



16

LA Swap Meet Tour

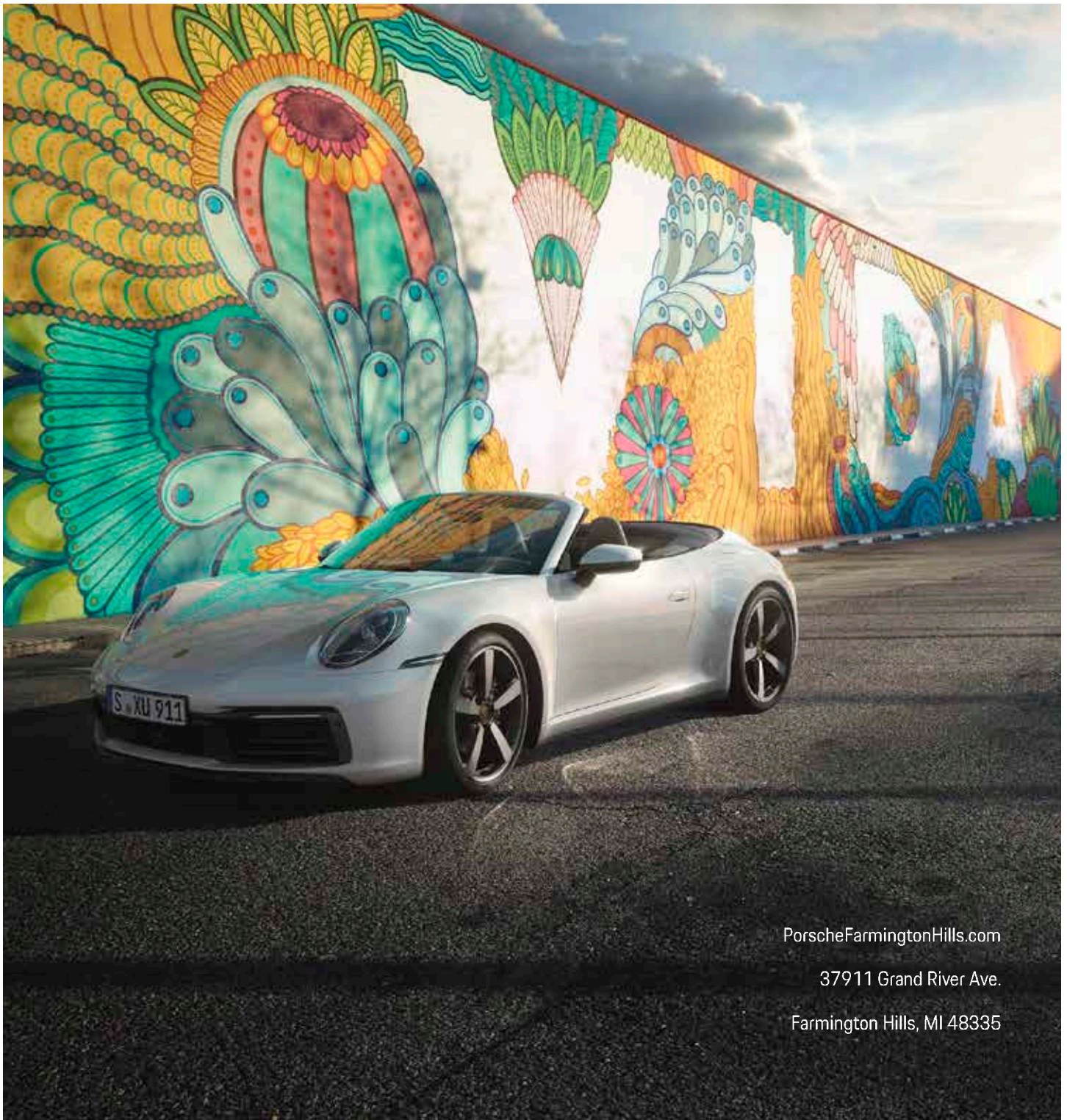
**UPCOMING SEM AND PCA SPONSORED EVENTS
SEE DETAILS INSIDE**



4

*President's
Column*

PCA and the SEM Board of Directors are monitoring the COVID-19 situation very closely for its impact on member safety and region activities. Watch for E-Blast updates and check the online calendar at sem.pca.org to verify the event schedule.



