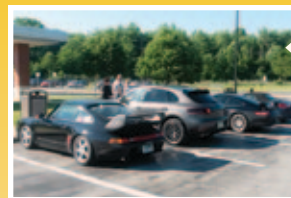




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*For membership information, application or change of address, contact:  
Greg Gallagher, Membership Chair at: gjgallagher@comcast.net or 313-300-4191*

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**ON THE COVER:**  
**SEMPCA cars at the 2016 Fall Color Tour.**

2016 SEM/PCA CALENDAR

NOVEMBER

- 3 Board Meeting & Calendar Planning
- 18 General Membership Dinner

DECEMBER

- 1 Board Meeting
- 17 Holiday Party

BOARD MEETINGS

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

**Please note for anyone interested in attending future Board Meetings at Gilson Motorsports to enter through the BACK door. Due to a layout change, the back door will be the only one open during meeting time. Any questions please contact Howard Gilson, or another board member.**

ATTENTION MEMBERS:

In order to make sure that female members and affiliates recieve notices about Ladies Drive and similar events please go to [pca.org](http://pca.org) and add the appropriate email address.

She’s Flying!



BY MIRANDA CHRISTEN

It’s been a great year for SEMPCA, and there is still another month or so to make the best of 2016.

Please make sure to let John Keilly know if you will be attending the Holiday Party on December 17th at the Orchard Lake Country Club. Consider making a donation to the Silent Auction to benefit Jo Brighton Special Olympics. Remember, the auction item does not need to be car related. In the past we have had gift baskets, books, memorabilia, posters and paintings. Think it might be worth bidding on, let us know! See page 16 for more information on registration and contact.

The Fall Color Tour last month was met with a little rain and clouds, but overall it was a good tour. Walter Crump gives us a recap, with photos from Ulrich Gollwitzer and Gretus Hoogestraat. The day was successful and thankfully the rain let up long enough for members to stay dry and happy! Read more on page 10.

Over the summer, Gretus and Victoria Hoogestraat headed to Jay Peak for Parade. After a successful caravan to French Lick last year, they planned another one to Vermont. It was great weather and you can read more about it on page 22.

Please make sure to contact Don Kleist if you are interested

in going to Germany next year! This is an excellent opportunity to visit the Porsche home land with like-minded Porsche lovers. If any of you make the decision to go, I’d like a souvenir please!

Be sure to check out Shark Tank, Tech Talk and Tom Fielitz’s article on track design! Thank you to Andrew and Tom for their dedication to this magazine month after month. They do an excellent job keeping our readers entertained!

I recently read an article on “10 Reasons to Buy a Porsche 911,” and it got me to thinking that I haven’t updated you all on the car my father and I were working on. Well folks, there’s no new news on it. Sorry to get you excited but between parts and painting, the project has taken a backseat. My father spent a lot of his summer working on some updates and adjustments for the other cars in his entourage. There’s only so much one can do with the space in a garage. Wouldn’t it be nice if there was infinite garage space that magically appeared! Oh well, a girl can dream I guess.

This is the last issue for the P4, and it will return in 2017. Have a great holiday and see you all at the Membership Dinner or Holiday Party!

Castles – Cars – Shopping – Oktoberfest



We are tentatively planning a trip to Germany for late September 2017

We will leave from Detroit Metro and be gone about 10 days. The package will include airfare, lodging, breakfasts and most dinners, a private bus with driver, and an experienced guide. We will need about 20 travelers to make the trip reasonably priced.

If you are interested, please contact

Kiro Trendov  
(734) 341-6825  
[kiro.trendov@gmail.com](mailto:kiro.trendov@gmail.com)

or

Don Kleist  
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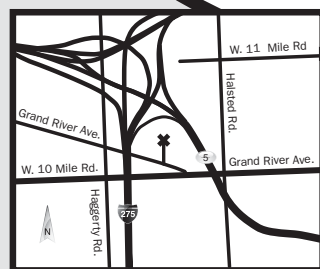
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## Drive With Spirit!



BY HOWARD GILSON

As this is my last article as President, I want to thank everyone in the club that have been by my side during my presidency. One of the biggest things that I have had to deal with throughout my life has been public speaking. Over the two years I have been president of the Southeast Michigan Porsche Club I have become more comfortable standing up in front of a crowd of people and talking. So, I owe a big thank you to the club members who have been there in the crowd and have refrained from laughing or heckling and been patient with me during these times.

The club just had its Fall Color tour chaired by Walter and Sabrina Crump. They did another fantastic job organizing the tour, cider stop and dinner. Early in the day, the weather didn't cooperate. I had a few calls the morning of the tour asking if we would be rescheduling the event because of the rain. To my knowledge the club has never canceled an event because of rain; all the club events are rain or shine. We were fortunate that the rain stopped by the time we meet at the start location. Thanks again to Walter and Sabrina Crump for another great job. Club members are already looking forward to next year's Fall Color Tour.

