bug to put that Porsche back on the road.

What do you look at first? What are some of the tests to make sure the engine is still in good condition? These were among the topics we covered. We noted that one of the first things to do is empty

the old fuel and check the fuel lines for cracks and leaks. A leak down test will reveal the condition of the engine. It's also important to check over the tires, brakes, suspension and steering as well as to address any rust or mold that may have started on the vehicle.

Once Curt Ormiston and Jason Montgomery were done explaining how we take on a Porsche that's been in long term storage and answered questions from attendees, lunch was provided. Chicken Shack delivered another great meal with refreshments.

Thank you to all that attended the tech session. We hope everyone left with a full stomach and a lot more knowledge of what needs to be done when taking a Porsche out of long term storage. As you can see, driving your car every season is arguably the best way to avoid the issues associated with long term storage!



Curt O. giving helpful tips and tricks during the Tech Session.



A 1969 Porsche 911E front end.



A 1969 Porsche 911E waiting to be explored while attendees listen intently.



Gilson Tech Session attendees getting to know each other with some mingling and question time.



Onlookers listen to the Tech Session information.

Show Your Porsche at the Summer Main Event at Lawrence Technological University Thursday, June 9 2016

The Main Event is an all-day design conference hosted by Keith Nagara, chairman of the Transportation Design Department at Lawrence Technological University. Each year, they have several exotic or collector vehicles on display. This year, they are looking for 8 to 10 Porsche owners who are interested in showing their vehicles. In addition, there will be vehicles from Ford, GM, FCA, and the Mustang Club on display.

The event lasts all day and includes a Design Symposium, lunch, strolling dinner and fashion show in the evening.



Cars for display need to arrive by 9:00 on the morning of June 9 and stay until the event is over at 9:00 that evening. The owners are welcome to spend the day—as are any interested members of the public.

Long time SEM/PCA member and former Ford Design Executive Douglas Gaffka is now an adjunct professor at LTU and will personally organize the cars.

SEM/PCA members interested in including their car in this display – or in attending the event – are asked to contact:

Douglas Gaffka
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Saturday July 23, 2016

The Club will provide the entrée and soft drinks.
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Details to Follow

2016 PROGRESSIVE DINNER

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please contact any Board Member

IN THE SHARK TANK

Care and Feeding of Sharks

STORY & PHOTOS BY **ANDREW OLSON**

PART 2B

This is the second-second installment in my “Care and Feeding of Sharks” series. In the last two installments I gave some general tips on the 928 timing belt system, water pump, and some of the general fluids that need to be changed. I had planned on writing about changing transmission fluids in this installment, but life got in the way and instead, I recently found a desperate need to change the brake fluid in my track car, so that’s what I’m detailing now. Lucky you!

BRAKES (and clutch):

The brake system is a very important system that requires regular maintenance. For the 928, Porsche recommends using a high-quality DOT4 brake fluid. The reservoir is located just in front of the firewall on the driver-side. You should always keep an eye on the fluid. As brake pads wear, the brake pistons will fill with brake fluid and push out to fill the gap. So as the pads wear, your fluid goes down. Most mechanics will recommend (as does Porsche) you replace your brake fluid every 2-years. This is because brake fluid is hygroscopic.

In a recent conversation with Chris Braden from Munk’s Motors, I learned that as a general rule of thumb, brake fluid generally absorbs about 0.75% of its content in water each year. So in 2 years, your brake fluid can have well over 1.5% water content.

You might say, “Why is this such a big deal?” I’m glad you asked. As you probably know, fluids generally do not compress—this is why they make an excellent medium to transfer mechanical work through a hydraulic system. However, in the case of brakes, because there is a tremendous amount of heat built up from the friction between the pads and the rotors, the heat is transferred into the brake fluid.

As the moisture content goes up in the brake fluid, the boiling point decreases. If the fluid reaches its boiling point, it will transform into a gas/vapor. Gasses are compressible, so if the fluid boils the result is your brake pedal falls to the floor, and you have no brakes! Yikes!

Moisture can also cause other problems like rust and corrosion on internal parts like the master cylinder or the caliper pistons. Corrosion can then cause other problems like premature wear on seals and the like.

On my track car, I needed to do a complete brake fluid flush—it’s part of my annual maintenance. I opted to use a “One-man brake bleeder” that you can generally get from any auto-parts store for about \$5. This make it easy to do this job all by yourself. Be sure to get a high quality brake fluid. I generally use ATE TYP200, but



Be sure to inspect the surface of your disc rotor for crack or unusual wear.