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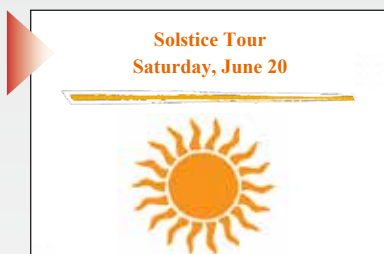
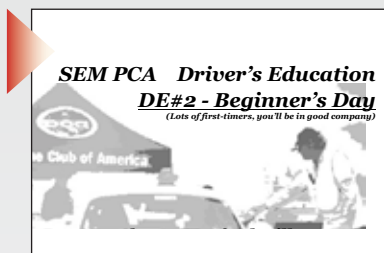
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PORSCHE

Porsche of Farmington Hills

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ON THE COVER:

Porsche 959 at Callas Motorsports
Photo by Dennis Denyer

President's Column



BY GRETUS HOOGESTRAAT

Looking to the Future

Dear SEM Members

On March 10, the Michigan Department of Health and Human Services identified the first two presumptive-positive cases of COVID-19 in Michigan. On that same day the governor issued Executive Order 2020-4. This order declared a state of emergency across Michigan under Section 1 of Article 5 of the Michigan Constitution. On March 24, at 12:01 AM, the Stay-At-Home order took effect and continues as of today through May 1 at 12:01 AM.

This morning a plan was announced to open the State of Michigan in 5 phases. To run an SEM event, we need to be in at least phase 3. Phase 4 or higher is desired.

Phase 3: "Gatherings less than 100 people and restaurants at 50% capacity".

Phase 4: "Gatherings less than 250 people and restaurants at full capacity".

Phase 5: "Festivals, Concerts, Sporting Events".

In all things we do, first and foremost are the health and safety of our members, volunteers and sponsors.

We have had to postpone or cancel several events so far this year. Please keep an eye on our online calendar and for E-mails coming from the SEM region.

My Motorcycle

Last month I talked about my first sports car. As many as you know I have been riding motorcycles all my life. Today I would like to take the opportunity to talk about my last one. It is very special to me because I build it myself, including the engine tuning. The base for the project was a Kawasaki Z1000 MKII. It was a "dog", heavy and the main frame was not stiff which made it feel unsafe once you passed 200km/h (125 mph). Why did I choose that bike? The engine was solid and it had great potential for increased horsepower. For the project, I bought a frame from a company called Moko in Switzerland. Moko was founded by former employees of Fritz Egli Motorcycles. I would have chosen an Egli frame, but Moko had much better quality for almost the same price (\$8500). The main differences were regular steel (ST 42-7) vs. Chromium Molybdenum, welding

vs. soldering and nickel vs. chrome. It also had a rear cantilever suspension with a Formula 2 damper/spring combination and Brembo Brakes.



The Original Kawasaki Z1000 MKII

Once the frame arrived the engine mounting points had to be modified on a lathe. Luckily, I was working at the Gulf refinery and had access to the complete machine shop after regular work hours. I pretty much stayed over every day to complete the engine modifications. To save weight the kickstarter had to go. The transmission of a motorcycle is part of the engine and you could use the Teilkopf (mechanical dividing head) machine to drill holes in rotational parts like gears to further reduce weight. Imaginative ways of reducing the mass of those parts helped to improve horsepower at the rear wheel. The cable clutch was replaced by a hydraulic mechanism I made from a front brake. The primary change was more engine displacement. I obtained pistons from a GPZ 1100, honed the cylinders and then encountered a huge problem. The piston protruded too high above the cylinder block. Using the cylinder head gasket as a pattern, I cut out a thin aluminum spacer plate. I installed one gasket on the engine block, then the aluminum spacer plate, another gasket on top of that and then the cylinder head. It worked out perfectly. At the same time that I was reassembling the engine I took the opportunity to revise the cam timing to make the valve opening earlier, which improves power at higher RPM. Cylinder head intake and exhaust ports were enlarged plus a bank of 4 Mikuni carburetors with Malossi air filters and Yoshimura camshafts were installed. After four months work the engine finally came back home and was installed into the frame. Exhaust pipe modifications from different manufacturers like Scheibel and Yoshimura, a 24

President's Column - Looking to the Future (continued)

liter tank from Guenter Scherer and an Egli seat were installed. The fuel tank had baffles with small holes to prevent the gasoline from sloshing back and forth during acceleration and braking to keep the motorcycle more stable. Final assembly and the maiden voyage took place in May 1984.

In the end, the motorcycle indicated 125 hp on the dynamometer. On the Autobahn, in "a clean" configuration it went 320km/hr (198 mph). Loaded with a tent on the left side, like the exhaust on the right, and a tank case it still went 285km/hr (177 mph). It felt good at speed with a stable smooth ride and no vibrations. Depending on the usage, I used three different exhaust configurations-TUEV, Street and Track.

May and June Events

At this point in time we don't know which events will be happening, postponed or need to be canceled. Please continue to monitor the SEM calendar at sem.pca.org on a regular basis.

