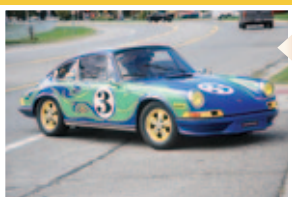




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ON THE COVER:
SEM/PCAers partaking in Oktoberfest during their Germany trip.

BY MICHAEL COHEN

Recently, my wife Janice and I returned from a glorious two week vacation to Italy. We visited Florence where we saw incredible renaissance art including Michelangelo’s marble sculpture of David. In Rome, we toured the Coliseum as well as the Roman Forum, Sistine Chapel and the Vatican. We also spent a week in Tuscany staying in a great villa and took day trips to various ancient cities as well as the Ferrari Museum in Maranello.

You might say, “That’s nice, but what does this have to do with Porsches and the P4?” Well, as a car enthusiast, I was anxious to see lots of cool cars and drive on some awesome roads. After all, this is the country that builds some of the world’s greatest legendary sports cars—Ferrari, Lamborghini, Maserati, Alfa Romeo and has given us some of the world’s greatest F1 drivers. I expected to see these great marques cruising through Florence and Rome and blasting through the curvy, windy roads in Tuscany, but I didn’t. Instead, virtually all I saw were thousands of tiny, dirty, dented vehicles, many with names I never heard of being driven recklessly and parked in the tiniest of spaces. Virtually all of the cars were strictly utilitarian two box (no trunk) designs built to traverse the extremely narrow, high traffic metropolitan areas.. Almost all were powered by impressively quiet diesel engines with manual transmissions. In our two weeks there, as far as I can recall, I saw no Ferraris other than at the museum, less than ten Porsches, and about the same number of other make sports cars. The autostrada was populated primarily with large trucks and an occasional Mercedes sedan or Jeep plus all the little puddle jumpers mentioned above.

I looked forward to piloting my rental (Ford C-Max 1.6 liter diesel, 6 speed manual) through the hills and valleys and curves of Tuscany which has some of the most breathtaking scenery that I have ever seen. After all, as a Porsche owner I should know how to hustle a car over sinewy roads. This also was not what I expected. The roads were very narrow, with myriads of blind 180 degree turns, huge drop offs with no guard rails and high hills with no visibility at the crests. The turns came up so frequently that I seldom got out of second gear. And then there were the locals who knew the roads much better than I and tailgated me until they could take their life in their hands and pass me. Oh, yes,our portable Garmin GPS navigation unit died so I had no idea where we were going most of the time.

We got back to Detroit just in time to hop in our Porsche and

Editorially Speaking



partake in the Fall Color Tour. It was great to see our clean, cool German sports cars again and a pleasure to get on normal width country roads where the straightaways were long enough to actually shift into third gear. Sadly, this was the final driving event for a fast, fleeting 2014.

Another ending is that of John Keilly’s two year term as President of SEM/PCA which concludes in December. John did a great job managing the Club including introducing new events, increasing membership and keeping our well oiled machine running smoothly, all with an upbeat, fun attitude that made working with him on the board a pleasure. Also, he continued to keep a helping hand in the P4 and I thank him for that. John, you made our excellent club even better and we will miss your leadership and guidance.

This month’s issue as always includes some interesting articles and information. On page 16, Don Kleist provides an excellent recap with pictures of the Club’s two week Germany trip which was organized by Fred Young. Soon to be President Howard Gilson summarizes our annual Drive Your Porsche Day drive, a celebration of Ferry Porsche’s birthday on page 10. As always, Howard chaired an excellent, well attended event. Speaking of drives, check out Patti Door’s summary of the 10th annual Ladies Drive on page 24. There was an unusually large turnout and all had a great time as evidenced by some of the participants’ comments in the article. Another great job, Patti ! On page 15 , monthly contributor Tom Fielitz presents a thoughtful essay about vehicle feedback in “Seat of the Pants”. Also, on page 24, Shark Tank writer Andrew Olson, tells us that he just purchased his first race car—a 928 of course. Congratulations and good luck Andrew!

On a more somber note, we regret to inform you of the passing of Claudette George, a long time active member and wife of Mike George. Our condolences go out to Mike and his family.

There are two important upcoming events, both on Saturday December 6. Between 9 am and noon, one of our newest advertisers, Classic 9 Leather Shop will hold an Open House at their facility in Dearborn. I have it on good authority from one of our club members, that they do outstanding upholstery work. That evening, is our annual Holiday Party gala which will be held at the Orchard Lake Country Club, courtesy of Erhard Dahm. Be sure to sign up early for both events.

Until next time...Porsche, there is no substitute.

2014 SEM/PCA CALENDAR

NOVEMBER

- 1 Turbo-fest Munk’s*
- 5 Board Meeting / 2015 Planning Meeting
- 22 Sharkbite Munk’s*
- TBD Membership Dinner

DECEMBER 2015

- 4 Board Meeting
- 6 Holiday Party
- 6 Open House Classic 9*

JANUARY 2015

- 7 Board Meeting

FEBRUARY 2015

- 4 Board Meeting

MARCH 2015

- 4 Board Meeting

APRIL 2015

- 1 Board Meeting

MAY 2015

- 6 Board Meeting

JUNE 2015

- 3 Board Meeting

**Not a SEMPCA 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 November Planning and Board meetings will be held at John Keilly’s home on November 5.

The December Board Meeting will be held on Thursday, December 4 at Porsche of the Motor City.

SAVE THE DATE
Sunday, December 6

2014 SEM/PCA
Holiday Party

Orchard Lake Country Club

Space is limited . . . Don't miss out . . . Last year we sold out!

\$50 PER PERSON

Please note that SEM/PCA is subsidizing partial cost of this event. Please RSVP by November 28 to John Keilly tel 248-797-2439 or email johnkeilly@live.com

Holiday Party Silent Auction

We are looking for items to be donated for this year's silent auction. In addition to Porsche related items, consider tickets to local events, gift cards, gift baskets etc.

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Start Me Up!



BY **JOHN KEILLY**

Who knows where the time goes?...is the title song of an album by Judy Collins, one of the many willowy blond folk singers who were popular in the 60s and 70s. This month, this passage of time is particularly relevant to me. Shortly before Thanksgiving, my daughter Lexxi will turn 21. Wasn't I pushing her in a stroller just months ago? Then, at the end of December, my term as president of SEM/PCA will conclude. I never did find that presidential jet! I'm amazed at the apparent speed with which time passes. Who knows where the time goes, indeed!

