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ON THE COVER:
*Perhaps the most powerful Porsche racer ever—
The Mark Donohue 1973 Can Am winning 917/30*

2017 SEM/PCA CALENDAR

SEPTEMBER

- 7 Board Meeting
- 8 DE Waterford - #4
- 15 Ladies Only Drive
- 17 Drive your Porsche Day

OCTOBER

- 5 Board Meeting
- 22 Fall Color Tour

NOVEMBER

- 2 Board Meeting & Calendar Planning
- 17 Membership Dinner

DECEMBER

- 7 Board Meeting
- TBD Holiday Party

All dates and events are subject to confirmation

BOARD MEETINGS

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

Please note: for anyone interested in attending future Board meetings, please contact any board member.

Editorially Speaking



BY MICHAEL COHEN

Date: August 19,2017; **Time:** 3:00 pm; **Place:** Woodward Avenue, Woodward Dream Cruise; **Question:** Manual transmission or PDK? I have always been a manual transmission advocate when it comes to Porsches. I know PDK transmissions are faster and smarter than I am, but I also know that it is great fun to control when and how you shift; it’s great fun to choose when to grab the next gear or make a perfect matching revs down shift. Now, I am attempting to travel 1.5 miles from my son’s house to mine. I left an hour ago and have hit a top speed of four mph. The top is down and it is hot. I am with my friends Lefty (leg) and Clutch. They are not enjoying the ride and neither am I. Lefty is getting tired and sore. Clutch is perspiring and not smelling so good. Maybe there is a place for PDK after all, even in a Porsche. The realities of metropolitan city traffic make the manual somewhat less enjoyable. Maybe there is also a place for autonomous vehicles? On the other hand, tomorrow is the SEM Picnic and Concours and there won’t be much traffic on Woodward and I can wind the car out in first and second gear picking my shift points.

This has been a great summer for us Porsche enthusiasts. The weather has been beautiful; conducive for fun drives and a plethora of car events, both SEMPCA and others. The weather for our August 11 HPDE at Waterford Hills unfortunately was not good—after the second session, we were bombarded with a thunder and hail storm of gigantic proportions. However, eventually, it cleared up and participants were able to get back on the track and practice their wet line entries and exits.

There were a couple of non-SEM events that some of our members participated in. Jim and Laurie Williams attended P2O in Ohio along with some other members and have summarized their (soggy) weekend on page.34. The Concours of America is held at the Inn at St Johns on the last weekend each July. This is one of the major U.S. concours events and it was spectacular this year. We summarize the show starting on page 12 and then devote pages 22 and 23 to some photographic art shots taken by SEM member Hugh Victor and his son Max.

Other stories of interest include Fred Young’s reminiscing



about his first sports car, a 944, on page 18. On page 30 Tim Hartge reviews an Eyes on Design banquet honoring designer Syd Mead, whose forward thinking auto illustrations are nothing short of amazing. Tom Fielitz tells us about his experiences as a DE instructor in his article entitled Using All The Road, on page11.

There are some noteworthy and exciting events coming up in the near future. Our final HPDE of the year will be on Friday September 8 at Waterford. These events are great fun and great learning experiences, so sign up early at Clubregistration.net. This will be followed up by an end of season banquet at the Eblenkamp’s home. On the following Friday, September 15, Patti Door hosts the always popular Ladies Only Drive. Check out the details on page 8. Two days later, on Sunday September 17, we have the ever popular Drive Your Porsche Day. Chairman Gary Ambrus tells us that he has a great route and restaurant picked out. Our final drive of the year is the Fall Color Tour scheduled for October 22. Walt Crump is again chairing this event.

Are you interested in getting more involved with the club and running for the board of directors? If so, check out the announcement on page 17. Also, we welcome three new advertisers—Wheel Works Detroit, R&T Motors and Clem’s Garage For Storage. They are all quality organizations.

Until next time, have fun and drive safely.

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Porsche. People. Power. Passion...



BY MARC MOLZON

Our summer isn't complete without the Annual SEM PCA Picnic! Hope you could attend this year's picnic. It was another great event, organized by members Patti and Jerry Door, Don Kleist, Nancy Richardson, Fred Young, Tom Grabowski and other members who put this great event together. Hope you got a chance to clean up your car and put it in our Concours. Fred Young, also a National Judge and our Concours chair, makes the custom trophies for our Picnic Concours and helps in the judging of the event that continues to grow each year. Thanks Fred

Another summer staple: parades...in particular, the Annual Porsche Parade. For those of you who went to Spokane, Washington for the 2017 Porsche Parade, SEM PCA had major participation, which helped to make the event the largest to-date. There were over 2,500 PCA members. Thanks to our membership who played a major role in putting on the event, which was over 2,000 miles away. We had Patti and Jerry Door who take on the responsibility of the hospitality chair, with assistance from Victoria Hoogestraat. (Fact: Patti starts on the annual preparation within a month of Parade ending.) Howard Gilson and Gretus Hoogestraat served as safety tech inspections for the various driving events. Gretus and Ron Roland did some judging in the concours.

Christine and Tom Grabowski, Mary and Chris Martella, Christine and Mark Martin, Karen and Ron Roland all attended from our club. While last year Parade was in Jay Peak Vermont about 650 miles away, this year's event in Spokane Washington made it quite a drive...but an excellent opportunity to see the country, if you drove out there. Patti, Karen and Ron even brought home some trophies from Parade.

For those of you that have not had a chance to attend a Porsche Parade, I would suggest checking it out, as I did. A few years back the Porsche Parade was held in Traverse City. Lisa and I attended



2014 Picnic and Concours

and it's impressive to experience the magnitude of the event, with thousands of Porsches invading the area from all over the country. There were at least two from Alaska! Throughout the weeklong event, there is a wide variety of things to do: car shows, a parade, dinners, driving tours, autocross, concours, and meeting fellow Porsche owners from around the country. Next year's Parade will be in Lake of the Ozarks and in 2019 it will be in Boca Raton, FL—hope you can fit one (or both) of these in your calendar. And remember: these book-up FAST once registration opens in the first part of the year.