Two upcoming events are great fun and a good opportunity to socialize with fellow Porsche enthusiasts. The first is on November 18th—our annual General Membership Dinner. This year, our guest speaker is Henry Payne. Henry is the *Detroit News* auto critic, a syndicated editorial cartoonist and opinion writer. A 30-year newspaper veteran, his auto column appears twice a week in *The News*. He also produces a weekly video and "Car-toon." The lifetime "motor head" is a Pulitzer-Prize nominated cartoonist, has published three books and is an active race car driver. Henry and his family have an extensive history with the Porsche marque. Please contact Greg Gallagher at [gigallagher@comcast.net](mailto:gigallagher@comcast.net) or 313-300-4191 or register online at [clubregistration.net](http://clubregistration.net)

The club's last event of the year is the annual Holiday Party & Silent Auction. This year we will return to the Orchard Lake

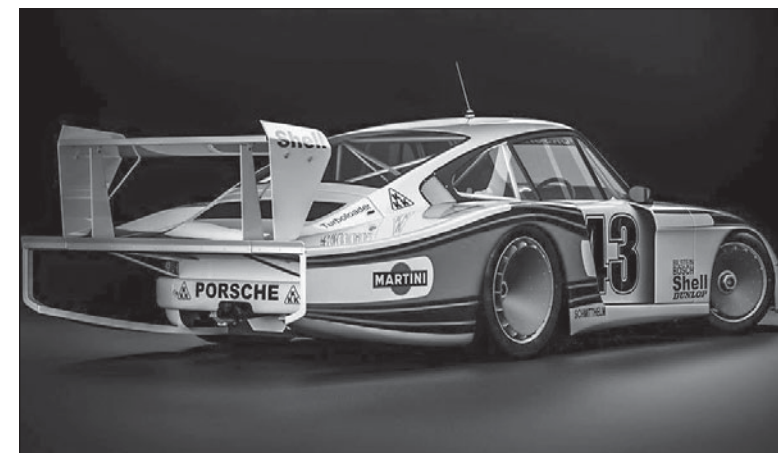
Country Club on December 17th, 2016. Please register online at [clubregistration.net](http://clubregistration.net). You can contact John Keilly for information on the Holiday Party and Patti Door to donate items for the Silent Auction. All proceeds from the Silent Auction will benefit Jo Brighton Special Olympics, here in southeastern Michigan.

The club owes a big thank you to all the board members, event chairs and volunteers who have made the last two years of events fun for all of us. I am grateful to all of them for the time and energy our volunteers put into the club and its activities. Without them, many of our events would not become a reality. To all members – both long time and those new to the club - who attend our events every year, thank you for coming out and enjoying all that the club offers.

I also need to thank Miranda Christen, Michael Cohen, Roger DeLiso, John Keilly and all those who edit and publish the P4 each month. They have made me look good by editing my Drive with Spirit articles. I have enjoyed sharing my Porsche experience with the club members and hope I have motivated some people to come out and participate in club events. In most of my articles I have tried to share a club experience with you in hopes that people would know that when you own a Porsche, you become part of a family.

I look forward to remaining on the board, chairing events and being active in the club. I hope to have more time to attend our Driver's Education program! I plan on attending more Porsche Parades, social events and the 60th anniversary of the Southeast Michigan PCA in 2018. The club has already started to organize the 60th anniversary and this will be an event you will not want to miss.

I want to thank all the past Presidents that have help me throughout the two years and had the confidence in me to elect me to run the club for the past two years. It has been a privilege and honor that I was chosen to be President of the club. It is not just the cars, it's the people that make this club what it is.



One of my all time favorite Porsches the 935 Moby Dick.



## 2016 SEM PCA General Membership Dinner

Friday, November 18<sup>th</sup>, 2016  
6:30pm

Pasquale's Restaurant  
31555 Woodward Avenue, Royal Oak, MI 4873

Featured Speaker:

**Henry Payne**

Automotive Columnist for the Detroit News



Henry Payne is *The Detroit News* auto critic, a syndicated editorial cartoonist, and opinion writer. A 30-year newspaper veteran, his auto column appears twice a week in *The News*. He also produces a weekly video and "Car-toon." The lifetime motorhead is a Pulitzer-Prize-nominated cartoonist, has published three books, and is an active race car driver. Henry and his family have an extensive history with the Porsche Marque.

Cost will be \$20.00 per person with a Cash bar.

Register at: [www.clubregistration.net](http://www.clubregistration.net)

Contact Greg Gallagher at [gjgallagher@comcast.net](mailto:gjgallagher@comcast.net) or  
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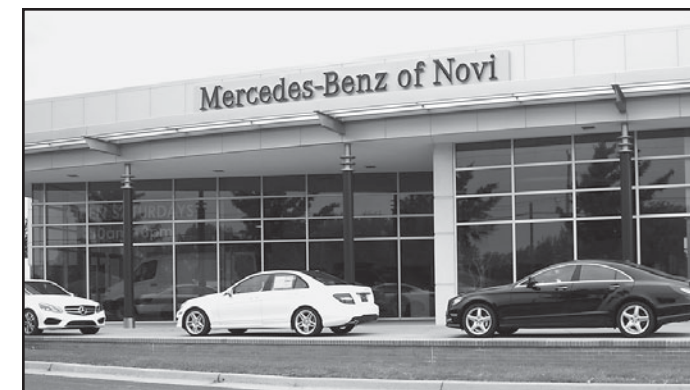
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# RECAP Fall Color Tour

BY **WALTER CRUMP**

PHOTOS BY ULRICH GOLLWITZER & GRETUS HOOGESTRAAT

After much anticipation and prayers for good weather we, awoke to heavy rain and cool temperatures on the day of the SEM Fall Color Tour. The driving gods gave us a break and by noon the rain stopped and although overcast, the roads were dry and fast enough for those of us that actually drive our Porsches, to have a fun day. We eagerly gathered at Clarkston Junior High School. It was great to see those who decided to brave the weather. While there we spent an hour or so mingling and admiring the usual array of Stuttgart's finest. We signed waivers, cast ballots for board members, got directions and a route map. 40 cars and 70 people was the final tally. After a quick driver briefing we were off on the first of two segments. North along some back roads to Lapeer County and the Past Tense Cider Mill. Once there, we stretched our legs and had refreshments of cider and donuts. After about an hour we returned to our cars and began the second segment that took us east to Macomb County and south and west to our final destination, the Rochester Mills Beer company in Rochester Michigan. A surprise guest, our zone representative Michael Soriano, met us there for cocktails and a fine buffet dinner and some great conversation. Our dinner venue was a private dining room with a cash bar. The turn-out was excellent with a good mix of new members; old members that we don't see often, and the usual suspects that can't stay away from an SEM event. Thank you to all the participants that came out to enjoy a beautiful day of driving and camaraderie!