Start with the outside bleeder, then move to the inside. Make sure your fluid is clear before moving to the next corner.



Bleeding the clutch is basically the same as the brakes

there are others out there. ATE used to sell a blue-colored fluid, which made flushing easy, but the US DOT outlawed it recently. Luckily I had blue fluid in the track car, so I could easily tell when I had fresh fluid.

I started by hooking up the brake-bleeder to the nipple on the master cylinder. Cracking the nipple allowed me to slowly pump the brake pedal about 7 times to fill the small bottle. I did this process 4 times, and then I started to get air. I refilled the reservoir and bled the master cylinder once more for good measure to make sure there was no trapped air. I then topped up the reservoir again.

I then moved to the driver-side caliper. There are two bleed nipples. I started with the outside bleed nipple. I hooked up the brake-bleeder to it, and just cracked open the nipple—about ¼ turn. I found that on the front brakes, 6-pumps of the brake pedal would fill the little bottle. It took about two full bottles to get clear fluid on the outside bleeder. Then I would transition to the inboard bleeder. This only took one additional bottle.

This worked out great. Each caliper took 3 bottles to fully bleed the caliper. Two on the outside bleeder and one on the inside. The best part was that 3 bottles was safe for the reservoir (i.e. no danger of running out of fluid and pumping air into the system). So after each caliper, I replenished the reservoir.

After the driver-side front caliper, I moved to the passenger-side front caliper. Another three bottles. Then I did the driver-side rear, then the passenger rear. I found that when bleeding the rear calipers, the bottle could take more pumps of the pedal. I think this is because the rear calipers are on a different circuit and the pedal travel is less for this circuit—so less volume per pump. 8 pumps seemed to do the trick.

Once the rears were done, I moved to the clutch. It’s the same process. On the lower bell-housing, you will see the slave cylinder for a 928. Hook up the brake bleeder, crack the nipple, and pump the clutch pedal. The only trick is that the clutch pedal will not return on its own with the bleeder open. I suggest you pump it by hand so you can pull it back up. I filled about 4 bottles when I bled the clutch.

Now that the system is fully bled, it’s time to check for leaks. Pump the brake pedal and the clutch pedal several times to be sure there are no leaks and that the brake pedal is firm. If everything is good, take it out for a test drive around your block and make sure everything is operating properly.

If you’re not able to take this maintenance on yourself, be sure to bring it to a qualified mechanic. Being able to stop is just as important—maybe more important—than the ability to go. During panic stops, stop-and-go traffic, and other heavy braking situations, your brakes are subjected to a tremendous amount of heat and abuse, so it’s important to give them some attention every so often.

In the next installment, I will discuss transmission fluid for both the automatic and 5-speed transmissions on a 928.

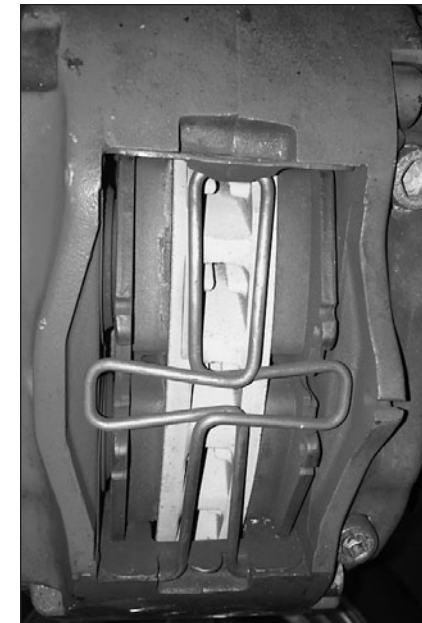
The 928 crew has a monthly beer night on the second Wednesday of each month from 7 PM to 10 PM at Sneakers Pub located at 22628 Woodward Ave., Ferndale, MI 48220. Everyone is welcome to join. If you would like to get on the 928 mailing list, drop me a line at andrewmolson@yahoo.com or call/text me at 734-837-7908.



The brake fluid reservoir sits atop the master cylinder. You can just see the master cylinder bleed nipple.



Start with bleeding the master cylinder, then move to the calipers, then the clutch.



Now is a good time to inspect your brake pads. These are almost new.