Soon the temps will be dropping and we will be putting our Porsche's to rest for the winter months. As always, summer went by too quickly! So, don't miss out on the great driving events coming up this month and next!! We have our final HPDE (High Performance Drivers Education) for the season on Friday Sept 8th. We have the Ladies Only Drive on Sept 15th and the Drive Your Porsche Day on Sept 17th. So, don't miss these events as we close in our last and best attended driving event, the Fall Color tour in October.

I look forward to seeing you at an event soon!

2017 LADIES ONLY DRIVE

Each year we honor our many fine women by dedicating a day for them to take the wheel of the Porsche and experience the enjoyment of owning and driving a Porsche.

**This year's event will be held on
Friday, September 15**

Time and location to be determined

If you are interested in attending or wish to help, please contact Event Chair **Patti Door** at 248-207-7617 or by email: pdoor@sbcglobal.net



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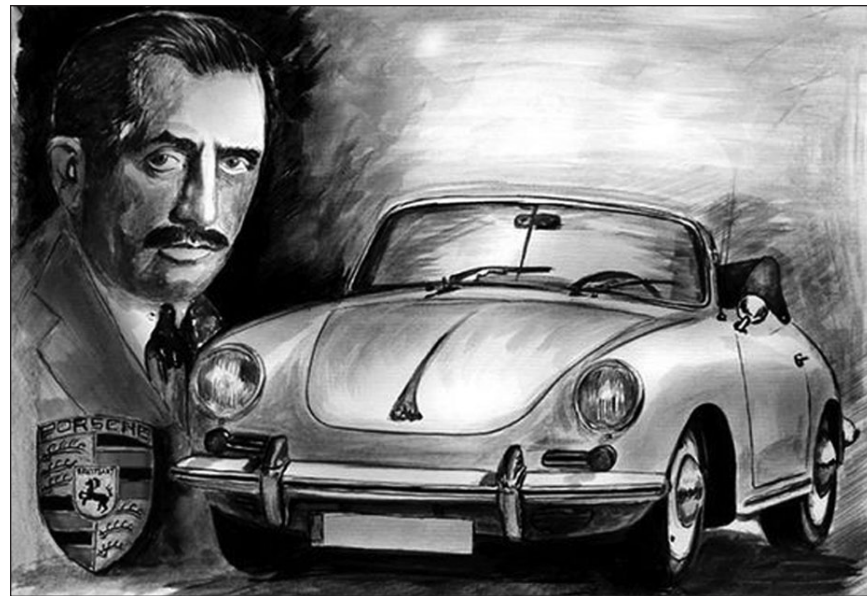
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Drive Your Porsche Day

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Using All The Road

BY TOM FIELTZ

One of the more fun aspects of a driver's education event at a race track is that you get to use all of the road. Most corners are negotiated by starting at the outer edge of the road, cutting across to the inside edge at the apex of the corner and finishing by accelerating to the outer edge of the road. Since this is not how we learn to drive on a public road it is the first instinct we fight when we drive on a race track. The one thing unique to a race track is that most tracks have curbing to discourage exceeding the width of the track. This curbing can take many different shapes from tall curbing, embedded bumps, or just flat extensions of pavement. In most cases there is no advantage to driving across any of this curbing, but there are always exceptions. In many cases the edges of the track are rutted and dusty because racers routinely exceed the track width and purposely use the dirt. One of my friends who raced Formula V said it was common to hook the inside wheels in these dirt ruts for extra cornering thrust.

Watching professional racing today it is common to see how drivers routinely exceed the track limits to reshape the design of the corner radius to maximize cornering speeds. Even with threats of time penalties, it is a recurring practice that just seems to be growing. But that brings up a related point that going off track can bring mechanical consequences. Quite frequently exceeding track limits and using curbing can damage tires, wheels and sometimes suspension pieces. In severe cases going across curbing can cause the bottom of the car to contact curbing and do damage to floors or other low hanging mechanical pieces. The next time you walk the race track it would be good to watch for scrapes and gouges as indicators of where you should keep all four tires on the track pavement and off the curbing. At Waterford Hills and some other tracks they employ a wave shaped curbing designed to thrust the errant tire away from the curbing. Sometimes the force is severe enough to pitch the car out of control and cause a spin out or worse. Even with that threat it is common for racers to still use the lower parts of that curbing to help turn the car or stop a slide. The risk vs. reward tradeoff is routinely tested when it comes to racing drivers.

It should be very obvious when it comes to driving your own car on a race track that running over curbing doesn't pay. The potential for car damage is too high and the reward of shaving off very small amounts of time is not worth the risks involved. Most instructors will tell beginning students to leave margins of several inches from the edge of the track surface. It takes quite a bit of experience to know when the tires are on the edge of the track. In addition the small imperfections in track surface will cause the car to move about the track surface. Dropping a wheel off the track surface will have an immediate effect of upsetting the balance of

the car often resulting in the whole car leaving the track surface. This is especially true of hard braking.

Bobby Rahal used to be part owner of Track Time Driving School where I instructed for over twenty years. He would give little training talks to the instructors about driving techniques he wanted us all to teach. He had a unique approach to cornering that he developed in his racing career. He would set the car up for hard braking several inches off the edge of the track. As he released the brake he would give a sharp tug on the steering wheel toward the edge of the track before he would give an equally sharp tug toward the apex. As he described it, the braking off the edge allowed for some movement of the car as the tires fought for grip. The movement of the steering wheel would take the slack out of the suspension and the flex out of the tire sidewall which would give a crisper turn in response to the car. Bobby had a very strong respect for track limits which may have contributed to his reputation for not breaking his race cars. To finish first you must first finish.