*Board Member Walter Crump and Debbie Miller making preparations for donuts and cider.*



*A little cloudy, but still a great day.*



*Vic Rivera, Gani Bardha and SEM member waiting for the tour to begin.*



*Rick and Max Christian ready to drive!*



*Gathering before the tour starts.*



*A beautiful 911 on a fall day.*



*Photo by Ulrich Gollwitzer.*

**MORE PHOTOS ON PAGE 12**





Max Christian and Samantha Griessel looking pretty cool.



Everyone gathered for donuts.



Catching up and enjoying the tour.



A beautiful setting for a beautiful tour.



Porsches are outstanding in their field.

MORE PHOTOS ON PAGE 14

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PHOTOS BY MARC AND LISA MOLZON.



Instructor training at Waterford Hills Road Racing Course.



Lined up and ready to run.



Leon Lewis's GT4 and JR Dart's GT3.



Greg Gallagher's 997, Peter Mauthe's Cayman, Nick DeGalan's BMW 318.



A mix of sweet cars Eric O's 944, the Molzon 944, Tom Felitz's Vette, Andrew Olson's Coca-Cola 928.



A successful intstructor day!

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# RECAP Caravan to Parade

STORY & PHOTOS BY **GRETUS HOOGESTRAAT**

Two weekends ago Victoria and I visited the Central Indiana Region for breakfast, a weekend later we went with the Northern Ohio Region to the Henry Ford Museum. The very next day we had our Fall Color Tour...really, we already had our last drive of the season? It feels like two weeks ago that I was standing in Pit Lane with the Weather Tech crew girls and that we were at Parade in Jay Peak, Vermont. I just realized I haven't shared any of our adventures lately.

Last year we organized the "Caravan to Porsche Parade" in French Lick, Indiana. It was so much fun; we wanted to do it again. Despite that the numbers were against us (more than double the distance with an over-night stop), we tried it anyway. We ended up with 4 cars taking the road trip. Kiro and Pauline made the suggestion to take Walkie-Talkies with us, which turned out to be a great addition to the communication between the cars. However, the preparation was a little more intense, but it was a good learning experience from booking a block of hotel rooms for a reduced price to looking for good break stops in nice areas. A maximum time of 2-2½ hours driving per stint turned out very well. We got gas every second stop.

On Friday, June 17th, last year's participant Daniel Conrad joined us for breakfast at IHOP, our meeting location in Woodhaven. Because of prior commitments, unfortunately he could not take the trip with us. On this beautiful day, around 7:00am we left and I-75 brought us down to I-280 in Toledo. From there we took the scenic route 2, passing Port Clinton and Sandusky, Ohio. After two hours, we made our first stop for a bathroom and coffee break.

I-90 took us around Cleveland with no traffic problems and we arrived on time at Outback for our lunch stop in Erie, PA. After a nice lunch, the back roads brought us to Upper New York for our last bathroom break in "Cuba". After close to 8 hours driving we arrived at the hotel in Syracuse. The day was winding down and the rest of the crew went to dinner at a nearby restaurant. I wasn't feeling well that evening and stayed at the hotel.

After breakfast, next morning, I-81 took us North towards Canada. Two hours later we arrived at the Saint Lawrence River; it was an amazing site! After a short break, we continued going east for our lunch stop 2 ½ hours away. We arrived at "Angelo's Pizza & Grill", located close to "Lake Champlain". We had a great



Making our way to Jay Peak.

lunch and we started our last stint. A few minutes later we crossed the border to Vermont, taking 2 bridges over "Lake Champlain". After 1½ hours of amazing driving through Vermont we arrived at our destination, Jay Peak. The first person we saw was SEM/PCA member Shirl Carlisle, volunteering at the Welcome Tent.

I was surprised about 2 signs I saw on the Interstates in the state on New York:

1. "Next Text Area 5 Miles"
2. "2 Text tickets, 1 month license suspension"

Thank you Dale & Marilyn Goby (last year's participants), Kiro & Pauline Trendov and Tom & Christine Grabowski (SEM's Master-Griller) for taking this two day tour with me. The Upper New York area is absolutely beautiful, and reminded me of East Tennessee, where I lived for a year. Even with just 4 cars we had a blast and 2 great days of driving. Dale and Kiro are thinking about driving to 2017 Parade in Spokane next year. If you are interested, please contact them.

I will plan a Caravan to 2018 Parade in Osage Beach, Missouri. If you are interested in going or interested in helping to plan, please call or email me.

*Thank You, Gretus Hoogestraat*

**MORE PHOTOS ON PAGES 24-25**

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Tom and Christine Grabowski.



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The first stop of the Caravan.



Stretching our legs in Cuba.



The Amish out and about in Upper New York.



Getting ready for the next leg of the caravan.



Lunch stop at Angelo's.



Kyro and Pauline Trendov's Macan.



Making a quick stop on the St. Lawrence River.



A quaint town in Upper New York.