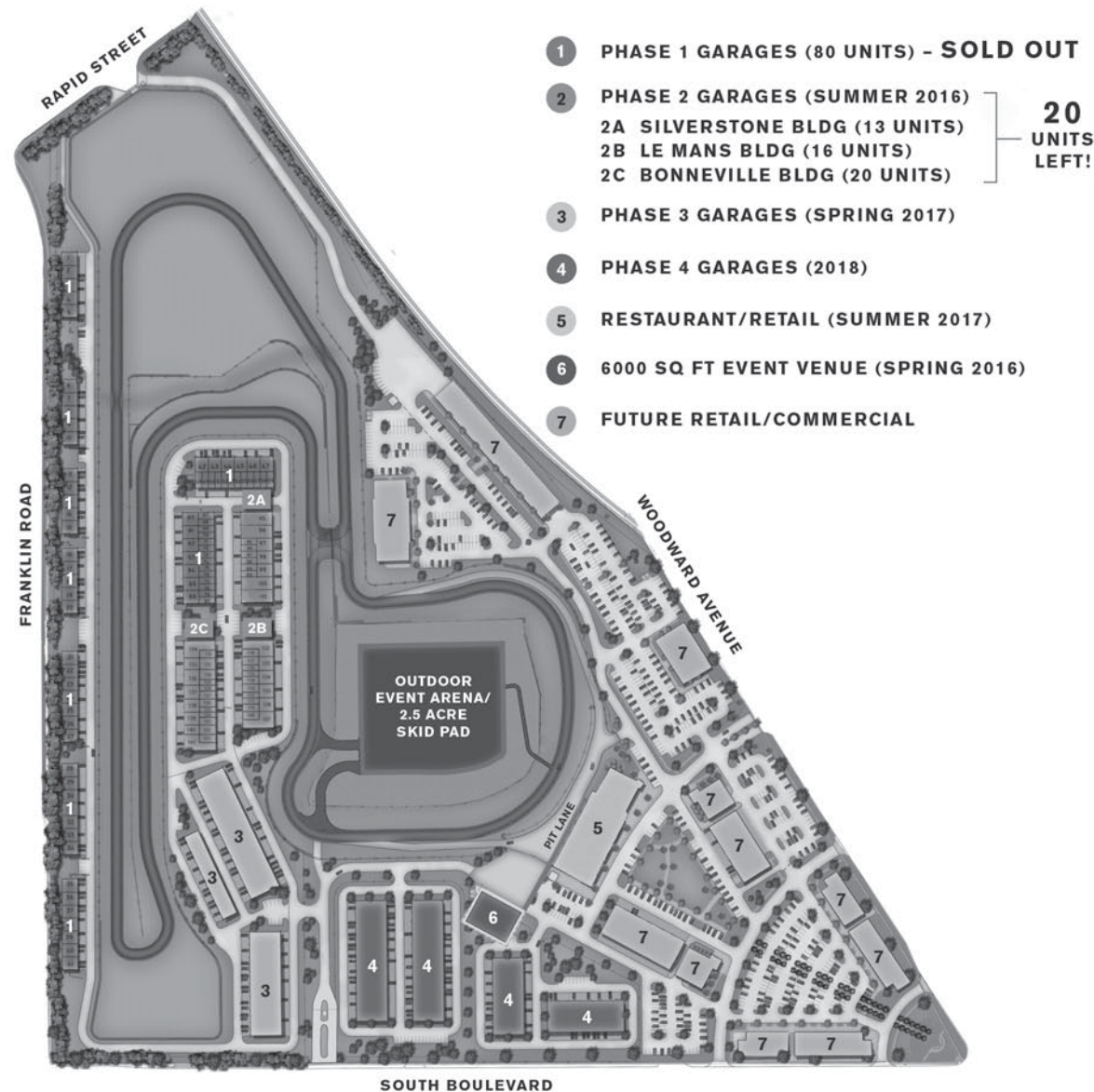


This is what I like to use when bleeding brakes. It is called a Bleed-O-Matic or a one-man brake bleeder.

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Automotive Techniques

BY DAVID DEHNKE



If you could have any car in the world, what would it be? Most people reading this would say some sort of Porsche. There is nothing like it, or as Porsche likes to say, “There is no substitute.” My family includes a long line of American Muscle car fans. I’ve owned six different Mustangs in my short 26 years on this earth. However, from the day I took my boss’ (seemingly underpowered) 4 cylinder Porsche 944 home, I fell in love. Not even my SVO handled as well as this bone stock 944 shop car. I resolved to have one someday.

When I first came to work for Jeff Jones, founder and owner of Automotive Techniques, my background was with a small dealer; my knowledge of Porsche and other European cars was rather limited. In the short time I have been working for Jeff, he has enabled me to learn more than I ever dreamed possible. Jeff has so much love for, and knowledge about these cars. He can often recite part numbers off the top of his head and can remember what years they changed some minute details. It’s this kind of knowledge, experience and enthusiasm that keeps so many customers

coming back to Automotive Techniques year after year.