Thank you and stay safe,
Gretus Hoogestraat,
SEM President



MoKo frame from Switzerland arrived



Engine came home



Seat / Tank Fitting and Start Wiring



Electrical Wiring done, fitting Scheibel Exhaust



Fitting the Aerodynamic Parts



The Transformed Version

2020 SEM/PCA CALENDAR

MAY

- 2 — DE #1 at M-1 Concourse - CANCELLED
- 7 Board Meeting
- 9 — *Devil's in the Details - POSTPONED
- 16 — Street Survival School - POSTPONED
- 17 Spring Tour
- 29-31 *Detroit Grand Prix - CANCELLED
- 29-31 *PCA Car Corral at the Detroit Grand Prix
- 30 — Caravan to the Detroit Grand Prix

JUNE

- 4 Board Meeting
- 12 DE #2 at Waterford Hills
- 13-20 *North American International Auto Show - CANCELLED
- 14 *Cars R' Stars - Packard Proving Grounds
- 20 Solstice Tour 2020
- 21 — *Eyes on Design - Rescheduled to 9.13.20
- 21-27 *Porsche Parade - CANCELLED
- 28 Waterford Hills Family Day

JULY

- 9 Board Meeting
- 11 *Gilmore Car Museum Deutsche Marque
- 18 Progressive Dinner
- 24-26 *Concours at St. John's - Car Corral

AUGUST

- 1 *Motorstat Region Mackinac Bridge Crossing
- 2 *Troy Traffic Jam
- 6 Board Meeting
- 7 DE #3 at Waterford Hills
- 15 *Woodward Dream Cruise
- 16 Picnic and Concours

* = Not an SEMPCA Event

All dates and events are subject to confirmation

ATTENTION MEMBERS

Stay abreast of the latest PCA/SEM News!

Please log-in to pca.org (Membership/My Account/Edit tabs) to verify your contact information is up to date. Numerous members have missing or incorrect E-mail addresses.

Please refer to the online calendar at sem.pca.org for the latest updates

BUSINESS MEETINGS

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

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

Editor: Mark Vander Eyk

Submission Deadline: 15th of the month

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SEM SPONSORED EVENT STATUS



POSTPONED



M-1 Garage
Tech Session

AUTOCORE
CARS
CORKS & CHEESE

Please refer to the online calendar at sem.pca.org for the latest updates



Our Annual Beginner's Day
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Still have questions?

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A Speedster's Path to Glory

PHOTOGRAPHS BY HOWARD GILSON



1931 is a year of 1931. Speedster's path to glory began in 1931. The car was built by the Porsche family in Germany. It was a two-seater, open-top car with a 1.8-liter engine. The car was built by the Porsche family in Germany. It was a two-seater, open-top car with a 1.8-liter engine. The car was built by the Porsche family in Germany. It was a two-seater, open-top car with a 1.8-liter engine.

Continued on page 10

Fisher Body Craftsman's Guild Exhibit at the Gilmore

PHOTO BY PAUL GILSON



The Gilmore Car Museum is proud to present the Fisher Body Craftsman's Guild Exhibit. This exhibit features a collection of cars built by the Fisher Body Company, including the 1931 Ford Model A. The exhibit is a tribute to the craftsmanship and artistry of the Fisher Body Company.

30 Year Friendship That Started 3 Years Ago

PHOTOGRAPHS BY HOWARD GILSON



Howard Gilson and Paul Gilson have been friends for 30 years. Their friendship began three years ago when they met at a car show. They have since become close friends and have shared many experiences together.

Be a P4 Contributor

Always looking for interesting automotive and Porsche related articles for P4 publication.

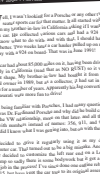
Idea starters-Track days, collectibles, road tours, my first sports car or Porsche, races, museum visits, car shows, Porsche repairs or restoration, etc.

Please consider writing a P4 article for the education and enjoyment of your fellow SEM members.

Contact Mark Vander Eyk at P4@sem.pca.org

My Car - Porsche 924

PHOTOGRAPHS BY HOWARD GILSON



I have owned my Porsche 924 for many years. It is a classic car that has brought me many memories. I love driving it and showing it to friends.

2019 Pittsburgh Vintage Grand Prix

PHOTO BY PAUL GILSON



The 2019 Pittsburgh Vintage Grand Prix was a successful event. It featured a variety of vintage cars and a large crowd of spectators. The event was a great success and we hope to see it again next year.

Racers in the Storm - The Doors

PHOTOGRAPHS BY HOWARD GILSON



The Doors were a famous rock band. They were known for their unique sound and their live performances. The band was a great influence on the music industry.

SEM HPDE Rocks at M1

PHOTO BY PAUL GILSON



The SEM HPDE Rocks at M1 was a great event. It featured a variety of vintage cars and a large crowd of spectators. The event was a great success and we hope to see it again next year.