There are so many people to thank. It is appropriate to start with the Past Presidents, who nominated me, and the Board who elected me to this position. The Past Presidents include Jeff Amos, Dave Burton, Patti and Jerry Door, Dennis Denyer, Ted Dunham, Dave Miller and Leo Wanstreet. This distinguished group and their collective experience and wisdom are a precious resource for SEM/PCA. I appreciate their advice and counsel and am honored to have had their support, as well as their continued dedication and active participation in this club.

Our Board Members have always been the "prime movers" of this club. We all owe our sincere thanks to Michael Cohen, Patti Door, Lanita Dunham, Matt Fenster, Greg Gallagher, Howard Gilson, Gretus Hoogestraat, Mark Molzon and Fred Young and to all those who have ever served on our Board.

At the end of this year, long time member, Board member and long serving Secretary and Membership Chair Lanita will step down. Please take the opportunity to thank Lanita for all her many contributions to our club.

The Board is grateful to Greg Gallagher for volunteering to assume the duties of Membership Chair and to Fred Young for offering to become Club Secretary. Evidently, Lanita has been doing the work of two men!

In January, P4 Managing Editor Michael Cohen will also step down from that role. Michael drove the change to today's full size format and has made the magazine better in many ways. In the process, he has also become a close friend and trusted advisor. Thank you Michael, for everything!

The P4 is the product of a great team. Roger DeLiso and Bernie Palo at Copyrite Printing continue to work their magic and produce a high quality product each month. More recently Alex Lundberg and Miranda Christen have joined the P4 team. The regular columnists—Chris Braden (*Ask the Master Cylinder*), Tom Fielitz (who provides unique and insightful perspectives on a wide range of topics) and Andrew Olson (*In the Shark Tank*)—all add to the appeal and value of The P4. Of course the P4 is made possible by our advertisers. Thank you one and all.

Consistent with our club's transition policy, Michael and I will remain involved with the P4 to provide guidance and assistance.

Each year SEM/PCA presents many events—literally "something for everyone." We can only do this because of the dedication and en-

thusiasm of our Event Chairs. Thank you to Dave Burton (Swap Meet), Steve Carbary (DE), Carlos & Veronica Carmona (Progressive Dinner), Dennis Denyer (National Liaison, Spring Tour), Patti Door (Picnic, Ladies Drive, Silent Auction), Gary Fish (Election Official), Howard Gilson (Tech Session, Drive Your Porsche Day), Gretus Hoogestraat (Associate Webmaster), Don Kleist (Picnic, Street Survival School), Dave Miller (General Membership Dinner), Marc Molzon (Fall Tour, Street Survival School), Garen Nicoghoshian (DE), Erik Ohrnberger (Webmaster), Victoria Wade (Goodie Store), Leo Wanstreet (Treasurer) and Fred Young (Family Day at Waterford, Concours).

Many other people contributed in a variety of ways. Dr. Bill Block prepared the Tech Quiz for the Swap Meet, Temple Cumiskey, a relatively new member, has been instrumental in developing the thoroughly enjoyable routes for the past two Fall Tours. Dennis & Sue Denyer provided invaluable help to Patti & Jerry Door, Don Kleist & Nancy Richardson as they transitioned into chairing the Picnic. Carlos & Veronica Carmona, Leon and Ileana Lewis and Dr. Guy & Karen Pupp have hosted stops for the Progressive Dinner, as have Dr. Ron and Darlene Geb. Chris Braden has hosted the Devil's in the Details car care clinic every year. Many members came out to help run our Street Survival School for teen drivers.

We had strong DE participation and many new students this year, thanks to the efforts of DE Co-Chairs Steve Carbary, Garen Nicoghoshian and Chief Instructor Marc Molzon. Our cadre of DE instructors gave tirelessly of their time and expertise and made us all better drivers and better able to appreciate our cars. Two former Chief Instructors, Jeff Amos and Michael Eblenkamp, continued to instruct and Jeff conducted the "track walk," which is always a helpful learning experience. Thank you DE team!

Great women are one of the great strengths of SEM/PCA. In addition to those already mentioned, Diana Eblenkamp has been a Board Member and remains a DE Instructor; former First Lady Deb Miller ensures that the General Membership Dinner is a success. Lisa Molzon is active in DE, the Fall Tour, Street Survival and other events. Board member and Past President Patti Door is seemingly everywhere – and anywhere she can help. My sincere thanks to First Lady Catherine Keilly, my wife, for all her work on the Holiday Party this year and last, as well as for her ongoing support of my involvement in SEM/PCA. You are "the Bunny" and I am indeed fortunate!

When thanking those who make this Club so enjoyable, I prefer to "name names." However, that runs the risk of having missed someone. If so, I sincerely apologize. Nonetheless, your contributions are important and appreciated.

In January Howard Gilson will become SEM/PCA president. In a Club with many dedicated long time members, it's fair to say that no one does more for or cares more about it. Howard was my first friend in the club and he will be a terrific president. As always, he will have the support of a great team.

Thank you everyone. It's been an honor and a wonderful experience.



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RECAP Drive Your Porsche Day

STORY BY **HOWARD GILSON**

PHOTOS BY JOHN KEILLY

Ferry Porsche would have been proud. To celebrate his birthday, Forty two SEMPCA members brought some of his company's best products, including 356's, early and recent 911's plus lots of late model water cooled cars to Gilson Motorsports for an enthusiastic drive through the Michigan countryside. The drive went as planned, taking familiar, fun roads past several members' homes and a cider mill. The drive ended with dinner at Catch 22 Bistro in Algonac which was well staffed and the food was excellent. We were delighted to meet new

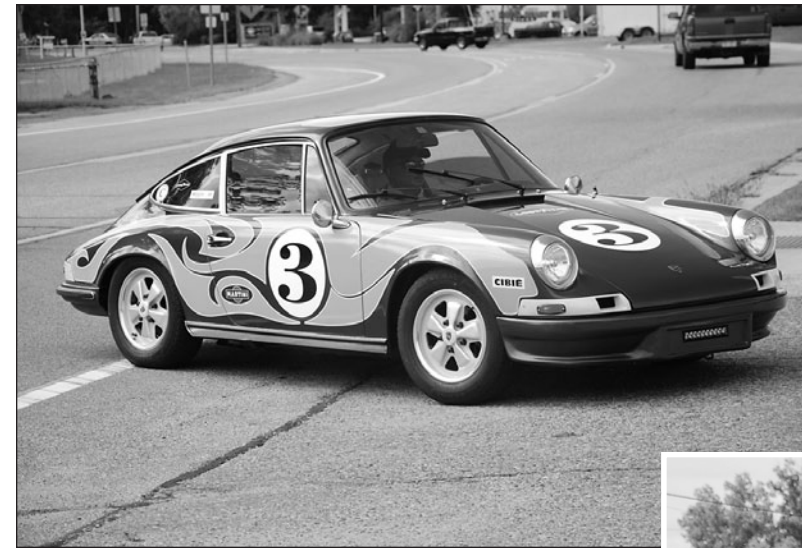
members attending their first event and having a great time. As usual, new and old friends mingled and the conversations were animated. Gilson Motorsports provided prizes, which the winners appreciated. Thank you all for attending and if you missed this year's event, plan on attending next year's Drive Your Porsche Day.