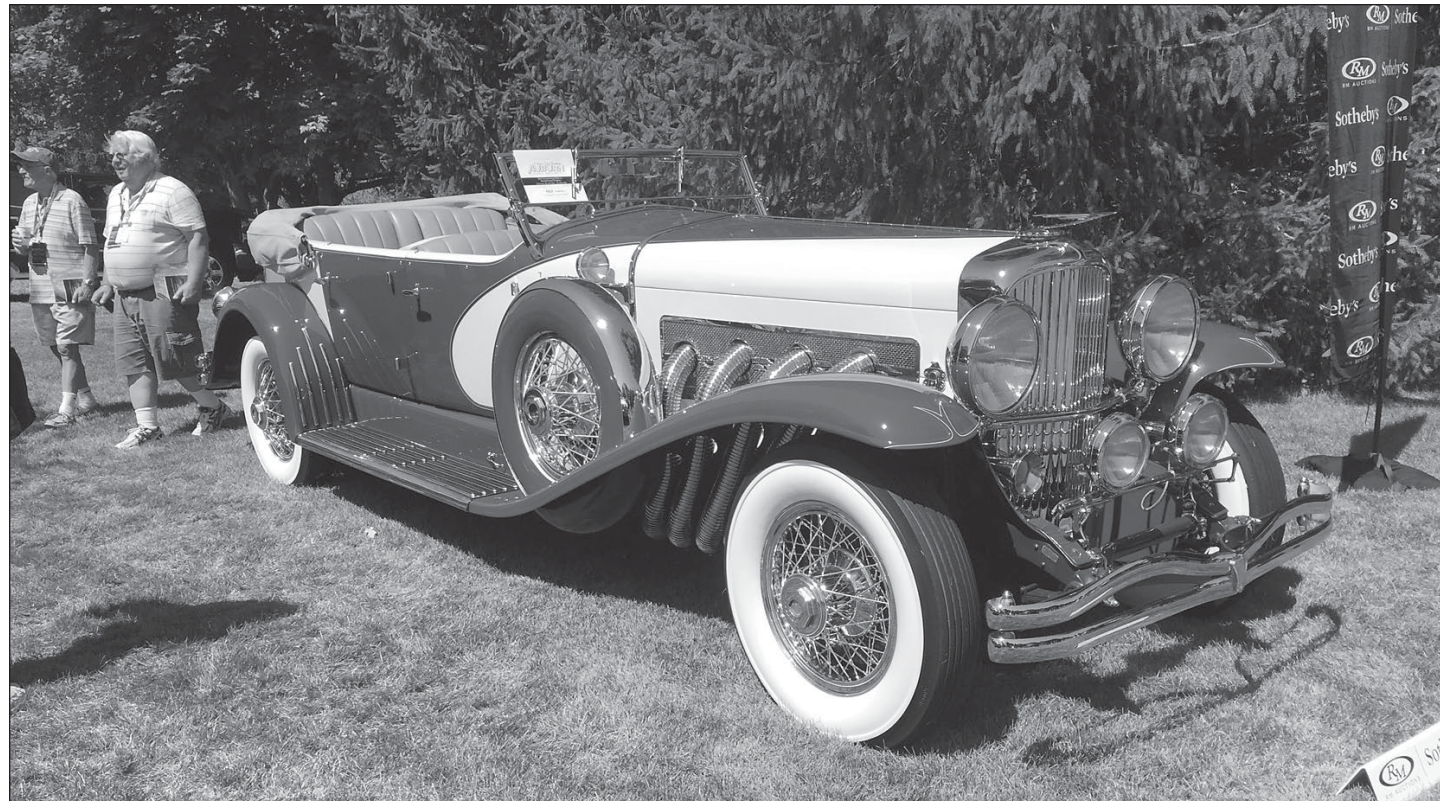
So not to lose interest of my exclusive road driving friends, there is equal importance to minding not just edges of the road but lane markings in general. Needless to say not all lane widths are identical. This can be especially true of two lane side roads. Plenty of roads do not have painted lines or even center lines to help the driver judge the limits of the pavement. Never assume that even when lines are present the road is a standard width or that you can drive to the edge of the pavement. The outside edge of any road quite often will contain broken pavement rendering the width of the lane less than what might be assumed. Running a tire on the edge of broken pavement is a serious risk to damage a tire or even a wheel rim. I have seen many single vehicle accidents caused by a car dropping a wheel off the edge of the pavement. While it might be tempting to straighten out a corner by cutting across the center line of a road be aware that the car in the opposing lane very often drifts toward the center line also.

A skilled driver will use all of the road available to him, but that skill and good judgment includes maintaining a healthy respect for curbs and edges of the pavement.



RECAP *Concours d'Elegance of America*

STORY & PHOTOS BY MICHAEL COHEN



A spectacular burgundy and cream 1929 Duesenberg SJ

We Michiganders are very fortunate to have one of the premier concours right at our door step every summer. The Inn at St. Johns in Plymouth is a world class venue for this fabulous show and this year's concours, the 39th, held on July 30, surely must rank as one of the best.

Over three hundred immaculate, rare vehicles were on display beneath a glorious cloudless blue sky. As usual, cars were grouped by category. The two groupings that I found most interesting were The Collectors of the Year and the Can Am Challenge Cup. Well known collectors, Arturo and Deborah Keller from Petaluma, California were chosen as Collectors of the Year and they brought a unique display of five aerodynamic, tear drop shaped coupes from the 1930's—a 1938 Mercedes 540K, a 1932 Alfa Romeo 8C2300, a 1938 Bentley 4¼ Litre, a very unique canvass and leather bodied 1937 Duesenberg Model J and a 1937 Talbot Lago T150C. It was the first time these five radical fastbacks have ever been displayed together. The star of the Can Am Cup grouping was the Porsche 917/30 which Mark Donohue piloted to the 1973 Can Am championship. It is considered to be the most pow-

erful sports racer ever built and was so dominant that the Can Am series was discontinued in part due to this car's superiority over all other competitors. Other noteworthy Can Am cars displayed included the Denny Hulme McLaren M8C and the only existing Shelby King Cobra.

Best in Show American was a Stutz DV-32 Convertible Victoria owned by Joseph and Margie Cassini III; Best in Show European was Jim Patterson's 1924 Isotta Fraschini Tipo 8a. FCA's Head of Design, Ralph Gilles was chosen Enthusiast of the Year.

Several SEM/PCA members displayed their vehicles, including Ken Lingenfelter who brought his 2014 Ferrari LaFerrari and 2017 Acura NSX, Eitel Dahm, Porsche 918 and 2017 Porsche 991, Michael and Suzanne Gilson, 1989 Porsche Speedster, Bob and Marilyn Amano, 1982 DeLorean, Leon and Ileana Lewis, 2016 Porsche 991 Turbo S and 2016 Lamborghini Huracan and Gani Bardha, 1957 Mercedes Benz 300SL.