Jeff Jones started Automotive Techniques in 1988 after working at the local dealership and on their Porsche racing team. The business had humble beginnings. Jeff worked out of his own home shop for many years. As his reputation for quality and value grew, so did the business, and this led to expanding to a location in Farmington Hills. Jeff has what can be called “infectious enthusiasm” for cars and that permeates the business and his team. The business was founded on taking care of the customer, and giving them the best parts and service possible at a fair price. That enables customers to fully enjoy their cars. He is also a skilled mechanic, rebuilding an air cooled 911 is second nature to him. Any shop can build an engine with the right tools, but it takes years to acquire and develop the skills, experience and attention to details that Automotive Techniques puts into making every project perfect.

Jeff’s enthusiasm for the auto business is not limited to Porsche. You never know what car he is going to drive into work.

(continued on page 34)



Even after working on cars all day long he goes home to finish his project cars. He is currently working on his 1955 Fiat and it will hopefully be on the road soon. Jeff is also known to drive around Novi in his Red Mini Cooper or that Porsche 944, so be sure to wave. A tip to spot him: He will most likely be wearing one of his goofy fishing hats he rarely removes.

Automotive Techniques has built its reputation on providing full service on Porsche and other vehicles since the beginning. From a simple oil change to a fully built engine, we can handle it. Most of our customers share our love for these cars, be it a PCA member who tracks the car or someone who keeps it in the garage to preserve it.

It doesn't stop here. Automotive Techniques is ready to grow. Always looking for great talent and the latest equipment. Jeff believes in keeping his staff up to date with the best training. If your technician says he knows everything there is to know about cars, he is wrong.

We are constantly going to training to keep up to date with the latest technology and learning something new each day. Spending money on technology is a must in this field. We know cars will have new, and sometimes heretofore unheard of technology in 5 years. Automotive Techniques will be ready for it.

Recently, we hired Andrew Derminer, a fully certified Porsche Gold Master Technician. Andrew comes to the Automotive Techniques family with excellent credentials, including top notch knowledge, experience and training. He has taken on a major commitment to this company and is putting everything he has into it. It would be rare indeed to have an issue that Andrew and Jeff could not resolve.

Our capabilities are not limited to just Porsche at the shop.

BMW, Audi/VW, Mercedes, or any other German/European cars are in and out of the shop on a daily basis. Anything with wheels (or propellers if you saw the Amphicar in the shop), can be handled with skill and care by Automotive Techniques. We have even been known to work on a couple of Batman's bat mobiles. Evidently, Superman goes elsewhere.

Anything unique is always welcomed in the shop. Andrew and Jeff are not the only great things coming from this company. Along with Shane and Luis we can take care of anything. Every

person that touches a car in the shop is ASE and State Certified. We don't have to be ASE certified but it shows we took the extra step and initiative to assure the customer that their vehicle is in great and skillful hands.

After working for Jeff, I can say the words most employees never say, "I love my job!" Knowing my customers and their cars on a personal level brings me pride and job satisfaction. I know what

customer's cars mean to them and appreciate them trusting me to make sure the work gets done right, with the best techs, parts, and experience. This inspires me to work hard every day to make this great company even better.

If you have not seen our shop before, be sure to stop by to say hi and check it out. We think you'll be impressed. We're located on the north side of Grand River, between Haggerty and Meadowbrook Roads in Novi. Our address is 40500 Grand River Ave, Suite J Novi, MI 48375. Our phone number is 248-615-8964. We look forward to seeing you soon!

Email: Alphatango911@hotmail.com
Website: www.AutomotiveTechniques.net



DE 101 - Brave Souls

BY **STEVE CARBARY**

PHOTOS BY GRETUS HOOGESTRAAT



After the snow!

It is often said about the Porsche Club of America that 'it's not just the cars, it's the people'. This couldn't have been proven more true than at our DE-101.

Cold and snowy is not the preferred weather prediction for a day at a race track. So you can understand my delight when more than 20 undeterred club members joined Marc Molzon and myself for our Driver's Education pre-season class. The Waterford Hills track manager, Doug Anthony, was kind enough to allow us to use the facility for this brief introduction. I owe him a heap of gratitude for that. I can only imagine working in several inches of snow is not in his normal job description.

I knew planning this event in early April would be a gamble and Michigan weather did not disappoint. We gathered at the main tower of the track at 10am. It was decided that we would head out and do our walking lap of the track first to avoid the further impending snow. Seeing the track at 'ground level' is something we do the morning of every DE. One of our experienced instructors leads a group around to show where to position the car in the corners and point out important details of the track. We all bundled up and completed our outing just in time as the snow started to collect when we were heading in.