EDITOR'S NOTE: A big thanks to Howard Gilson who chairs this event annually and always puts on an enjoyable, fun, well organized tour.



Catch 22 was the dinner stop

Members begin to arrive



One of the more unusual and impressive paint jobs

The route wound through the north of Anchor Bay



Don Kleist and Nancy Richardson arriving

Someone wanted a photo of SEM/PCA Vice President Howard Gilson



MORE PHOTOS ON PAGE 12



(L to R) Patti Door, Tom Walton, Ray and Greg Massa.
Linda Walton is sitting across from Tom



Sabrina and Walt Crump enjoying
themselves at Catch 22



(L to R) Patti Door, Tom Walton, Ray and Greg Massa,
Vic Rivera and Freda Giblin



Howard arranged for private
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Thank You

As many of you know Gretus and I lost our son Miles in a swimming accident on June 23rd of last year during the Porsche Parade in Traverse City. We struggle every minute of every day, but we couldn't have gotten through this past year and a half without the support of SEMPCA family and the Jo Brighton Special Olympics Athletes Program. We want to extend a special Thank You to John and Catherine Keilly, Dave and Debbie Miller, Michael and Janice Cohen, Mark and Rene Vander Eyk. They graciously drove all the way from Traverse City to Wyandotte to pay their respects. I can't tell you how much all your support and prayers mean to us.

Thank You to deputy Sarah Metdepenningen for checking on Gretus, even after her shift was over.

Thank You to everybody we forgot.

We decided to write this letter of Thank You because we felt a mere Thank You card through the mail just didn't cover how grateful we are for all your heart felt sympathy.

As always, "It's Not Just the Cars, It's the People!"

*From the bottom of our hearts we Thank You,
Gretus & Victoria*



Seat of the Pants

STORY BY **TOM FIELITZ**

Driving by the seat of your pants is an old axiom that is supposed to imply that a driver can get a true sense of the performance of a car through their gluteus maximus or as my mother would say, their nether regions. I am pretty sure this is just flat-out not true no matter how many books on driving point it out. Though there are lots of nerve endings in that region, I can't fathom how the brain translates those sensations. I can believe that the brain does store away the sensations of movement that occur through the middle ear. I can also believe that it is important that the correct driver's posture behind the wheel places the posterior firmly in the bottom rear of the seat and additionally that the shoulders are firmly touching the seat back. Those two features of posture place the head in a relatively upright and stationary position which would enhance feelings of motion again through the middle ear which is where bodily balance senses occur aided by eyesight.

But where am I really going with this? I fully believe that highly trained drivers, such as professional racers or even professional test engineers, are attuned to sense subtle feedback signals through their tactile senses of sight, touch, and sense of balance. I also believe through experience it is possible to develop an understanding of the senses of feedback. I will use myself as an example of driving experience developing a sense of feedback. With some forty years of track driving experience in a variety of Porsches and other race cars, I developed an awareness of feedback signals of tire grip which is invaluable when it comes to coaching students. Knowing how close the student is to the edge of control is a vital contribution from the instructor. For a variety of reasons it is becoming increasingly difficult to sense the limit of adhesion in newer cars.

The limit of adhesion of new cars is growing almost every year. Suspensions are becoming more effective at keeping the car platform stable and filtering out road imperfections. Tires have gained much higher performance in terms of grip and response. A very stiff sidewall tire with a narrow or low profile sidewall has very sharp turning response and is very effective in giving maximum tire contact and thus grip to the road surface. The higher grip of new rubber compounds and big contact surfaces of the new performance tire design are yielding tires that have very little tactile or audio warning of reaching the limits of adhesion and beginning of sliding. Feedback from the front tires is through the steering wheel. On early Porsches like my 911, the connection is direct to the center of the steering rack with no assist and very little frictional loss. It has almost the same feel as a formula car in that kick-back or resistance in the steering wheel indicates how much grip the front tires have. A tug at the steering or a lack of resistance happens when the front tires fight for grip or loose grip and begin to slide. Power assisted steering numbed some feedback and modern electric assist has eliminated the direct feedback connection. Electric assisted steering only simulates resistance and varies the assist depending on speed.

As cornering speeds grow, there is less time to interpret feedback and reaction times need to be sharper as a result. Couple higher suspension per-

formance to less tire feedback and the tools the driver needs to learn the limits of adhesion and cornering are limited. Car manufacturers have countered what might be a safety issue with increasingly effective computer driver aids. The active handling computer can sense chassis yaw and tire slip sooner than even keenly aware drivers and can instantly intervene with precise corrective measures. The only downside to having a computer correcting mistakes is that the response is so quick and so subtle that the driver doesn't feel the mistake happen and doesn't learn the clues of awareness of the limits of the car.

Does this mean that driver education events are not necessary? Far from it, the best car computers in the world cannot defeat the laws of physics. Once the car's limits of adhesion are totally overcome there is very little the driver can do to regain control. Learning the signs of reaching the limits of control is still critical, especially in high performance cars. Many driving instructors advocate turning off the active handling computer to enhance the learning experience through correcting driving mistakes. In the PCA Certified Instructor program this is highly discouraged. PCA teaches performance driving and not racing and in normal driving you would not drive with those computer aids disabled. In fact the computer can act as another level of instruction since most performance car computers will permit a certain level of tire slip and yaw angle before they intervene and feeling the intervention is a valuable learning tool to prevent exceeding of a car's performance limits.

Driving a current race car built without handling computers gives a perspective of performance at the very edge of control and that masks the limits of adhesion. Without the understanding of the limits of adhesion it is very difficult to establish confidence in driving the car near the limits of control. The consequences are erratic driving and erratic lap times and sometimes even spins or off track excursions of the expensive kind. It is easy to say we learn from our mistakes but most errors of that kind happen just because we were unaware of the feedback from the car and tires. You may even be able to diagnose the error but not be fully able to prevent it from happening again. The professional drivers learn from hundreds of practice laps which the normal driver can't achieve.

The bottom line of this article is that drivers need to more fully participate in the driving experience. We normally use only a fraction of our senses when we drive. We depend too much on modern car and tire design to catch our mistakes. We can't drive casually 98 percent of the time and expect our 2 percent of track driving to be successful or even totally safe. We need to do a better job of "driving by the seat of our pants" and become more aware drivers.