Words can't begin to describe all the wonderful vehicles on display. So, take a few minutes and check out the photos that follow.

MORE PHOTOS ON PAGES 14-15

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1932 Alfa Romeo 8C2300 from Arturo Keller collection



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My First Sports Car...

(an invitation to tell your story)

BY FRED YOUNG

Going through a mid-life crisis can be fun, especially when buying a sports car. Running marathons saw me through my first crisis. The second one was becoming an honest politician or a champion poker player. I succeeded at one of those. Which brings me to crisis number three. In 1987 my two sons were attending the University of Michigan a year apart. When they graduated it was either put in a fireplace to burn my leftover money or buy a sports car. A 1980 Buick Riviera was my main car at the time. It wasn't a bad ride, but there again was that mid-life crisis rearing its ugly head at forty-five. I was taking a marketing class in college at the time. Lo and behold in the text book there was a picture of a Guards Red Porsche 944. That was THE CAR that would set me apart from the masses. Just the thought of becoming a race car driver at my age was increasing my pulse rate. This was the car to do it in.

After searching around for a couple of months I found the car of my dreams. The price was high but it was in perfect condition and had only 5,000 miles on it. Here it was time to test my negotiating skills. After making a counter offer and getting refused I walked away. Did I say for a short time only? After a week I went back and purchased the car at the full asking price. So much for negotiating. Plus there was the obligatory new diamond ring for my wife as sort of a luxury tax. That was not the tax the government imposed for a while either. But I was most happy with the purchase.

After a Driver Education at Waterford Hills Race Track, my dreams of becoming a race car driver were crushed. I had spun out and off the track at the first turn after the tower. All I could see was this ominous black car coming for my door. He missed as I spun



out. No damage though, except for my pride. It was then I turned to concouring the 944.

Milwaukee, Wisconsin was the destination for the Porsche Parade in 2001. A number of SEM members drove across the state and took the ferry over from Ludington. It was a fabulous event, especially with the camaraderie of the club members and the location. Unfortunately, I did not place in the concours. Despite the disappointment of losing at the concours, it was a great car and we really enjoyed driving it on the various club events. This is a car you could take to the limit and not get into trouble. With almost a 50-50 balance it handled great. Outside of oil changes and a timing belt, it was a trouble-free car.

When the opportunity presented itself to purchase a new sports car, a Porsche was the obvious choice. Not only because of my previous purchase of the 944 but also the SEM club members and the dealer network that serviced the car. My older son, a U of M graduate in finance, invested a small inheritance my father gave me and turned it into enough to purchase a new Porsche 911

Carrera. (The cost also included a new ring again.) By this time I was too old to have another mid-life crisis. I am content with just washing it and polishing it. Joining the club members on the various drives and tours is also a source of great pleasure.

As an added note, the 944 resides with Don Kleist, a longtime club member, who is taking great care of it. Also I am waiting for my other son, an art history major, to pay off.

Fred's car as featured in the 2004 Car&Driver calendar.



The 944 was the first entry-level Porsche sports car that we truly loved. First sold in 1983, the 944, with its four-cylinder engine, wasn't particularly speedy compared with a 911, but it was one of the most well-balanced sports cars sold at the time.

TUESDAY FEBRUARY 2004

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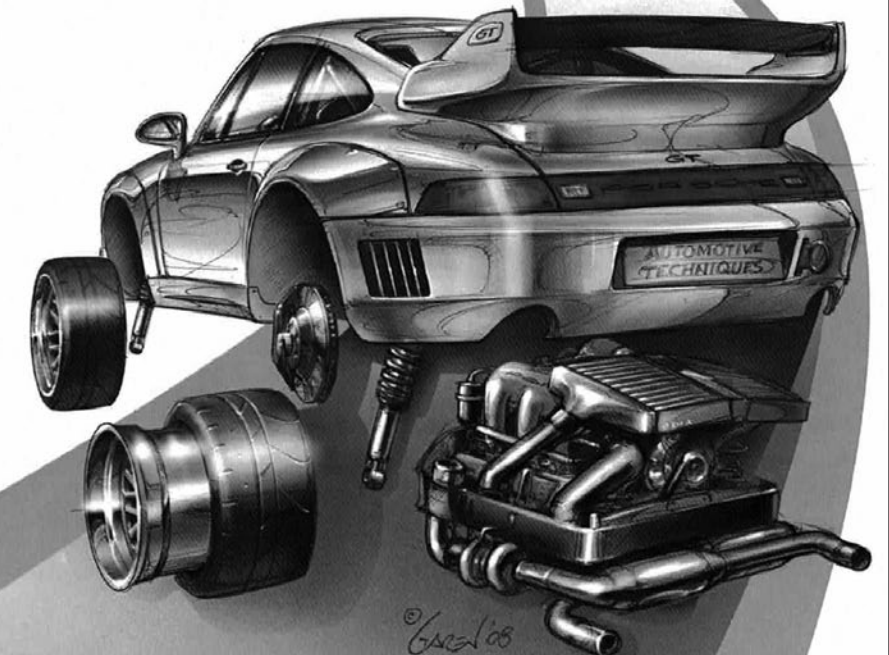
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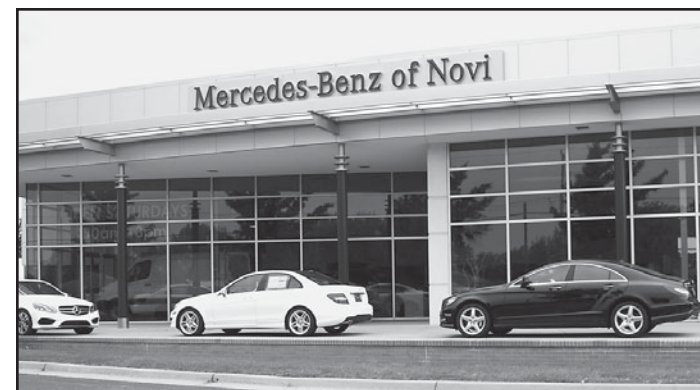
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TECH TALK

The following are reprints from Panorama or the PCA.org website. Questions are submitted by PCA members and responses are formulated by members of the PCA Technical Committee.