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STORY & PHOTOS BY **ANDREW OLSON**

As many of you know, I have a dedicated 928 track car, known as the Coca-Cola car. I make sure to do a post-track-day inspection to evaluate wear and tear, but mainly to give myself some peace of mind. The peace I'm talking about is not only the comfort I get from knowing the car is in good mechanical condition, but it is also the peace and calm I receive from working on the car.

I find that a certain calmness and clarity comes over me when I'm wrenching on a car. It is very similar to the clarity of mind I get when driving on the track but without the adrenaline surging through my veins. Focusing on a mechanical problem or a maintenance task is very therapeutic and rewarding. The task is clear and steps to accomplish it are also usually pretty clear. Therefore, it just becomes a matter of performing those tasks in a particular order to reach the goal. It is precisely the methodical nature of these tasks that allows me to forget (momentarily) about worries from work, family, or other things that may be on my mind. And it is the break from these preoccupations that allows me to gain peace, calm, and clarity of mind.

I recently took the Coke car down to Mid-Ohio to run with the Ohio Valley Region (OVR) PCA group. It was a great track day, and I had a blast. I knew my brake pads were starting to run a bit thin—especially on the passenger-front caliper. I am also slated to go to Virginia International Raceway (VIR) in mid-November for a 3-day HPDE event. Given the current state of the brakes and in preparation for the VIR event, I thought it best to just replace front pads and rotors before heading to VIR. So I ordered a set of new pads and rotors, and thought I would swap them out during my post-track inspection.

I started with the front driver's corner. Remove wheel, open pad retaining clip and pull out the old pads, remove caliper, then remove rotor. Replace in reverse order with new parts. Easy peasy. No drama. Then I bled the caliper to ensure a good solid brake pedal. Then I moved on to the passenger side. Remove the wheel, open the retaining clip, pull the old pads...

This is where things got interesting. One of the pads was noticeably thinner than the other. I remember remarking, "That's interesting—I wonder what would cause that?" As I continued through the ritual of pulling the caliper, replacing the rotor, etc., when I went to push each of the four pistons of the caliper back in, I found one of them seized. This accounts for the disparity in pad wear.

On closer inspection, it appeared the seal had deteriorated, and the scraper for the brake piston had become dislodged and was binding with the piston, preventing it from returning fully. Lucki-

IN THE SHARK TANK

## Peace of Mind



*Coke Car setting the pace at Mid-Ohio.*

ly, I had a spare set of calipers in my attic. A few minutes later and I had a replacement caliper mounted. I had to bleed it quite a bit until I got a good firm pedal, but I was done within an hour or so.

If inspecting and maintaining my car were a chore, I might not have paid as close attention to what could have been a very serious problem. Fortunately, I had the clarity of mind to methodically go through the steps, observe, and question things that did not appear to be right. It was a great feeling to have identified a potential serious safety problem and the ability to address it immediately.

Inspecting your car regularly can be very rewarding both in terms of calming the beasts inside your mind, but also in calming the beast on the road or track. I also encourage you to do these inspections well in advance of a track day or the driving season so you have time to address any issues that may need correcting. I was lucky that I had a spare set of calipers. Most people don't. However, I had plenty of time to order one since I usually do these inspections just after or shortly after a track day. They say ignorance is bliss, but for me, I'd rather know about the issue, and fix it, than to head to a track day event with a potential serious safety issue.

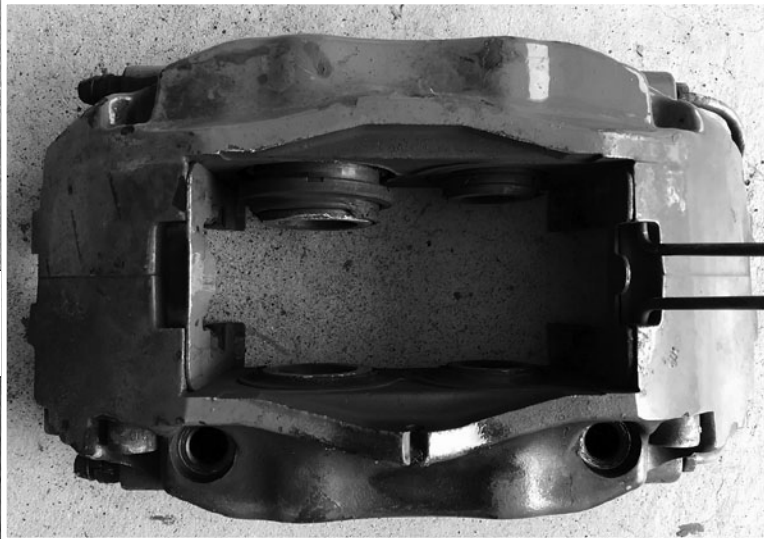
Before you turn the page, the Michigan 928 group has a new website! Check out [www.MI928.com](http://www.MI928.com) and sign up for the mailing list. You'll get reminders for our monthly "Beer Night" and other cool events. We even have 928 merchandise for sale from time-to-time.