Once back in the comfort of the warm classroom Marc and I

proceeded to cover registration, what needs to be done to prepare, and how the agenda of a normal track day works. We also discussed proper seating position and defined 'the Line' of a corner. All of this information can be found in our DE-101 Beginners guide. Both the beginners guide and our full Driving handbook are available on our club's website under the Driver's Education tab. These together should provide valuable information for anyone attending our DE's.

The day concluded with a few potential students sizing up helmets and some 'in car' videos of Waterford. Handshakes and smiles all around left me with a feeling that we are going to have a great summer driving season!

I would like to once again thank everyone that came out and showed interest in our Driver's Education program. I would also like to note the several capable students who came out to show support and add their personal tips. I'm pleased to say that the talent and experience in this group runs deep and all are willing to share with anyone looking to have some fun on a race track.

Let's all hope that snow brushes do not become standard tools for our track day events!

MORE PHOTOS ON PAGE 36



A few Porsches braved the weather to visit the track.



Attendees getting ready to walk the track.



Attendees listening intently to instructions and tips for the track.



Before the snow.



Learning the ins and outs of Waterford Hills Road Racing Course.



Not the most ideal condition for a track day!

BY TOM FIELITZ

There is one specific driving skill that has an almost cult following but is quickly fading into obsolescence. That skill is known as the heel toe downshift. The most current technology is rev matching where the engine management computer automatically blips the throttle at each downshift. The objective is to bring the rpm of the engine up to a level commensurate with the speed of the car so that the clutch engagement is smooth and seamless. The manual skill involves making the ball of the right foot push the brake pedal and the heel push the accelerator pedal simultaneously as the clutch foot actuates the clutch. The actual anatomy of the movement depends on the physical relationship of the brake and accelerator pedal. The distance between the two pedals is a critical factor as well as the relative height from the floorboard. Too much of a gap in either direction can facilitate the heel toe relationship or make it near impossible. The shape of the pedals and whether the pedals are hinged from the floor or from the firewall also play a role. Finally the seating position of the driver relative to the pedals is critical to make the leg movements in an effective manner.

With so many factors in play it is easy to see how a simple maneuver can become a physical challenge and require a high degree of practice and skill. In the same manner it is easy to see why manufacturers have created an electronic solution that takes engine management computers to turn this act into a simple throttle action independent of any driver input. The computer can take all the measurements of speed and throttle position and as the driver manipulates the clutch and goes through the actions of a down shift it will bring engine rpm up to the correct level for a smooth downshift. Most drivers, including the professional racing drivers, will admit that automatic rev matching is superior to what can be achieved manually. Any actual differences between an automated action and a manual action are miniscule and automation has the added advantage of consistency of application. Human actions have occasional mistakes and the action requires constant practice and refinement.

So why do we still care if someone has the driving skill to heel toe a downshift? With DSG and automatic transmissions there is no clutch pedal and the engine management computers perform the rev match automatically. It all comes back to that cult following that a skilled driver should be able to perform a heel toe downshift. This must be so because all of the cars with the rev matching feature have a defeat switch to turn it off. It is also one of the most asked questions that I receive as a driving instructor. Even though we may be driving on a track that involves few or even no downshifts, and even though most street driving involves very few instances where a downshift is required, we still want to master this rather obscure driving skill.

There is some misinformation surrounding the heel toe downshift. The actual objective is to release the clutch at a rate that puts minimal strain on the clutch and driveline. A poorly executed downshift can cause the clutch facing to shudder and snatch at the flywheel resulting in a shock transmitted through the car. In the worst case, it can momentarily cause the rear wheels to break traction with the road and even alter the direction of the car. The purpose of the downshift is to select the correct gear ratio for the exit of a corner and not, as some perceive, to slow the car down through engine braking. In the early days of the motor car braking action was not very

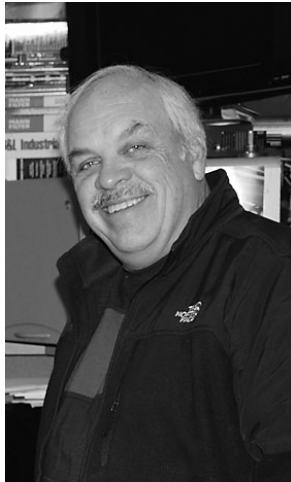
A Fading Skill

effective and required engine braking to slow the car. This has certainly changed with today's brake technology, but every book about driving that I own has a section dedicated to downshifting and describing the heel toe process.