RECAP Trip to Germany

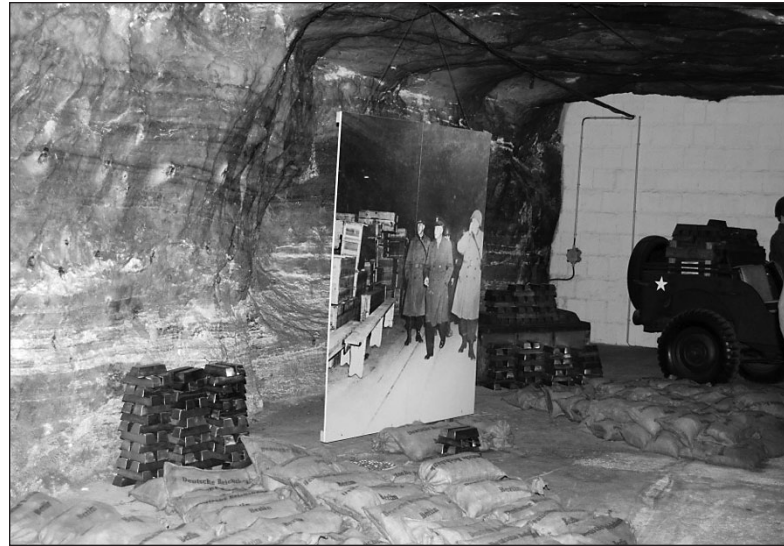
STORY BY WRITER

Porsches and BMWs, beer, wurst and schnitzel, castles and cathedrals, all the makings of a memorable trip. In September, 17 SEMPCA members and friends embarked on a 10-day trip to southern Germany. After an overnight flight on Lufthansa we landed at Frankfurt airport in the early morning. Tired and a bit disoriented, we managed to get through immigration, collect our luggage, and find our bus. Our tour guide met us at the bus and we immediately set off for the salt mines.

If you saw the movie Monument Men, you are familiar with the salt mines at Merkers, in what was once East Germany. The area and buildings are drab, compared with those in the former West Germany, but they seemed to fit well with our level of fatigue. We had lunch in the cafeteria of the mines, and for some, our trip's first taste of German beer.

Then we donned hard hats and protective coats and descended into the mines. We were taken for quite a ride in a 30-person open vehicle by Mercedes-Benz. Our driver had to be a former racer, as we negotiated about 50 miles of tunnels during our 3½ hour tour of the mines, most at what seemed like breakneck speeds. We saw the vault where Hitler stashed his gold, currency, and art at the end of WW II. At the deepest point we were 800 meters underground, and what did we find there? A bar, naturally. Several intrepid members of our group had what will be the lowest beer of their lifetimes.

Then it was off to Bad Windsheim and our place of lodging for



Vault where Hitler stashed his gold, currency and art at the end of WWII

the first four nights, Pastoriushaus. This building was built in the mid 1600s and now serves as a base for travelers like us and as a low cost hostel for other travelers. At 35€ per night, it is a rarity in Europe. We then moved on to the luxurious Hotel Fohlenhof at Amphing for three nights. Our last two nights were spent at Hotel Löwen in Bad Boll, and a Holiday Inn near the Frankfurt airport.

For many, the highlight of our trip was the visit to the Porsche factory and Museum in Zuffenhausen. We had a guided tour through the final assembly line for 911s and Boxsters, as well as the assembly line for 6-cylinder boxer engines. After the tour we were treated to a fine lunch in the cafeteria at the Porsche Museum.

After lunch we visited the Museum, a celebration of Porsches in both road and race trim. Notable items we saw were Porsche No. 1, a 918 in race trim, the design study that evolved into the Boxster, and even a Porsche tractor.

The second highlight for car nuts was our visit to the BMW Museum and the BMW Visitors' Center, BMW Welt, in München. Here, the buildings are as interesting and impressive as the cars themselves. Inside, we saw a variety of mostly older BMWs as well as exhibits highlighting the BMW design process.

Any trip to Germany cannot be complete without visits to old, walled cities, castles, and cathedrals. We saw our share.

Many German cities trace their origins back centuries, and as they grew, inhabitants erected high thick walls to protect themselves from their not too friendly neighbors

or invaders from other countries. We saw such walls in Rothenberg, Dinkelsbühl, and Nürnberg. These walls are now just tourist attractions, but once they were necessary for survival.

Most German cities of any size have at least one large, ornate church that dates from the middle ages. Each is beautiful in its own way and stands as a tribute to the skill and craftsmanship of its builders. I cannot begin to select the finest. I will let pictures tell the story.

And castles were everywhere. Some of us visited the most widely known of them, Schloss Neuschwanstein. (Schloss = castle in German) Built for King Ludwig II between 1869 and 1892, it is one of several castles he started. Neuschwanstein is set off by itself in the Bavarian Alps, and it is HUGE. Although some of the inside of the castle is not finished, the parts that are finished are truly impressive. Walt Disney used this castle as the model for the castle at Disneyland.

Those who did not visit Neuschwanstein visited Schloss Hohenschwangau, the castle where King Ludwig II was born. Built between 1833 and 1837, it served as the residence of



The Porsche Museum in Zuffenhausen

Our trip also included a boat ride on the Danube River through scenery as pretty as any in the world, a stop at the store associated with Seidl Coniserie, the candy company that developed Gummy Bears, a cable car ride to the top of a cliff overlooking Oberammergau, and a visit to the Steiff Museum for a few moments with some of the finest hand-made, stuffed animals anywhere.

And then it was time to return home. We had become better friends, shared many fabulous experiences, and saw some remarkable things. We will all have many fond memories of this wonderful trip. I know I do. Thus, it was a bittersweet moment as we boarded another Airbus A340-600 for what proved to be an uneventful trip back to Detroit Metro and the end of this adventure.