**MORE PHOTOS ON PAGE 28**

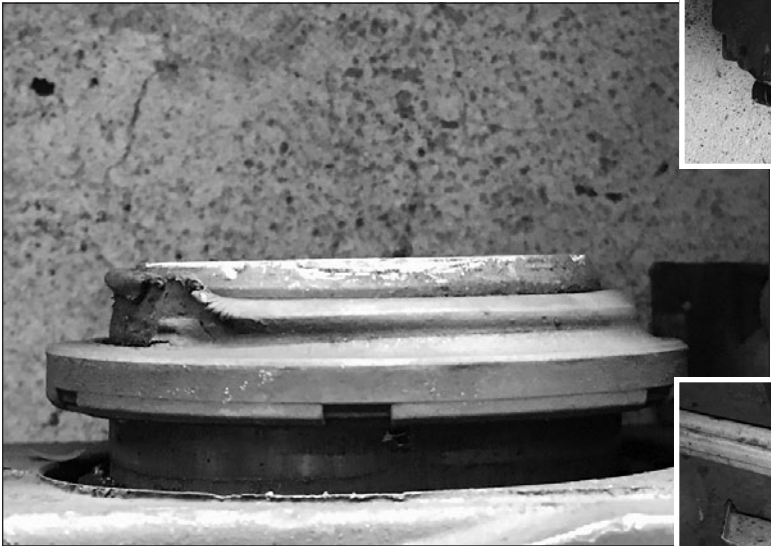




The Coke car at Mid-Ohio ready to get on track.



In this picture you can see the offending piston that does not want to go back in.



Upon close inspection you can see the torn seal.



Bleeding the brakes to make sure no air is in the lines.



After finishing the work, the Coke car is ready for another day at the track.



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# TECH TALK

The following are reprints from Panorama. Questions are submitted by PCA members and responses are formulated by members of the PCA technical committee.

**1996 993 TURBO**  
Q: I'm original owner of a 96' 993 turbo, all original, 28,000 miles. I replaced struts about 6 years and 3,000 miles ago with factory struts. Do you believe that replacing them with Bilsteins or an equivalent high end brand would make a big difference in ride quality and handling. Also, is manufacturer recommended tire pressure 36lbs. front and 44lbs. rear ideal for every day driving and optimum handling.

A: We have installed Bilstein shocks in several 993's and have found that they make a noticeable improvement in both handling and stability, A side benefit would be that they also have a longer service life than the OEM units, I would have to agree with the factory recommended cold inflation pressure recommendations for your tires even for aggressive street driving.

**CAR COVER**  
Model: 996 4s, Year:2003, Mileage: 51,000, Type of use: Street use only

Q: I live outside Washington, DC and park the car in the driveway -- no garage. I hand wash it every week and remove bird poop by soaking it with a small section of a clean, cotton rag, then spraying off the remainder. I pick off fallen leaves every day. My mechanic says I should use a car cover to protect the interior. I am very suspicious of outdoor car covers -- thinking that I have to have a perfectly clean & dry car before I put a car cover on, and the car cover inside has to be clean, dry and soft before it goes on the clean, dry car. My location gets only a few hours of summer sun, more in the winter when the trees are bare. In nearly three years since I've had the car, the interior still looks original -- I don't drive it much -- only 14,000 miles since I bought the car in December 2007. So, car cover or not? And if so, which? I combed through the archives and didn't find much -- I guess I'm one of the few who's car braves the elements! Thanks for any advice.

A: I would try a cover designed to be used outside, The covers used in a dry garage will not be good in a rainy damp or snow covered situation. There are covers that will shed water but in a down pour begin to absorb rain. Any cover will stop bird droppings and tree sap and leaves. My concern is a cover left wet on paint surface can cause problems when the sun dries it. I do not cover my every day Audi A4 and the paint and interior look great after 7 years. A weekly wash will be safer than a cover stuck to the surface. John Paterek

A. Porsche sells a very nice outdoor car cover for around \$125. They also have an indoor car cover too. I have the indoor cover for in the garage and have seen the outdoor cover and its of very good quality. DO NOT USE THE LOCK CABLE. If the wind blows hard it will lift the cover and beat your car to death with it. You can lose a couple covers in the wind and still cost less than repairing the damage. Another thing I do on my car, even in the garage, I use Griots spray wash and their microfiber towels to clean it off before installing. I don't wipe the surface, I wet the microfiber and drag it across the surface to get dirt off. Cleaner the better and I also keep a really deep layer of wax on the car also. Being that you are outside I also recommend putting desiccant bags in the forward

trunk and in the interior to keep moisture out of the car and check them regular. Griots sells them. Other option I highly recommend is a storage unit someplace. Cheap investment on a car that's going up in value. A.I have used the Auto Chic Severe weather cover for years. My 968 is single stage guards red and the paint has not degraded at all through all kinds of weather. It has never blown off and lasts about five years through all kinds of weather. I am on my third cover in over 12 years. It costs about \$300.

**CATASTROPHIC ENGINE FAILURE – Oil Change Intervals and Oil Brand**

Q: spend a considerable amount of time reading about and researching Porsche vehicles, 911's in particular. My reference sources include Rennlist, 6Speed Online, Panorama, Excellence, etc. Recently I have been reading about catastrophic engine failures being blamed on oil change intervals and oil manufacturer/brand. Specifically 6 month/5K miles vs. 1 year/10K miles oil changes, and Mobil 1 vs Motul oil manufacturer. The implication is that Mobil 1 oil is poison for your 997 engine. My Indy shop does use Motul for my P car. While I realize that Porsche recommends Mobil 1 and that you change your oil every 12 months or 10K miles, given your years of dealing with Porsche related technical questions and research has the brand of oil ever entered the picture as it relates to catastrophic engine failures?