ENGINE

Model: 944, Year: 1985, Mileage: 158,000

Q: One day driving around town like normal my car overheated. I had the car picked up and taken to my repair shop where the timing belt, balance shaft belt, all rollers and tensioners, front cam seal, water pump and thermostat were replaced. Coolant was refilled with Pentosin NT.

A week after having this work done, I was again driving around town and when I pulled up to a red light I heard a clunk. When I looked down at my coolant temperature gauge it was all the way into the red zone. I saw steam and coolant was shooting everywhere. Apparently, a small circular plug came out of the bottom of my coolant reservoir causing a loss of pressure and overheating. The coolant reservoir and cap were replaced and the system pressure checked.

Ever since, every time the car is driven more than 30 minutes the coolant temperature gauge needle is pegged on the 3rd mark right before the red zone. The coolant system has been bled numerous times and vacuum tested.

A: The 944 cooling system is fairly simple although it has a few quirks that must be considered when working on it. The purpose of the cooling system is to transfer excess heat from the combustion process to the radiator and then to transfer the heat from the radiator to the ambient air. There has to be enough airflow through the radiator, electric fans pull air through the radiator when conditions warrant. If your temperature gauge is at the 3rd mark all of the time, first make sure that the temperature gauge is reading properly. This can be checked with an infrared thermometer at various points in the cooling system. Make sure the thermostat is opening fully at the specified point. The best way to do this is to remove the thermostat from the water pump and place it in a pan of water on your stove so you can heat it up and monitor the temperature when it is fully open and closed.

ELECTRICAL

Model: 968, Year: 1992, Mileage: 108,000

Q: My low beam headlights went out while driving home on a rough section of road. The headlights lock into place, but fail to come on. The parking lights and high beam headlights still work though. Also, my odometer stopped working a few days ago.

A: Check your headlight bulbs. The jarring might have broken the filaments inside the bulbs. Use a VOM to test for continuity. If neither your speedometer nor odometer work, you have a problem with the wheel sensor or the ABS

control unit. If your speedometer works but your odometer does not, then you have a bad speedometer instrument. Either buy a new/used one or send yours off to a VDO specialist for repair.

Q (Follow-up): Everything works except the odometer and trip odometer. The problem seemed to coincide with resetting the trip odometer while moving, which I have read is not a good thing to do. Is there a chance the gear in the odometer is bad or stripped? That seems like a simple fix, but I do not want to take the dash apart if it is not necessary. I had a couple of spare headlight bulbs and they did not work in the headlights either.

A: While it could be that the odometer gear is stripped in your car, be very careful when taking the speedometer apart. If you break the fragile wire that supports the speedometer needle, you will end up buying a new speedometer head which is expensive. If replacement bulbs that work outside the car do not work inside the car, then you have no voltage to the low beams. Use a wiring diagram for your car to isolate the problem.

R: The small 16 tooth odometer gear was stripped and after a couple of attempts I got the new one lined up and functioning again. The first time I put it back together the odometer did not work and the dash lights were out also. I traced the headlight issue back to the headlight motor control unit using the electrical diagrams from the shop manual. The switch for the low beams was bad, I put in a new one and everything works now. Bonus, now that I learned how to read the electrical diagrams I can use them to fix the sunroof.

OTHER

Model: 986, Year: 2001, Mileage: 71,000

Q: My Boxster has developed a leak in the right rear section of the trunk under the coolant expansion tank. I do not see any coolant leaking from the top, it seems to come from underneath the tank towards the right front. The leak only seems to appear when the coolant is hot and the under pressure. I purchased a really well maintained car, all the hoses and clamps associated with the tank seem to be clean and dry.

A: What you describe is a somewhat common issue with the 986 and 987 Boxster. The expansion tank cracks with age and as the internal pressure increases coolant will leak inside the rear trunk. It will only get worse, so you need to address the problem ASAP. It is not a very easy replacement, but it can be done by an experienced DIY'er.



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SEM Board Minutes (8/3/17) by Fred Young

In attendance: Board Members: Marc Molzon, Gretus Hoogestraat, Fred Young, Patti Door, Michael Cohen, Walter Crump and Howard Gilson. Officers: Mark VanderEyk, Tim Hartge, Erik Ohrnberger and Steve Car-bary. Absent with notice: Leo Wanstreet, John Keilly and Greg Gallagher.

Call to Order: 7:00 P.M. by President Marc Molzon.

Minutes: Moved by P.D. and G.H. to approve. Motion passed.

Financial: June financials were received. Tabled until September

Membership: Holding at 1026

Insurance: Needed for the DE’s, Ladies Only Drive and Drive your Porsche Day

P-4: Michael Cohen – The August cover looked great. We have two new advertisers and are always looking for new content.

OLD BUSINESS:

July 8: Deutsche Marques: Fred Young – A number of SEM members attended with Lewis Younce winning the overall Porsche award. It was a great museum with a number of buildings to visit. Almost 400 German cars participated in the car show. It was well worth the trip.

July 9-15: Porsche Parade: Gretus Hoogestraat – It was a good event with a record turnout. Eleven members made the trip from the SEM re-gion. A good number of Hawaiians also attended and shipped their cars to the mainland. We also have a new Porsche liaison person for the clubs.

August 20: Picnic and Concours: Patti Door, Don Kleist, Fred Young – The cooks are meeting next week to finalize plans.

September 15: Ladies Only Drive: Patti Door – She will have flags for the participants.

September 17: Drive Your Porsche Day: Gary Ambrus – No report.

October 22: Fall Color Tour: Walter Crump – Working on it.

December TBD: Holiday Party: John Keilly –Have two possible ven-ues.

60th Anniversary Party: Patti Door – There is a possible conflict with the date. Other avenues are being explored.

Board Elections: An ad will be in the September issue soliciting candi-dates. The October P4 will feature biographies and the ballot. Voting will also take place at the Fall Color Tour.