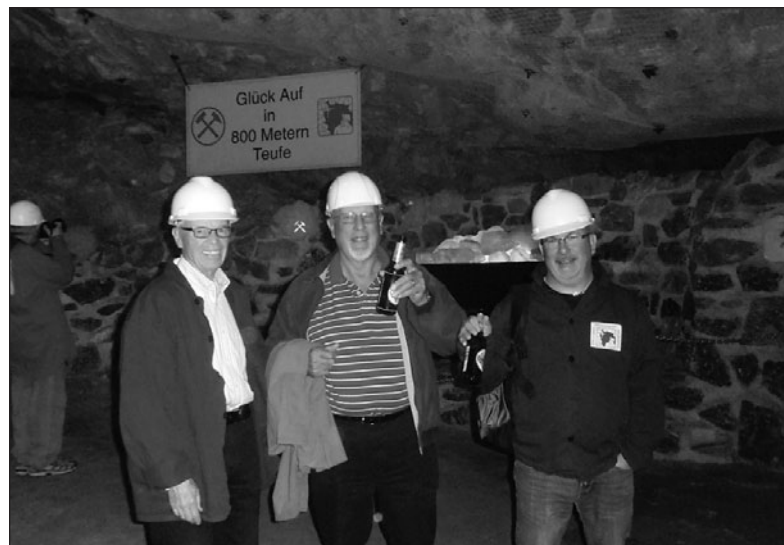


A 918 in race trim at the museum

the royal family of Bavaria until after World War II.

We also visited Linderhof, smaller than most castles, but a castle by any definition. It was known as King Ludwig II's hunting lodge. This two-story castle has kitchens and servants' quarters on the first floor and a sumptuous apartment for only Ludwig on the entire second story. Of all the castles begun by Ludwig, Linderhof is the only one that was finished and the only one where he stayed for any length of time.

Anyone visiting southern Germany in late September must attend Oktoberfest, which we did. Started in the early 19th century as a wedding festival for Ludwig II's grandfather, Oktoberfest runs for the two weeks ending on the first Sunday in October. Part amusement park and part party-to-end-all-parties, it is wall-to-wall people and liter upon liter of beer. We managed to find seats for eleven of us in one of the smaller tents. There were about a dozen more tents; some three times larger than the one we were in. And I'm sure all of them were as packed as the one we were in.



A bar in the vault 800 meters below ground



BMW Welt, the BMW welcome center in München

MORE PHOTOS PAGES 18–19



Ben Salvador studies a collage of the BMW design process



St Perer in Regensberg



Schloss Neuschwanstein - the inspiration for the castle at Disneyland



Schloss Hohenschwangau where King Ludwig II was born



Linderhof - King Ludwig's hunting lodge



Author Don Kleist and Nancy Richardson partaking in Oktoberfest



Sardines with beer



Our trip included a boat trip on the Danube River



Some of germany's beautiful scenery



And then it was time to come home

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The Tenth Annual Ladies Only Drive

STORY & PHOTOS BY **PATTI DOOR**

Two weeks prior to the Ladies Drive, I was on the computer everyday to check the weather forecast. When I woke up on Saturday morning the weather was just a little rainy and cloudy, which was supposed to be, the weather report had forecast showers for the morning and then sun-shine by noon.

At 9:30, I was out the door to pick up my navigator, Diane Cantor. Since the weather wasn't the greatest, I was worried that some ladies might cancel but all of the 19 showed up and were ready to go. We were to meet at West Oaks Mall and I was shocked to learn that several women in the group were unfamiliar with this destination. Everyone had arrived on time or close to it, so we could sign the waiver and get the instructions. We had a problem because we couldn't get all the cars through the one light, so we did get separated.

Our destination this year was Milford, Michigan. Our group of ladies included Pat Ambrus, Fran Amos, Marilyn Amano, Diane Cantor, Lanita Dunham, Suzanne Gilson, Peggy Goldberg, Debbie Miller, Sabrina Crump, Kathy Young (not Fred's wife), Lori Williams, our Kathy Young, Shirley Carlisle, Victoria Wade, Linda Wanstreet, Linda Walton, Diana Eblenkamp and her sister from Germany, and myself.

If you couldn't join us this year please try to come next year for the 11th Annual Ladies Only Drive. If you don't want to drive come and ride with someone. Believe it or not I have had a front and back seat passenger during the years. Although that may seem a bit cramped for a third adult in the 993 it worked out great and we all had a good time.

Although we did encounter some raindrops the weather held out and everyone had a great time. This was thanks to all nineteen ladies that went on this outing.

I have attached some of the comments that I got back from the ladies.

Shirl Carlisle

Thank you so much for a awesome day. I am thrilled that you asked me to take Fran along on the ride. I so enjoyed the day with



We all enjoy lunch and the 10th Anniversary Party

her. She is very interesting as well as a character. Hope we made life long friends.

I still love the necklace you made and gave Diane, you are always so gracious in your gifts and know each of us. That is a special talent my friend.. I love the necklace I got and got compliments on it when we joined friends for dinner that night.

Sabrina Crump

Girls Day Out! It is always fun to get together with the glamorous side of the S.E.M.P.C.A. A few of us brought a friend to navigate. The friend that I invited last year had so much fun that she came back again this year. We had loads of conversations, lots of laughs, and delicious food. The highlight of the dining was the pulling of names for surprise gifts prepared by Patti Door. We can always tell that each gift is individually special. Then, as customary, we close out the event with shopping. Everyone always has a great time. Looking forward to year 2015 to begin the next decade of the Ladies Only Drive. Vroom!

Suzanne Gilson

Great Day! Sun shining and an awesome turnout...It was the Ladies Day Drives 10th anniversary and Patti out did herself as

usual, made a special handmade gift for everyone! A fun, fun, fun outing!

Laurie Williams

This was my second time participating in the Ladies Drive and it was a very enjoyable afternoon. The highlight of the event was the shout out we received from a lady driving by the parking lot when we pulled into in Milford. She stopped her vehicle in the middle of the road and rolled down her window. She remarked that she couldn't help but notice that it was all ladies driving these fun cars. She asked if any men were invited and we told her absolutely not! Thanks again Patti, for all of the work that you do to organize and make this a fun event!

Linda Walton

Hi Patti, I loved our yearly Ladies Only Drive as usual it was

perfect-the drive (not to long), lunch, gifts (so very special), and I always meet new Porsche friends. Thank you for a great day!

Victoria Wade

Signed up for my First Only Ladies Drive unfortunately my Boxster 986 was out for repairs. Luckily I was able to hitch a ride with fellow Porsche member Pat Ambrus. She was gracious enough to pick me up at my home. We left at 9:45am. As the two us drove to our meeting point in Novi, Michigan, we laughed and had a great conversation along the way. When we arrived at our meeting spot it was windy and it look like rain, but that did not discourage us. We drove from Novi to downtown Milford and had a delicious lunch at the restaurant Palate. Our drive was loads of fun and I'm looking forward to next year's drive where sure I'm my Boxster will be just as anxious for the next drive.