A: The topic of engine oil has come up many times over the years and it always puts me in a bit of an odd spot being an employee of a Porsche dealership. Porsche recommends Mobil1 and we see exponentially more engines without failure than we do with failure; so consider that when making your own decision. Also, the list of approved oils from Porsche consists of over 100 different oils, so Mobil1 is not the only option if trying to stay with Porsche approved oil. Most of the data compiled by the independent companies relating to engine oil is the low concentrations of Zinc dialkyldithiophosphates (ZDDP). This is a wear additive in engine oil that is supposed to prolong the life of friction components inside a combustion engine. Unfortunately, ZDDP is believed to damage catalytic converters which is why the many oils now have a much lower concentration of this additive. There are still many oil manufacturers that still use a formulation with higher levels of ZDDP but most of their labels state "for off-road use only" or "not for extended use in vehicles with catalytic converters." Everyone seems to have their own opinion on this and you can spend countless hours researching this on the internet. For what it's worth, I personally have a 140K mile 996 that still runs flawlessly after following the Porsche recommended 15K mile service intervals using nothing but Mobil1. On the flip side of the coin I have a 75 911 with a 3.2L motor that sees fresh Swepco 20W-50 once a year. Remember to take into consideration your sources, most of which are forums. People always post the issues/problems they have/experienced but you don't hear about the happy Porsche owners that are out enjoying their cars every day. Take in everything you read from these various sources and make your own decision based on what makes you comfortable. If you don't like the idea of Mobil1, don't use it. Find another oil that makes you feel warm and fuzzy so you can focus on enjoying your Porsche as it was meant to be.

## SEM Board Minutes (10/6/16) by Fred Young

In attendance: Board Members: Howard Gilson, Gretus Hoogestraat, Walter Crump, Fred Young, Michael Cohen, John Keilly and Officers: Steve Carbary and Erik Ohrnberger. Absent with notice: Patti Door, Marc Molzon, Greg Gallagher, Leo Wanstreet and Miranda Christen  
**Call to Order:** 7:02 P.M. by President Howard Gilson.  
**Minutes:** Moved by G.H. and M.C. to approve. Motion passed.  
**Financial:** Howard Gilson – Cash position looks good. Tabled to November.  
**Membership:** H.G. – 632 + 379 = 1011 total members. Up a couple.  
**Insurance:** H.G. – Needed for Fall Color Tour  
**P-4:** Michael Cohen – Ballots needed for the Fall Color Tour. October issue not ready to be printed yet.

**OLD BUSINESS:**  
**September 9: Ladies Drive:** H.G. – A good time was had by all that attended.  
**September 10: #4 DE at M1 Concourse:** Steve Carbary- M1 Concourse was a top notch facility with drivers enjoying the new track in spite of some rain.  
**September 18: Drive your Porsche Day:** H.G. – It was a good event even though there was one slight detour. Over 50 people participated in the tour.  
**September 23: DE Instructor Training:** Steve Carbary – The National Presenter was very professional and well received. It was a good training program with plenty of track time for the instructors.  
**October 16: Fall Color Tour:** Walter Crump – Checking on starting location. Otherwise all set.

**October Board Election:** Fred Young – No new candidates have come forward. Election in October with ballots in the P4.  
**November 18: New Member Gathering:** Greg Gallagher – Will be at Pasquale's. Henry Payne, Detroit News Automotive Editor, will be the speaker.  
**December 17: Holiday Party:** John Keilly – Menu in the works. It was moved by F.Y. seconded by W.C. to set the price at \$50.00 with the club subsidizing the rest. Motion carried.  
**60th Anniversary Committee:** H.G. – The treasurer would like a preliminary budget. Speakers are being looked at.  
**Germany Trip:** Fred Young – Don Kleist is soliciting members for a 2017 Germany trip. An ad is in the upcoming P4's.  
**Charities:** No report.  
**Web site:** Erik Ohrnberger – A new calendar is in the works.  
**Goodie Store:** Gretus Hoogestraat – Receipts sent to the treasurer.  
**Event Reports:** OK.

**NEW BUSINESS:**  
**New Member Consideration:** Walter Crump – Walt inquired if new members were given a welcome token. The answer was that \$25.00 could be applied to their first event with the club. This was explained in their welcome letter.  
**Meeting adjourned at 8:55 P.M. -** Motion by J.K. and W.C. to adjourn. Motion passed.  
**Refreshments and Locations:** Thursday, November 3 – Patti Door Residence – 6 p.m. / Thursday, December 1 – Steve Carbary