My first driving school was at Putnam Park, Illinois at a PCA event in my first Porsche, a 1970 914-6. Having lots of observation of racing and my fellow Porsche owners practices, I was sure that downshifting was half of the skill of driving on a race track. Furiously upshifting and downshifting at every opportunity, I was sure I impressed my instructor. Instead he asked me a simple question, what part was more expensive to replace, a clutch and transmission synchros or a set of brake pads? Obviously it was the clutch so then he casually suggested that the brake pads were a much more effective way to slow down the car. I also had practiced a double blip of the accelerator at each downshift. The actual technique is known as the double clutch downshifting where the engine revs are raised to match transmission speeds as the lever pauses in neutral between shifts. This was commonly required on very early cars that had no gear synchronization or ineffective synchronizers in the transmissions. Porsche had developed a very effective friction ring synchronizer and double clutch actions had the opposite effect of increasing the wear on those rings. Even though I have never mastered the double clutch shift, it sounded great and to this day I often do double blip the accelerator.

When I drove a Formula Ford race car with a non synchronizer Hewland gear box and straight cut gears you might presume that the double clutch shift was a necessity. In fact it was the opposite, as the clutch was rather small and the flywheel so light that managing a controlled stab of the throttle for a smooth downshift was very difficult. Doubling the problem was that my size 12 feet would depress the foot rest and the clutch pedal at the same time. The result was that it was easier and smoother to shift without the clutch, much to the frustration of Richard Spenard, my Jim Russell chief instructor. I have encountered lots of other performance and race cars since then that have challenged my ability to heel toe, but none that have defeated it. The worst was a racing Bugeye Sprite with a postage stamp sized accelerator pedal. The best was a Mini JCW with pedal spacing right from the best BMW tradition. The Porsches fall somewhere in between, depending on brake pedal height. American cars seem to go out of their way to discourage heel toe and in all modern cars the electronic throttle pedal takes away most of the sensitivity of the throttle pedal. The racing Mustang 302S was probably the best example of a challenging pedal position where every heel toe downshift took extreme concentration.

I will always encourage my friends to buy manual transmission cars and I will always encourage them to learn a practice heel and toe downshifts. It is one of those driving skills that we should not let fade away.



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Around The Zone



BY MICHAEL SORIANO, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

Before all of our regions' driving seasons began, it was time for us to hold our annual Zone 4 Presidents' and DE Meetings. This year we were joined by National Secretary Cindy Jacisin as well as several other members of the National Staff. The meetings comprised a weekend full of activities which began on Friday night with a Welcome Reception and Dinner at Zia's located at the Docks at International Park, where we were given the use of their private dining room. The next morning started bright and early with the Presidents' Meeting. Attendees had the opportunity to win some fantastic prizes generously donated by the organizers of the Detroit Belle Isle Grand Prix, Griot's Garage, and the Olive Garden. I am pleased to announce that every region within Zone 4 was represented, with most regions sending a number of members, as we filled the meeting rooms at the Maumee Bay Resort. The afternoon session consisted of several presentations including the Detroit Belle Isle Grand Prix, Parade, and the use of social media to increase both membership and attendance. After an informative and enlightening day of interactive discussions, many of us went out to enjoy an evening of dinner and entertainment in our own private VIP area at the Hollywood Casino for some social playtime. Sunday's meeting was dedicated to addressing DE questions and concerns led by John Krecek, a member of the National DE Committee. In addition, Zone 4 Safety Chair Chip Henderson discussed the work he has done as part of the National Safety Committee. A great deal was accomplished during these meetings. Most importantly, I wanted this weekend to be a balance of productive discussion and education as well as a chance for us to socialize and bond through fun, light hearted activities thereby promoting my main theme for the weekend, which was to encourage all of us to join forces and come together in order to start working as 1 cohesive Zone thus providing even more opportunities for our members to enjoy the camaraderie that PCA offers.

As I mentioned last month, after a great deal of hard work and lobbying, I am pleased to announce that there will again be a Porscheplatz at the Detroit Belle Isle Grand Prix the weekend of June 3-5. The Porscheplatz includes an exclusive "Porsches Only" Car Corral which allows Porsches to park on Belle Isle. You must have a PCA Car Corral ticket and be driving a Porsche vehicle to park on Belle Isle (club membership is not required). In addition, Your single or multi day ticket includes premium Car Corral parking on Belle Isle, a hospitality tent, video feed of the races, complimentary beverages, reserved seating in Grandstand 2 and easy access to the pits and concessions. Another highlight of our Porscheplatz is presentations by race teams, drivers, and sponsors such as Michelin and Mobil 1. We'll have some giveaways as well. Tickets are available at www.detroitgp.com/corrals.