Victoria Wade, Debbie Miller and Sabrina Crump



Linda Walton, Pat Ambrus, Diana Eblenkamp and her sister catching up with pictures of the family

SEM/PCA Member Anniversaries – November/December 2014

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)
NOVEMBER 2014		DECEMBER 2014	
41	Heinz & Claudia Hilderts	48	William Block & Freda Giblin
40	Jeffery & Mary Topf	38	Michael Cooper
34	Harry & Mary Kurrie	36	Peter Gladysz & Judith Lipinski
29	Robert & Cynthia Helber	35	Barrett Wayburn & Kip Vota
26	John & Marilyn Rintamaki	32	George Costea
26	William & Shirley Hallandal	32	Walter & Judith Mueller
26	David & Evelyn Horton	32	Horst & Liliana Sorg
25	Robert McGuire	26	Bruce & Debby Gearns
22	Mike & Mary Vigilanti	24	Diane & Jay Bielfield
20	Robert Leinen	20	James & Marilyn Carne
20	Vance & Mary Meyer	19	Kashayar Honarkhah & Trish Buckley
19	Jay & Trish Keranen	19	Christopher Murphy
18	Miles & Debra Singer	19	Ralf & Erin Siemens
15	Michael & Tori Heilmann	16	Fritz & Deborah Praus
15	Bradley Hazen	15	Bruce Becker
14	Charles & Laurie Schmidt	13	Anthony Deblasio
14	Eric & Steffie Chau	13	Phillip Ingram & Beverly Ricci
14	Robert Schneider	13	Gary Mason & Jeffy Thompson
13	Michael & Joanne Olboy	13	Eric Hespenheide & Judith Hicks
11	Michael & Diana Eblenkamp	12	Donald & Tracey Walker
11	David & Donna Nikolas	12	Greg & Patricia Little
10	Karsten & Laura Lies	12	Wolfram & Deborah Walter
9	Gregory & Cheryl Spinazze	12	Hans Havdal & Torhild Havnen
9	Ervin & Ervin Partain	10	Jonathan & Maria Wallevand
9	Robert & Cathy Pelc	9	Chris & Rachel Thatcher
8	Jill & Jeffrey Brueckheimer	9	Clemens Weierstahl & Arndt Weierstahl
8	Michael Nowicki	8	Michael & Roxanne Glovis
7	Jim & Lynn Harper	7	Francesca & Crippa Paolo
6	Rasto Ovin	7	Michael von der Emden
6	Ahmet Ongun	5	D. Rains
5	Tim Rohrschneider	5	Walt & Sabrina Crump
5	Jerry Zaccardelli	4	David Wadowski
4	Gerald Valka Lin Valka	4	Thom & Robyn Christen
4	Alessandro Verdicchio	4	Harald Schuster
4	Guy Pupp	3	Kevin Kondrat
4	Stephan Fleisher & Corey Feldman	3	Zaf Khan & Rizwan Qadir
3	Geoff Cook & Louise Langdon	2	Steve & AnnMarie Arbaugh
3	Ronald & Paulette Shearer	2	Ben Kusner & Jack Bedell
2	Don Godmar	2	Temple Cumiskey
2	Dan McClung & Irina Dozortseva	2	Guosheng Li
2	Gene Mitchell		
2	Paul Eddleston		
2	Rich Leonard		
1	M Schiller		
1	Ron & Lisa Bologna		

Have a Coke and a...

STORY & PHOTOS BY ANDREW OLSON



My new race car on the track at Sebring

Smile! That’s what I plan to do. I just bought myself a race-car with a pseudo pedigree. It looks like it has Coca Cola livery, and of course...it’s a red 928! How cool is that? The car is a 1986.5 928. It had gender reassignment surgery to become a proper 5-speed.

This track 928 was started by Tim Westby in Houston, TX, who tracked it at TWS and took part in autocrosses with it over the past few years. It was then sold to a gentleman named Constantine in Florida who finished converting it to a stripped track car with a full cage. He had a lot of fun with it at PCA track days at Sebring and Moroso. At that time it was still an automatic, which frustrated a lot of 911 owners who got passed on track. It was also showcased in the February 2005 edition of Excellence. Since it was also street legal, it was also driven to various regional events from time to time.

Constantine then hatched a plan to have Mark Anderson (a well-known 928 racer) drive it at the PCA 48 Hours of Sebring

event in 2007. He agreed. Constantine then converted the car to a 5-speed for the event and put the Coca-Cola livery on it. Anderson drove it well, but the engine blew on the last lap of the sprint race. The car was then sold to another 928 enthusiast, Abby Short, who replaced the engine and drove it at many PCA events in the southern states.

Abby drove the car for many years and made many significant improvements; including an accusump system, upgraded suspension and some other modifications to the engine and drivetrain. The car treated Abby very well. However, one day last year he decided to go full-time into racing, but this time in a Cayman instead of the 928. I can’t say I blame him for doing that. The Cayman is an incredible machine.

The car was sold to a man in New Jersey (the person I bought the car from). This makes me at least the 5th owner who has tracked the car. He drove the car for a few months when he went

(continued on page 28)

Have a Coke and a... (continued from page 27)

too hot into a corner and smacked up the car at a local track event this past summer. The impact was on the passenger front corner. It appears to be repairable, but for whatever reason he chose to sell it rather than fix it. This is how the story leads to me.

At the time of writing this article, the car is scheduled to be picked up in New Jersey. I still have not seen this car in person yet. I've worked out various deals with many of the local 928 members to rehab the car and get it back on the track. We need a few

parts, but we have a local parts car for that. We will need a right front fender, a hood and a front bumper cover at a minimum, and perhaps a few other minor odds and ends. One of our newest 928 members owns a body shop and will put it on the rack and help get it back into shape. It will be fascinating to see how he does this.

If all goes well, it should be on the track by next spring, providing countless stories for future P4 editions. Stay tuned and remember to have a Coke and Smile!



Mark Anderson passes a 911 at Sebring



The car certainly looks like a winner



As you can see, the interior is gutted and meant for business



A very cool pair of 928's in the paddock



We have some work to do...

It is with deep sorrow we report the passing of

Claudette George

*a long time, active SEMPCA member
and wife of Mike George*

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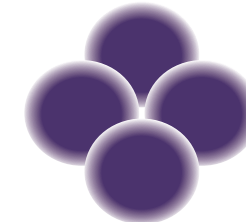
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PCA Membership Application

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

Prefix: ☐Mr. ☐Mrs. ☐Ms. ☐Miss

Full Name _____

Mailing Address _____

City _____ State _____

Zip Code _____ County _____

Home Phone _____

Work Phone _____

Fax _____

E-Mail _____

Region Destination Preferred _____

*Some regions also require additional membership fees/application fees these are assessed directly by the regions.

**Region will be assigned based on where you live, however, you can specifically designate to belong to any one of our PCA regions.