Web Site: Marc Molzon – He would like to see the web site updated. Suggestions are to be forwarded to Erik and Gretus for future content revisions and a proposal.

Goodie Store: Gretus Hoogestraat – The board voted to approve an expenditure to restock the goodie store. Moved by G.H. and H.G. and passed by email vote. We need a budget for future purchases.

Event Reports: None needed

NEW BUSINESS:

PCA will have a program called PCA Juniors for future members under 18.

The 2018 Gran Prix will have a Porsche Corral sponsored by PCA.

Future Events: Michael Cohen reported on a possible event at a pedal car museum.

Meeting adjourned at 8:40 P.M. – Moved to adjourn by P.D. and H.G. Motion passed.

Refreshments and Locations: Thursday, September 7 – MarkVan-derEyk – Gilson’s



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SEM/PCA Member Anniversaries - September 2017					
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)
41	Thaddeus & Marsha Stanek	9	Ralf Lindackers	4	Michael McGrath
30	Ruth & Jim Frazier	9	Garry Frost	4	Emil & Suzanne Tijan
28	Bernie & Lisa Palo	9	Mike & Jenn Studnicki	3	Eitel Dahm
27	John Ball	6	Hal & Deb Johnson	3	Jeff & Laura Cooper
25	Thomas & Cathy Ernst	6	Don & Taffy Jones	3	S & Cheryl Denman
23	Richard Hinson	6	J W Watson	3	Mitchell Alley
22	David Hertzberg	6	Jeffrey Hendry Elaine Kish	3	Mark & Daena Grayell
22	Richard & Chad Dybowski	6	Michael Luebbecke	2	David Fitzpatrick
21	Linda & Tom Walton	6	Ken Pletzer	2	Glen Gates
20	Kenneth & Judith McCormick	5	Robert & Nicholas Sage	2	Karl Woods
20	Ulrich & Christine Trispe	5	John Sandrock	2	Niraj Sarda
19	Robert & Ro Aikins	5	John & Mary Beth Panganiban	2	Roderick Claybrooks
19	Nick & Nelda Moskatow	5	Michael O’Connor	2	Frances Amos
17	Eric & Steffie Chau	5	David & Concettina Lutz	1	Shane Rider
15	Norman Gage Jan Summerlot	5	Andrew Olson	1	James Taylor
14	Douglas Brown	4	David & Jennifer Daiek	1	Helga Dahm
14	Hans Havdal Torhild Havnen	4	James Campbell	1	Jed Yaish
14	Edward Gaspar Roberta Gaspar	4	Eric Terrien	1	Deborah Dolmage



Here Is Your Opportunity To Get Involved

We are planning our
60th Anniversary Gala
and we need volunteers

If you are interested in helping to
plan the party of the decade, contact:

Patti Door
pdoor@sbcglobal.net
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DESIGNING THE FUTURE

The 2017 Eyes on Design Vision Honored Banquet

BY DR. TIM HARTGE

You've all seen them, the futuristic drawings with cars and buildings and people. The Jettisons-ish images, but not cartoonish. They are illustrations that give us a glimpse of our future. Images that captivate us to study. They are of real people in a real city, in real cars, yet we have a disconnect. They are not images we can fully comprehend; they are rather fully loaded images of what our grandchildren and great-great grandchildren will be experiencing. Something visionary to us, a life not yet realized.

Those images belong to one of the most significant of all design people, Syd Mead. He was this year's lifetime achievement award winning honoree at the Eyes on Design - Vision Honored banquet. Syd may not be a household name, but to the world of automotive designers, he is the godfather. Each automotive designer who honored Syd that evening spoke to a core of Syd's work which excited and motivated them. It's perhaps safe to say that today's automotive design inspiration wouldn't be what it is today, except for Syd Mead.

Each year on Father's Day, EOD - Vision Honored, pays tribute with the lifetime achievement award to a designer who has had a significant influence on the work of automotive design. Despite every automotive designer who studies Syd's work, Syd's images go beyond automotive design. He shapes even Hollywood's sci-fi movies. Syd brings artistic vision and life to such blockbusters as, *Star Trek: The Motion Picture*, followed by *Blade Runner*, *Tron*, *2010*, *Short Circuit*, *Aliens*, *Timecop*, *Johnny Mnemonic*, and *Mission: Impossible III*.

In Robert Musial's, piece in the EOD program, he writes,

*"Born in St. Paul, Minnesota, Mead treasured a cutaway drawing of the Hindenburg dirigible as a kid he started sketching teardrop-shaped cars while still in grade school. Perhaps most critically for a man who has made his living out of visualizing the future for sci-fi movies and corporate clients, his father read him tales of Buck Rogers and Flash Gordon at a young age."*¹

How do you honor such a man?

You honor him of course by bringing together Detroit best and finest current automotive designers to pay tribute. Center stage, to pay tribute to Syd and his lifetime of work was Ralph Gilles, Head of Design for Fiat Chrysler Automobiles, Jack Telnack, former global Vice President of Design of the Ford Motor Company and Chris Bangle former Chief of Design for BMW Group and now principal at Chris Bangle Design Group. Each paid tribute to Syd citing the influence he had on them and their design.

The voting committee selecting Syd Mead as this year's honoree included Chris Bangle, Wayne Cherry, Willie G. Davidson, Walter de Silva, Patrick Le Quement, Tom Gale, Bob Lutz, Shiro Nakamura, Chuck Pelly, Steward Reed, Peter Schreyer and Jack Telnack.

Syd Mead was born on July 18, 1933, in Saint Paul, Minnesota, but spent only a few years there before moving to what would be the second of many homes throughout the western United States before graduating from high school in Colorado Springs, Colorado in 1951.