For those travelling from out of town, we have made arrangements with The Henry Autograph hotel and have set up a room block. For reservations call 888-709-8081 and mention the Porsche Club room block. In addition, I am currently in the process of organizing a Michigan State Police escorted motorcade on Saturday from The Henry Autograph Hotel on to Belle Isle concluding at the Porsche Car Corral. This is a very unique opportunity for us, but will only occur if there is enough interest and participation.

There are a number of wonderful events taking place this year throughout the zone. We are working hard 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:

- May 6 is **Ohio Valley Region's** Annual Charity Wine Tasting and Member Social
- **Southeast Michigan Region's** Devil's in the Details event at Munk's Motors is May 7
- May 7 is **Central Indiana Region's** New Member Meet and Greet at Tom Wood Porsche
- Join **Maumee Valley Region** on May 7 for a Kentucky Derby Party at Porsche of Ann Arbor
- **Motor-Stadt Region's** Board Meeting at Spagnoulo's in Okemos is May 10
- May 13-15 is **MORPCA's** Club Race and DE at Mid-Ohio Sports Car Course
- **Western Michigan Region's** May Dinner Drive to the Dock at Bayview is May 14
- May 14 attend the Cleveland Indians Game at Progressive Field with the **Northern Ohio Region**
- **Michiana Region's** Autocross at Tire Rack is May 15
- May 17 is **Rally Sport Region's** Waterford Hills Track Day
- **ARPCA's** All Member Dinner and People's Choice Concours is May 21

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)
44	David & Christine Renner	12	Gregory & Diane Gallagher	2	Andrew & Jennifer Wrobel
44	William Lovett	10	William & Enid Bienstock Goldenberg	2	Allan Nachman
40	Robert & Fayclare Blau	9	Glenn & Pamela Cumberland	2	Chris Gould
33	Gene & Dawn Kiesel	9	Lincoln & Lara Phillip	2	Michael Yusaf
31	Gregory Priestap	8	Mark & Deb Panter	2	James Bist
31	Kevin Priestap	8	Andy & Lucy Rosenberg	2	Ed Guttman
25	Frederick & Kathy Young	7	Gregory & Janice Foersterling	2	Chris & Iweta Ostberg
25	Ray & Sharon Horn	7	Arthur & Nancy Cobb Siteman	2	Jeff Aneiros
23	Charles & Tania Spurlock	6	Mark Bellissimo	2	Lisa Meils
22	Richardo & Carole Kilpatrick	6	James Warner	2	Mark Williams
21	Gene & Denise Jordan	6	Dennis McDermott	1	Andree Riley
19	Daniel Richards	5	Karl & Mary Wittbold	1	Calvin & Sonia Cajigal
17	Gordon & Christine Ford	5	Ronald Hable	1	Nicholas & Nancy Bogaerts
16	Stanley & Seth Engelhardt	5	Michael Jacobs	1	Kiro Trendov
16	Richard & Carole Walker	4	Steve & Julia Slane	1	Dale Pearson
15	Donald & Nancy Richardson Kleist	4	Daniel Applefield	1	Anthony & Pamela Sanna
15	Angus & Karen Campbell	4	Thomas & Margaret Ogden	1	Fred Andalora
13	William & Michael Wear	3	David Rand	1	Andrew Klingensmith
13	James & Meghan Dyke	3	Juan Valdez Vazquez	1	Gary Fletcher
13	Dale & Marilyn Goby	3	Cleve & Paula Masson	1	David & Darcy Anne Fischer
12	Ron & Deborah Oye	2	Joel & Lisa Peltier	1	Scott Patterson
12	Ron & Darlene Geb	2	Mikhail Karasev		

Welcome New Members!

Cedric Alexanian

Brad Conkey

John Darwak

Ryan Dix

Carl Giosa

Chaitanya Nandakumar

Geoff Rood

Steve Siegfriend

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email Event Chair Gretus Hoogestraat (gretus@sempca.org)

Looking forward seeing you on the 6th.

Gretus Hoogestraat

SEM Board Minutes (4/7/16) by Fred Young

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

- Call to Order: 7:02 P.M. by President Howard Gilson.
- Minutes: Motion to approve by W.C. and M.M. Motion passed.
- Financial: Leo Wanstreet – Everything up to date. Motion to approve by M.M. and G.H. Motion passed.
- Membership: Greg Gallagher – We have 609 primary and 383 associate members. Membership is holding steady.
- Insurance: Greg Gallagher – None needed for April.
- P-4: Miranda Christen – Will do a survey on members wanting their P4 electronically.