Regional Endorsement

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

Region Officer Name _____

Region Date _____

Member Demographics

Birth Date _____

Occupation _____

Prefix: ☐Mr. ☐Mrs. ☐Ms. ☐Miss

Spouse's Name _____

Names & Ages of Children _____

Family or Affiliate Member _____

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

Family Member Name _____

Relationship to Member _____

Affiliate Member Name _____

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

Porsche Car Information

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

Car #1 _____

*Year _____ *Model _____

*Body Type _____ *Color _____

*Vin# _____

License Plate # _____

License Plate State _____

Car Used: ☐Daily ☐Pleasure

Maintenance Performed By:

☐Self ☐Dealer ☐Independent

Average number of miles driven annually _____

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

Payment Information

Term of Membership

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☐Check enclosed #

☐Visa ☐MC ☐American Express

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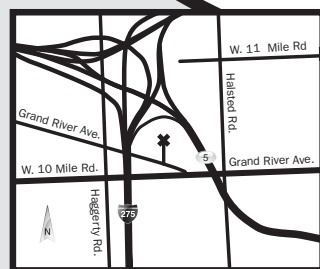


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***SEM Board Minutes** (10/9/14) by Fred Young*

In attendance - Board Members: John Keilly, Michael Cohen, Howard Gilson, Patti Door, Fred Young, Gretus Hoogestraat, Marc Molzon & Greg Gallagher (Lanita Dunham-absent with notice) - Committee Chairs: Leo Wanstreet, Steve Carbarly & Miranda Christen - Guests: Walter Crump & Pierre Corriveau

Call to Order: 7 p.m. by President John Keilly
Minutes: Motion to approve by P.D., Seconded by G.H., Motion passed
Membership: 584 Primary members and 390 Associate members = 974 Total
Financial: Leo Wanstreet stated overall revenues are up over last year. Several invoices are still due from track events but we are doing better than last year in that area. The Goodie Store is breaking even but rebates from PCA National are down. Motion to approve by M.M., seconded by G.H., Motion passed.

Insurance: Greg Gallagher - All upcoming events are covered.
P-4: Michael Cohen - Issues for the most part are on time. Miranda Christen is getting up to speed as Associate Editor.

OLD BUSINESS:

September 11th DE - Steve Carbarly - It has been an exciting year and we have had a good turnout for the extra DE we added. Extra seminars are being added for the more experienced drivers to give added value and more information at the track. The camaraderie is great and everyone seems to be very friendly. Mark Molzon expressed interest about having a classroom race tech session early in the year. He will also pass out vouchers to new enthusiasts to encourage attendance.

September 13th Ladies Drive - Patti Door - It was a good turnout on the 10th anniversary with the drive, private parking, lunch and shopping. Everyone also received a gift.

September 14th Drive Your Porsche Day - Howard Gilson - It was a great success and good turnout of 42 people. In honor of Ferry Porsche's birthday four gifts were handed out. We had great food and good service at the Catch 22 Bistro. We did run into a bit of traffic though going by a cider mill in Rochester.

September 22nd - October 2nd Germany Trip: Fred Young and Patti Door gave a brief recap of the eleven day trip through Germany taken by seventeen members of the Porsche Club. It included medieval towns and villages, castles, wineries, breweries, Oktoberfest, train rides, cable car rides, shopping, sightseeing, and a visit to the BMW Museum. The trip culminated with the Porsche factory tour, lunch at the museum, archive tour, restoration shop tour, museum tour and Porsche dealership at the complex.

October 12th Motor City Auto Spa - Matt Lifter has invited the club from 10 a.m. to 2 p.m. for a detailing session.

October 19th Fall Color Tour - Mark Molzon and Greg Gallagher have a good route planned with dinner at Da Edwardo's in Grand Blanc. 46 people are signed up already. SellYourSportsCar.net will be sponsoring the cider and doughnuts.

November 5th - John and Catherine Keilly will be hosting the 2015 Planning Meeting and dinner at their house.

November 14th - Membership Dinner - We are having difficulty scheduling a guest speaker due to date conflicts.

December 6th - Classic 9 Leather Shop Tech Session- Details in P4.

December 6th - Holiday Party - John Keilly - Menu and prices to be determined at the Orchard Lake Country Club. It was moved by P.D. and seconded by F.Y. to subsidize a portion of the cost by the club. Motion carried. It was moved by P.D. and seconded by G.H. to order shirts for the Goodie Store and also put several in the silent auction.

Elections - Ballots and Bios in P4. 6 people are running for 4 seats. - Ballots must be turned in or mailed by October 24.

Charities - National Subsidy for charity to be mailed in.

Web Master - Gretus Hoogestraat - Calendar is to be updated.

Goodie Store - All receipts turned in.

NEW BUSINESS:

Rennsport Reunion V is to be at Lugana Seca in October 2015. It is not too early to think about plans.

Club Race - Tentative Date is set for August 7th - 9th, 2015. Mark Molzon is soliciting other race groups to attend. 944 club spec racers may be interested.

Autocross - John Keilly received correspondence from Mr. Matt Luckow in regards to autocross and if we had interest in hosting one. It was discussed and the membership will be polled.

PCA emails - John Keilly reviewed a concern raised about the use of Porsche Club blanket emails (E-Blasts). The board agreed that the message in question was in keeping with our club's policy of making our relationships with advertisers "a two way street" and that the announcement of an advertiser's event was something we provide to all of our advertisers.

Meeting adjourned at 8:45 p.m.

Refreshments and Location - November - John and Catherine Keilly's Home

ASK THE Master Cylinder



These questions and answers are based on actual events. Please e-mail your questions to the P4 editor (fastkarz2@aol.com). They will be forwarded to the MC and answered in the next issue.

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

BY CHRIS BRADEN, TECHNICAL EDITOR

Q: My 928 is acting up. It has had an intermittent no-start for a year or two, seemingly at random. I was told the in-tank fuel pump had failed. The shop replaced it and then said that the fuel pump relay failed. Then I was told that it started but right after I drove away, it failed. I was frustrated so I took it somewhere else. They sat on it for about three weeks and then told me that it had a problem with the relay panel, but that they would not work on it since they did not have a wiring diagram. —Adrian

A: When you drive a 928 you better have a network of friends who also have them and know how to work on them. In the Detroit area we are blessed to have just such a group and not only are they friendly, some of them really know their stuff. So you need to make nice with them and come out to play with your 928 brothers.