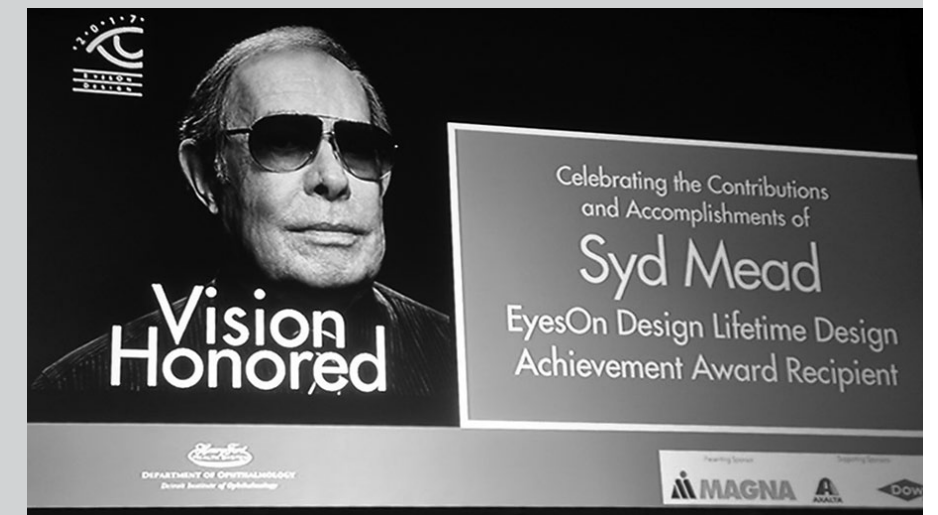
After serving a three-year enlistment in the U.S. Army, Mead continued to the Art Center School in Los Angeles (now the Art Center College of Design, Pasadena), where he graduated in June 1959. He was recruited by the Ford Motor Company's Advanced Styling Studio under the management of Elwood Engel.

Mead left the studio after two years to accept a variety of assignments to illustrate books and catalogs for large corporate entities such as United States Steel, Celanese, Allis-Chalmers and Atlas Cement. In 1970, he launched Syd Mead, Inc. in Detroit, Michigan to accommodate the offers he received, most notably from Philips Electronics.²

Now in its 30th-year, Eyes on Design was founded by Dr. Philip Hessburg and GM automotive designer, Dick Ruzzin. For a brief period, I was associated with Eyes on Design as a marketer. Today, I believe that Eyes on Design is one of the most significant of Detroit automotive shows because of its work to benefit visually impaired people. What better relationship than design and the ability to see. I am proud to be associated with this charity.

1 Eyes on Design 2017 Program Celebrating 30 years Father's Day Sunday, June 18, 2017

2 Syd Mead from Wikipedia, the free encyclopedia, August 14, 2017



Fall Color Tour

Sunday, October 22, 2017



*The Fall Tour is the last drive of the season,
but it's usually the best attended.
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Details will be forthcoming

For reservations or questions, Event Chair Walt Crump:

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Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

I have been to many Parades since joining PCA, and they are always event filled weeks with more activities to attend than time. This year was no different. Parade is a week-long gathering that has something for everyone, with competitive and non-competitive events. The competitive events include a concours, TSD and gimmick rallies, and an autocross. There is also a tech quiz, art show, and 5K run. Among the non-competitive events are organized and self-guided tours, seminars, wine and beer tastings, and an ice cream social. In the evenings, there are dinners and banquets.

The 62nd Annual Parade was held in Spokane, WA from July 9–15. It was the largest and most entertaining ever with 2500 attendees. As a Zone Representative, I arrived on Friday to attend a number of meetings scheduled through Sunday evening and had additional meetings throughout the week. On many mornings I woke up before 5 a.m. and was in meetings until 6 p.m. The week officially began with the Pirelli Welcome Party on Sunday. During the party, Porsche Cars North America President and CEO Klaus Zellmer addressed the crowd and introduced us to the new GT3, which debuted in Geneva.

This year I was even busier than in previous years, as I performed double duty; being mentored by the National Awards Chair at the beginning of the week and taking over the responsibilities during the course of the week. On Monday, I once again served as a Concours Judge; this year judging two classes. I am proud to have played a role in the first ever on field awards presentation. The new format allowed many of the first place winners to drive up, accept their awards, and be interviewed. The ceremony was broadcast on Facebook Live.

On Thursday, I was able to participate in a 5 mile walking tour of Spokane along the scenic Centennial Trail that included a tour of a distillery owned by a local PCA member. Thursday evening, we hosted the Zone 4 Party, which was held in a private dining room at Table 13, an upscale and contemporary Restaurant. It was well attended and enjoyed by everyone. PCNA club liaison Paul Gregor attended and we were able to present him with an award of gratitude on behalf of Zone 4, before he returned to Stuttgart. I would like to thank Bruce Schwartz and Stoddard Authentic Parts for their generous support in sponsoring the Zone 4 Party. Their contribution allowed us to be one of only three zones that hosted a party this year, which was greatly appreciated by those who attended and envied by other zones.

Friday morning, I attended Tech Tactics, formerly known as Tech Academy, listening to a number of lectures presented by PCNA Product Manager Andrew Lennon, and another on buying and selling Porsches. I spent the remainder of Friday working on

the Michelin Autocross Banquet, which was held that evening. Saturday began with an early morning meeting, immediately followed by the Volunteer Lunch. After lunch I began to get things in order for the Victory Banquet. Saturday evening, after all of the awards were announced and distributed, videos were shown introducing us to the sites of the next 2 Parades. Next year's Parade will be held in Osage Beach, Missouri July 8–15, 2018, and the location for the 2019 Parade is Boca Raton, FL. If you have ever considered attending a Parade, here are 2 great opportunities relatively close by. Hope to see you there!