### SEM/PCA Member Anniversaries - November/December 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)	YR	Name(s)
<b>NOVEMBER</b>		8	Phillip Robinson	33	Taylor & Lanita Dunham	7	Walter & Sabrina Crump
43	Heinz & Claudia Hilderts	6	Gerald & Lin Valka	31	Robert & Cynthia Helber	7	D. Rains
42	Jeffery & Joel Topf	6	Guy Pupp	31	Bruce Gears	6	Thomas & Robyn Christen
37	Barrett Wayburn & Kip Vota	5	Ronald & Paulette Shearer	25	Opal & Kenneth Rimstad	6	David Wadowski
37	Clemens & Arndt Weierstahl	4	John Simon & Shannon Byrne Simon	21	Kashayar Honarkhah & Trish Buckley	5	Zaf & Shehla Khan
36	Harry & Mary Kurrie	4	Richard Leonard	18	George & Pamela Cornwell	5	Kevin & Sandy Kondrat
34	George Costea	4	Donald Godmar	18	Fritz & Deborah Praus	4	Lutz Riedt
31	David & Evelyn Horton	4	Dan McClung & Irina Dozortseva	18	Bhavin Patel	4	Temple Cumiskey & Joanne Estes
31	John & Marilyn Rintamaki	3	M Schiller	17	Bruce Becker	3	Laurence Ann Meeker
31	William & Shirley Hallandal	2	Allan Skoropa	17	Terrence & Anne Gallagher	3	Lyle Otremba
24	Joel Topf	2	Richard vonDaggenhausen	17	David Salisbury	3	Bob & Athena Carson
24	Mike & Mary Vigilanti	2	Helen & Joseph Romano	16	Robert Schneider	3	Craig & Sheila Kellogg
22	Henry Payne	2	Miranda Christen	15	Phillip Ingram & Beverly Ricci Ingram	3	Raymond & Sharon Rahi
22	Gary & Patricia Ambrus	1	Theresa & Ron Harrison	15	Anthony Deblasio	2	David Baiocco
22	Vance & Mary Meyer	1	Gerry & Robin Hargrove	15	Gary Mason & Jeffy Thompson	2	Brad Oleshansky
21	Jay & Trish Keranen	1	Bruce & Kay Weber	14	Greg & Patricia Little	2	Cory Scholl
21	Christopher Murphy	1	Roy Kethe	14	Wolfram & Deborah Walter	2	Wolfgang Seichter
20	Miles & Debra Singer	1	Frank Dionisopoulos	14	Donald & Tracey Walker	2	Frank Weith
18	Matt Fenster	<b>DECEMBER</b>		12	Ronald & Aimee Bogucki	2	George Vasu
17	David & Donna Nikolas	50	William Block & Freda Giblin Block	12	Ervin Partain & Ervin Partain, Jr. Partain	1	William Kozyra
15	Michael & Joanne Obloy	40	C Cooper	12	Jonathan & Maria Wallevand	1	Robert Cory
14	Gord Heidinger & Leah Welch Heidinger	38	Peter Gladysz & Judith Lupinski	11	Gregory & Cheryl Spinazze	1	Abraham Post
13	Walt & Matt Magon	34	Horst & Liliana Sorg	10	Michael & Roxanne Glovis	1	Jim Plegue
12	Karsten & Laura Lies	34	Walter & Judith Mueller	8	Rasto Ovin	1	Bruno Cote
10	Jill & Jeffrey Brueckheimer			7	Timothy Rohrschneider		



# Designing Race Tracks

BY TOM FIELTIZ

The thing that really got me hooked on PCA was the opportunity to drive on real race tracks. Places where I had watched professional racing were now available to me as a driving student. Learning how to drive these tracks made me more aware of the challenges each track holds in their design. There is no doubt that any race track holds more challenge for a driver than most every public highway. It is interesting to discover how our Michigan road racing tracks came to be from oldest to newest.

Waterford Hills was first paved in 1958 at 7,510 feet long and 12 feet wide. This was long before the era of track designers. A group of Oakland County Sportsman's Club members led by Robert "Bob" Clift first approached the club to lease some land for a track. They had to design the track around existing club facilities and utilized the existing topography. A very early drawing of the track shows where the original line of skeet houses bisected the track as well as the original archery range. Those buildings only live on as corner names now, but what is seldom known is that the back straight originally was designed to have a pronounced kink that fortunately did not stay in the final layout. The second event of that first-year Bob Clift and 48 of his racing friends held the first time trial. One of the earliest known pictures from that event shows Bob's 1954 Corvette, highly modified, as Bob worked in the early Corvette program at GM. A year later the track width was expanded to 24 feet and crude forms of safety barriers were added in subsequent years. In 1960 Stirling Moss, famous F1 racing driver was in Detroit to lecture at the Masonic Auditorium. He was asked to drive a Chrysler 300 around the track. His famous quote was "If you can go fast at Waterford, then you can go fast anywhere."

Grattan is a track that dates back to 1962. It was the idea of Edward Jack "EJ" and Mary Faasen who, with their family, still own the track. EJ Faasens friend Bill Tuttle owned the Lessiter Farm that formed the original property. International Acres Raceway opened in 1962 as a 3,000 foot drag strip. Drag races were held there until 1973. The road course was paved in July of 1963. Faasen said the layout of the road course involved a Jeep, a few drinks, and the desire to make the best use of the property. He took the Jeep and turned right at the end of the drag strip and made a turn whenever there was a tree too big to run over with the Jeep. The track incorporated some of the most severe features to be found on any road course.

Gingerman is a relatively new track founded by Dan Schnitta

in 1996 and named after a bar that he owns in Chicago called The Ginger Man. He hired Alan Wilson to design the track using as much available land. He wanted a driver friendly track so he asked for no decreasing radius turns and minimal guard rail. The track is lined with very wide and smooth grassy areas with dirt walls well back from the track surface. The track is a favorite for major racing teams to test, which is why the back straight was recently extended.

The fourth major race track is Michigan International Speedway built by Detroit land Developer Lawrence H. LoPatin in 1968 at a cost of \$4 million. We know it as a NASCAR oval but it originally also hosted road races. The road race course used only the start/finish straight, with an infield road course that crossed through the back straight onto an additional road course for a total length of 3.1 miles. The crossovers were very problematic as they nearly launched the cars but the steep banked carousel was so extreme that it had to be bypassed. The road course consultant was Sir Stirling Moss. Ariel views of MIS still show the road course roads but they are only used as access roads for the motor homes.

The latest track that our club has used is called Champion Motor Speedway which is a little pretentious since it is just a 1.5 mile track winding its way between the garages of M1 Concourse. It was designed by Martyn Thake of Motorsport Consulting Services. It claims to be designed to run in either direction and incorporates 25 feet of elevation change. Unlike the other road race courses Champion has no spectator viewing areas, corner worker stations, timing or starters tower or pit road. It is one of the new breed of tracks designed as a road circuit to benefit club members.

The new era of race track design now involves huge investments and the elite of track designers. All of the newest Formula One tracks have been designed by Herman Tilke with the specific needs of the top echelons of racing. The top American circuits have been designed by Wilson Motorsports, Apex Circuit Design and Ed Bargy Racetrack Design Services along with Motorsport Consulting who have also designed several street circuits. Circuit design has come a long way from carving a road through grassy fields.