OLD BUSINESS:

- March 5: Lingenfelter Collection: Gretus Hoogestraat – 200 people attending with a generous donation going to The Jo Brighton Foundation. Mr. Lingenfelter was a most gracious host.
- March 19: Gilson Tech Session: Howard Gilson – 35 members listened to a presentation on how to pull a car out of long term storage. A great lunch was provided.
- April 9: Swap Meet: Dave Burton – Ready to go.
- April 10: DE Classroom Session: Steve Carbary – 22 signed up. Munk’s will provide coffee and donuts. A beginner’s day handbook will be provided. It was motioned by G.H. and M.C. to get 40 copies printed. Motion passed. It was motioned by M.M. and G.H. to print 100 DE handbooks. Motion passed. A discount will be provided for those signing up for the DE on class day.
- April TBD: New Member Gathering: Greg Gallagher – It will be moved to the fall.
- May 6: Driver Education: Steve Carbary – A question arose as to the deposit at M1 Concourse September 10th event. Details have to be worked out with the caterer. Also 8 new helmets are ordered and need graphics. The old helmets need to be disposed of

- May 7: Devil’s in the Details: Chris Braden – A schedule of events will be posted. Chris will be hands on in the detailing session.
- May 14: Street Survival School: Marc Molzon – On track. Volunteers and instructors are still needed.
- May 22: Spring Tour: Greg Gallagher – Work in progress.
- June 3-5 Belle Isle Grand Prix: Marc Molzon – Porsche will have a Porscheplatz.
- June 12: Waterford Hills Family Day: Fred Young – All set. RSR may join us for the day.
- June 17-26: Porsche Parade and Caravan: Gretus Hoogestraat – Ads to follow.
- July 23: Progressive Dinner: Howard Gilson – Host homes are needed.
- August 21: Club Picnic and Concours: Fred Young, Patti Door – Ready to go.
- 60th Anniversary Committee: Patti Door – Possible sites being looked at. Will have a Saturday morning meeting soon.
- 2015 Charitable Contributions: It was moved by F.Y. and M.M. to send an additional donation to the Jo Brighton Foundation. Motion passed
- Charities: Gretus Hoogestraat – A tour to Stahl’s Museum may be planned in 2017.
- Web site: Gretus Hoogestraat – Adjustments are being made.
- Goodie Store: Gretus Hoogestraat – A motion was made by P.D. and W.C. to restock the Goodie Store. Motion passed.
- Event Reports: Fred Young – Needed for Lingenfelter event.

NEW BUSINESS:

- Patti Door – Needs flags for the Ladies Drive.
- President’s Meeting: Gretus Hoogestraat – Semi’s will be allowed at Jay Peak. Many members found off-site housing at Parade. PCA will subsidize the Street Survival event. There are no more Escapes. Instead PCA will have two Treffens each year. Parade will be July 9-16, 2017 in Spokane, Washington. We will have a DE National Instructor Program. The goal is to work with other regions. 13 have signed up so far.
- Meeting adjourned at 9:28 P.M. - Motion by W.C. and P.D. to adjourn. Motion passed.
- Refreshments and Locations: May 4 – Gilson Motorsports - Steve Patti Door; June 2 – Walter Crump

Concours 101 Primer

Spring has arrived and so have the various car activities that we know and love. Car shows, Concours, Show and Shine, Spring Tour, Fall Tour, Picnic, whatever the name, we want our beloved Porsches to look their best at these events. This year, the Porsche Parade is in Jay Peak, Vermont and some of you will be attending. The other can’t-miss event is our annual Concours and club picnic.

Zone 8 of the Porsche Club has a website dedicated to the Concours and judging guidelines for their region. I personally have found it to be an extremely valuable tool for preparing cars for such an event. In their site, you will find various tips and guidelines along with products used in regards to pre-

paring for a concours. A 68-page concours manual and a 28-page judging manual are the highlights. Also included are tips on what to expect at such an event, score sheets, and check lists. It covers various classes of entrants and the difficulty involved. While this is tailored to the Zone 8 region, it is easily applied to Parade and our local Concours. You can check out all the pertinent information at: zone8.pca.org and Click on Concours. I sincerely hope you find this information useful in preparing your car to look its best.

Feel free to contact me if you need any further information: Fred Young, SEM Concours Chair at (586) 566-3193 or by email at: frederickyoung@knpanel.com.

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