As we continue to enjoy our very busy driving season, there are a number of wonderful events being offered throughout the zone. Please remember to check your region's website and newsletter, as well as the Zone 4 website <http://zone4.pca.org> for the most up to date list of events available to you. I hope you will consider travelling to some of the outstanding events being held throughout Zone 4; such as:

- September 7 is **Motor-Stadt Region's** Road through Hell Dinner Drive II
- **Allegheny Region's** DE at the Mid Ohio Sports Car Course is September 8-10
- September 9 is **Michiana Region's** Autocross at TireRack in South Bend
- Join **Western Michigan Region** for their Grand Prix at Grattan September 9-10
- September 10 is **Eastern Buckeye Region's** Autocross at Kent Trumbull
- **Southeast Michigan Region's** Ladies Night Out is September 15
- September 15-17 is **Mid-Ohio Region's** DE at the Mid Ohio Sports Car Course
- **Maumee Valley Region's** September House Party is September 16
- September 16-17 is **Central Indiana Region's** Columbus, IN Architectural Tour Weekend
- **Ohio Valley Region's** Dayton Concours d'Elegance is September 17
- September 19 is **Rally Sport Region's** Waterford Hills Track Day
- **Northern Ohio Region's** DE at the Mid Ohio Sports Car Course is September 29 – October 1

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

Thanks, Michael

RECAP P20

STORY & PHOTOS BY LAURIE & JIM WILLIAMS

Our adventure to P20 (or maybe more accurately H2O) in Granville, Ohio began with a forecast of showers and thunderstorms for Friday and Saturday plus our return trip back home on Sunday. For those of you not familiar with P20, it is billed as a Casual Porsche Party sponsored by MORPCA that attracts hundreds of Porsches and their followers over a long weekend. Over its thirteen years of existence, the event has been held in several different locations and this was the sixth consecutive year in Granville.

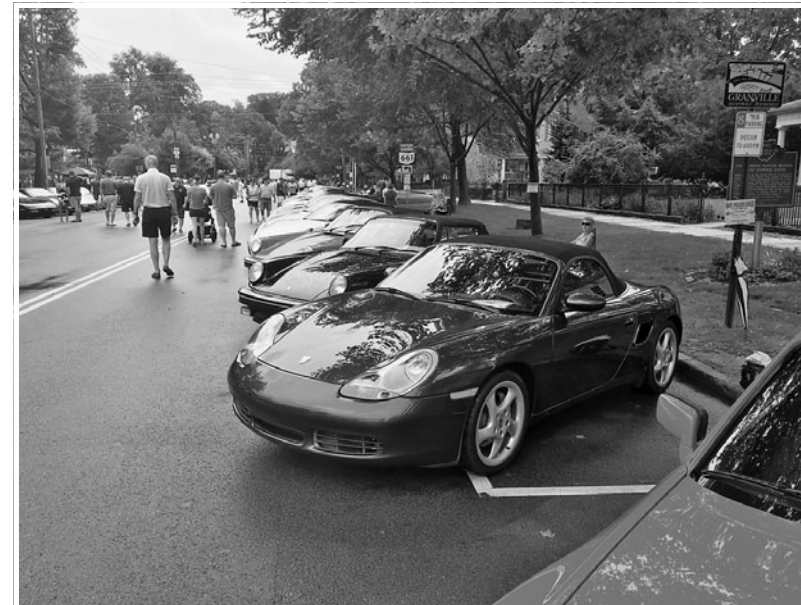
Friday began hot and humid with a threat of rain, so the top was up on our Boxster S as we left home and it would remain that way the whole weekend. After a trying trip to Granville, we arrived and found our hotel, the Granville Inn, to be very nice. It was odd that we did not see a single Porsche on our trip down until we arrived at the hotel and then they were everywhere. On Friday evening there was a reception dinner where we ran into Chris Braden and his wife, plus Dennis Denyer and a few other familiar faces. The food was good and as usual it was great to be in a gathering of Porsche enthusiasts.

Friday night it did storm quite a bit and it continued Saturday with many interruptions. We got up on Saturday morning, dried the Boxster off, and then parked it on Main Street with over 200 other Porsches. We dried the car off again and had to repeat this several times during the day until finally giving up. The town has some nice shops that took us in when it poured and a bar with live entertainment to help pass the time when it rained. The car show offered trophies for the top 50 cars, selected by people's choice, and as usual SEMPCA took some home but unfortunately we were not one of them. The awards are a P20 PIG trophy, but its significance was lost on us. After the show we took a drive and found some nice roads, but regrettably more rain showers.

The town of Granville offered shopping and a wonderful museum. Laurie took a break from the car show to sit in a rocking chair on the museum porch and take in the sights. As she was enjoying the porch, a museum guide came out to let her know that a tour would be starting. Laurie jumped at the opportunity to take a tour of the Avery-Downer House. The guide mentioned that she was on the museum board and her enthusiasm was evident. She delivered a unique tour that was informative and also fun. The guide recited the history of the house, explained what various

rooms had been used for and gave us a glimpse into a typical day in the past. She told us about the doctor who once lived there and compared his "quack" medicine to the internet ads of today that still tout medical miracle cures. The parlor of yesteryear compares to the family room of today. She showed us parlor games and gave examples of what the family used to do for entertainment. One of the former occupants of the house was Victoria Woodhull. Victoria was an advocate of social reform and well ahead of her time. She unsuccessfully ran for president of the United States in 1872, even before women had the right to vote. The house itself was lovely and the gardens were a bonus. Apparently, Granville is known for their daffodils. Although it was too late in the season to enjoy them, the gardens around the house were still beautiful. It was a real pleasure to stumble upon this museum and have the opportunity to enjoy a tour.

We had a very pleasant dinner at the hotel Saturday evening and were looking forward to a planned driving tour on Sunday morning. The Weather Channel seemed to indicate no rain before breakfast, but before the tour began it began to rain again. There are some fantastic driving roads amongst the Amish farms in the countryside. At an Amish church we passed on the tour some of the younger folk cheered us on as we passed by. All in all it was a pleasant weekend, but it would have been much more enjoyable without the rain. We are sure to make a return trip sometime in the future.



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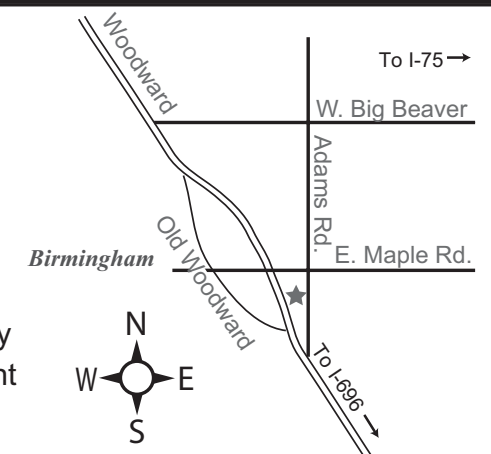
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