As far as the no-start, who can say that you did not need a pump? It stands to reason that a failing pump can damage a relay. As far as the relay panel itself goes, it is bloody complicated and I can understand why they would be intimidated by it. Without a diagram? Good luck with that. But then again, who knows what is happening without some diagnostics. Diagnosis starts with the basics; fuel, spark and compression. On an older car, a fuel pressure gauge is essential to confirming that you have fuel pressure while it is cranking and later when it is running. I phrase it that way because there are two separate functions for energizing the fuel pump and sometimes the pump will run when starting the car but stop running once it fires up. Without a fuel pressure gauge on the system, you would not know that. The fuel injectors also need to pulse (allowing fuel into the engine) and without a signal from the computer, forget it. Ditto for spark. This is where an older 928 gets tricky; it does not have one central computer which coordinates everything. Nor does it have on-board diagnostics which give you a fighting chance to figure it out.

So some of the common problems that cause the injector pulse and spark to fail need to be checked with a tool called a "lab scope" which shows you a graphic representation of the wave form that the sensors produce. For years, checking resistance on sensors was considered a good "go-no-go" test and when one fails by shorting or breaking, that test worked. Now, 25 or so years later, sensors are simply failing even when resistance is normal. I see it on 911s, 928s, 944s...all of them. So you need to find a shop that has the tool and knows how to use it. Ask your club buddies who can help. —MC

Q: I have a 1986 Carrera Targa and I want to "retro" the look to some degree. The Targa bar finish is coming off and it is very faded. What kind of work is involved in removing the paint and going back to a brushed stainless steel finish? Is it stainless steel under the paint? I also want to

know if headlights from a pre-1967 Beetle will fit. I don't want to use the common H4 conversions since I want more of the retro look of the old 356. My trim near the "B" pillar has torn and faded and I know they are available new, but are there any more economical options? —Wade

A: Having removed a Targa bar and restored one, I can tell you that it is not only possible, it looks great! But be ready, it is not easy or inexpensive. The interior needs to be partly dismantled and there are retainers under the rear fenders as well. These are going to be corroded and difficult to remove. You should plan on spending a day and a half to get it apart before refinishing. Then there is the topic of the "Targa" emblems. For those you have your choice of finishes, from original gold anodized, silver anodized, black powder coated, or any color you choose. If you want it done, it is well worth it.

As far as the VW headlights, they do fit and the sealed beams plug right in. You can also upgrade the sealed beams to Euro. If you want to make them even brighter, you can upgrade to high intensity discharge units if you want. So you can have the retro look with bright blazing headlights!

The "B" pillar trim can be recovered by a competent interior shop such as Paul's Interiors. If the rubber is intact, they can cover it with fabric at a reasonable cost and you can keep your dollars local versus sending them to Germany. —MC

Q: I recently had the alternator replaced on my 1976 912 E and when the shop connected the battery cable, the harness from the alternator to the starter melted and started to burn. They were able to confine the damage to the wire harness, but they tell me it was a defect in the alternator. Have you ever heard of this? —Mark

A: I have heard of this defect and I have seen it on a couple alternators. The problem is a washer under one of the main power terminals which contacts the rear mounting plate when it is bolted down. It is very unusual to find an assembly defect on a component supplied by the premier manufacturer of electrical components, so naturally I was curious about how that problem made it through quality control.


According to my source, "We do not remanufacture our electrical components in the United States. We source that out to vendors who agree to follow our standards and reman the units to our specifications. There is a code on every unit which specifies where the components were produced to allow us the ability to track defects or failures."

Fortunately your car did not totally burn up. There is probably warranty coverage for the part, the labor, and the damage done. I would say it's time to contact the manufacturer. —MC

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Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

Amidst the cool crisp air and surrounded by the majestic splendor of the beautiful autumn foliage, it will soon be time to put our cars into storage until sunshine and warmer temperatures return next spring. However, that does not mean that there still aren't plenty of opportunities to get together with your fellow PCA members for friendship and camaraderie.

I was recently able to enjoy MORPCA's Race of Champions at the Mid-Ohio Sports Car Course. It was a well-run and well organized PCA Club Race that drew participants from all over the country. I want to extend my heartfelt thanks and gratitude to the Mid-Ohio Region officers, members and club racers who turned a portion of the awards banquet into a very thoughtful surprise birthday celebration. I truly appreciated having a banquet room full of PCA friends singing Happy Birthday to me while blowing out candles on a beautifully decorated track themed cake that read, "Happy Birthday Mr. Zone Rep."

I also attended OVR's signature event, Rallye Porsche Mariemont, the largest community gathering of Porsches in Southwest Ohio, which included a car show and a day filled with Porsche fun. Several hundred people were on hand as downtown Mariemont was closed off to accommodate the 150 Porsches on display in the picturesque village. A local café even hosted a beer garden complete with brats and featuring a band playing German music.

This is an important time of year. Remember to help shape and support your region by participating in your region's elections. In addition, you can strengthen your region by volunteering and taking part in the upcoming planning meetings. Maybe this will be the year that you lead a tour, organize an event, or host a party. And, of course, with the holidays approaching, many regions will celebrate with their PCA family and friends by holding festive annual holiday parties. Please remember to check your region's newsletters, websites, and e-mails as well as the Zone 4 website for the most up to date list of events available to you.

Please consider attending other regions' events, such as:

- On November 1, **Rally Sport Region** will hold its Polar Bear Run
- **Western Michigan Region's** Annual Planning Dinner is November 3

- November 8 is **Ohio Valley Region's** Annual Membership Meeting at Porsche of the Village
- **Mid-Ohio Region's** Board Meeting will be held on November 10
- November 11 is **Motor-Stadt Region's** Monthly Board Meeting
- The **Michiana Region** Membership Meeting is November 12
- **Allegheny Region's** Business Meeting will be held on November 13
- The General Membership Dinner for **Southeast Michigan Region** members is November 14
- **Central Indiana Region's** Holiday Party is November 15
- November 15 is the **Maumee Valley Region's** Monte Carlo Night
- **Northern Ohio Region's** Annual Meeting is November 15 at Stoddard's

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

Thanks, **Michael**

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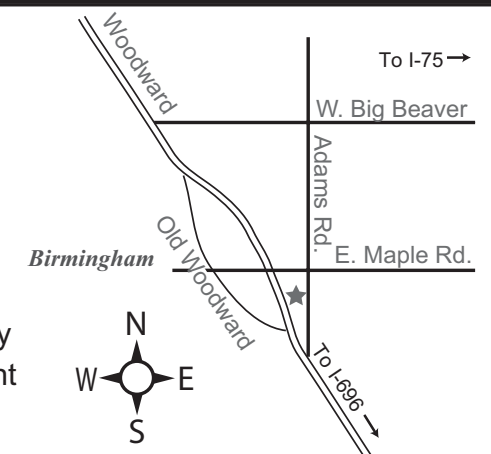
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