# Around The Zone



BY MICHAEL SORIANO, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

I want to wish everyone a very Happy Holiday season. I have enjoyed another wonderful year as your Zone Rep, and would like to thank all of the region officers and members who helped to make this year in Zone 4 a successful one. I was honored to be invited to and welcomed at so many outstanding events; I only wish that I could have attended even more. I am pleased to see even more regions working together, and our zone becoming a more cohesive unit, an important goal of mine since becoming Zone Rep.

During a weekend this autumn, I joined Northern Ohio Region on their trip to the Motor City. Their first stop was the Henry Ford Museum. From the museum, the group checked in to The Henry Autograph Hotel and gathered for an enjoyable dinner at TRIA. The following day, we all drove to Brighton to visit The Lingenfelter Collection, one of the largest car collections in the country. Ken Lingenfelter and his wife Kristen were there to welcome us, and after a while, Ken led a tour of the collection providing anecdotes on many of the nearly 200 cars on display. Once again this year, a number of regions held color tours, and I had the opportunity to join Southeast Michigan Region members. After the tour, they held a fantastic dinner at the Rochester Mills Beer Co., and everyone had a wonderful time. The event was so popular that the party room they reserved was filled beyond capacity.

Just because we've put our cars away for the winter, it doesn't mean that we can't experience the same camaraderie and friendship enjoyed during the driving season. Many regions will be hosting Holiday Parties this month, and what a great way to kick off the holiday season by celebrating with your PCA friends.

As the New Year begins, and the region calendars firm up, please remember to check your in boxes, region's newsletter and website, as well as the Zone 4 website <http://zone4.pca.org> for the most up to date information about events available to you. Also, consider attending other regions' events, such as:

- **Eastern Buckeye Region's** Thirsty Thursday at Royal Docks is December 1
- December 2 is **Maumee Valley Region's** Holiday Party at the Toledo Museum of Art
- **Rally Sport Region's** Holiday Party will be on December 3 at Porsche of Ann Arbor
- **MORPCA's** 50th Anniversary Annual Meeting and Holiday Party at the Boat House is December 3

- **Western Michigan Region's** December Appetizer Party is December 3
- December 3 is **Ohio Valley Region's** Holiday Party at Porsche of the Village
- **Central Indiana Region's** Holiday Gathering and Gift Exchange at Tom Wood Porsche is December 10
- **Motor-Stadt Region's** Monthly Board Meeting at Spagnuolo's in Okemos is December 13
- December 14 is **Michiana Region's** Business Meeting at Dandino's Supper Club in Goshen
- **Southeast Michigan Region's** Annual Holiday Party is December 17 at Orchard Lake Country Club

If you have any questions or comments please feel free to contact me at [MSoriano.ZoneRep@gmail.com](mailto:MSoriano.ZoneRep@gmail.com)

Thanks, Michael

It's been  
a great year  
for the P4.

See you again  
in 2017  
SEMPCA!



# Enjoy Your Porsche to the Fullest...Join the Porsche Club of America

PCA is the club for Porsche owners who want to maximize the enjoyment of their car  
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\$46 for 1 year, \$90 for 2 years, \$132 for 3 years (new members get a \$25 credit towards any event)

## 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/appli-  
cation fees these are assessed directly by the regions.

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

### Regional Endorsement

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

Region Officer Name \_\_\_\_\_

Region Date \_\_\_\_\_

### Member Demographics

Birth Date \_\_\_\_\_

Occupation \_\_\_\_\_

Prefix: ☐Mr. ☐Mrs. ☐Ms. ☐Miss

Spouse's Name \_\_\_\_\_

Names & Ages of Children \_\_\_\_\_

Family or Affiliate Member \_\_\_\_\_

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

Family Member Name \_\_\_\_\_

Relationship to Member \_\_\_\_\_

Affiliate Member Name \_\_\_\_\_

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

### Porsche Car Information

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

Car #1 \_\_\_\_\_

\*Year \_\_\_\_\_ \*Model \_\_\_\_\_

\*Body Type \_\_\_\_\_ \*Color \_\_\_\_\_

\*Vin# \_\_\_\_\_

License Plate # \_\_\_\_\_

License Plate State \_\_\_\_\_

Car Used: ☐Daily ☐Pleasure

Maintenance Performed By:

☐Self ☐Dealer ☐Independent

Average number of miles driven annually \_\_\_\_\_

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

### Payment Information

Term of Membership

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

☐Check enclosed # \_\_\_\_\_

☐Visa ☐MC ☐American Express

Card Number \_\_\_\_\_

Exp Date \_\_\_\_\_

Name on card \_\_\_\_\_

Signature \_\_\_\_\_

How did you learn about PCA? \_\_\_\_\_

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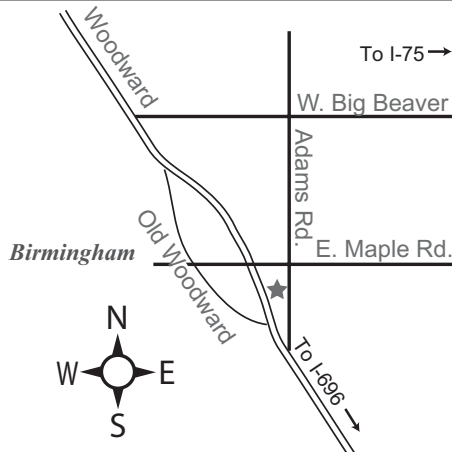
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