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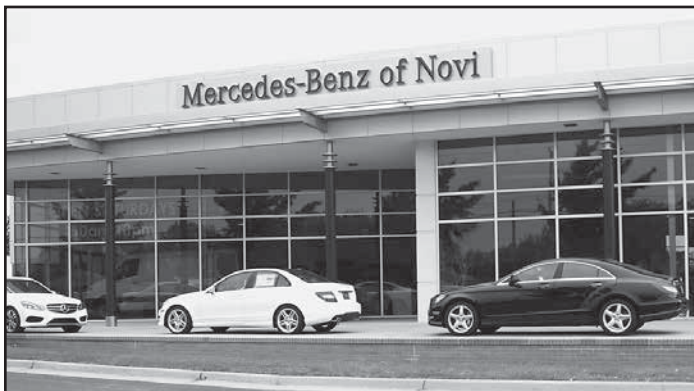
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Interior Spaces

BY **TOM FIELITZ**

Those of you who follow along on my obscure but hopefully entertaining columns know that I am fascinated by clever engineering. That got me thinking about interior storage design in general. I like to imagine a room full of engineers and interior designers trying to make use of every square inch of the interior in a car. When I sit in a new car or even when I get into one of my old cars I am often surprised to find new interior design features. Again I think about how much engineering goes into interior design that we might take for granted. After all, when you pick out a car it is likely you didn't choose it because of the size and location of the cup holders. Although I was surprised to find that a certain minivan actually had more cup holders than seating positions and it was considered to be an exceptional selling feature. For tens of years Porsches were dinged by car writers for not having any cup holders. When Porsche finally bowed to the pressure, in the typical German way the cup holders were totally over engineered to the point of being clever but pretty useless.

For starters, let's discuss the ash tray. The ash tray is right up there with cigarette lighters that I would say have no place in the modern car. Doesn't everyone know by now that smoking kills? Does anyone actually flick cigarette ashes in one of these clever boxes rather than the common practice I see of flicking ashes and used cigarette butts out the window? The more common use I know of for an ash tray is a place to store the vehicle title and registration with a secondary use to keep spare change. But lots of thought goes into engineering the size, location and covers of the common ash tray. It often occupies a prime location in the dash. From what I hear, the cigarette lighter long ago became an option with the more common usage now being a power socket. That is now being more often replaced with a USB port or two since port design is not always common. Trays are now more often designed to store a cell phone or cell phone charger; with the most impressive storage incorporating inductive phone charging.

Moving on, I find lots of engineering devoted to map pockets. None of my friends actually carry maps in their cars and I suspect the skill of reading a map is becoming a long lost art. I keep a few musty maps in my trunk which

only get replaced when some politician gives a new one away to me. Next time you are in a gas station see if you can buy a map. Getting back on topic you can find many clever places to keep a map, such as in a seat back, a

console or in a door pocket. The console is another one of those very clever interior storage spaces. Often thought of as wasted space, the console can have some very useful organizational elements. They hold such things as music CDs (remember those?) or things such as ice scrapers that you can never find when you need it. Amazing to me is that some console boxes seem to be a foot or more deep. With that much storage, it is no wonder we forget what we put in them. As if storage is not useful enough, some consoles can double as a drink cooler!

Moving on to door pockets there seems to be an infinite number of designs. The ones I am really impressed with are arm rests that also double as a box with a closing lid. That makes more sense than to cram loose papers into a low hanging pocket only to have the contents spread all over a parking lot as the door is opened. Lately there are shapes molded into the door pocket to hold a cup or can which is just a disaster waiting to happen. There are so many options for glove box storage that it could be a topic in itself. The only feature I respect in a glove box is the shelf intended to house the owner's manual. But I will admit that the feature I always check out in a new car is the size and depth of the glove box and the glove box door. Lately some bored engineers have taken to hiding the glove box door release to which I say shame on you sir or madam as the case may be.

This is an extensive but inconclusive discussion of interior design, that hasn't even touched on features such as overhead consoles with map lights, sunglass holders or multipurpose sun visors. The placement of hand holds could also add more paragraphs, but you get the picture. Interior space design may not be a key selling feature of a car, but if it is poorly done it can become incredibly annoying. Properly done and it is a source of pride and a great discussion starter among car enthusiasts.





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L.A. Swap Meet Tour

STORY BY **DENNIS DENYER**

PHOTOS BY **DENNIS DENYER AND DAVE RENNER**

Since last fall, I've been working on our tour plans for the 2020 VW and Porsche L.A. Literature and Memorabilia Swap Meet. As late February approached, there were reports of a coronavirus pandemic coming from China. However, reports seemed to be half a world away so we flew off to Los Angeles for our planned activities. This year, there were eleven or twelve of us in the group including five from Southeast Michigan Region, two from West Michigan Region, one from Chicago Region and one each from Arizona and California, all regulars and Porschephiles.

Our activities began on Wednesday afternoon, February 26th. As we all came in on different flights, each took the shuttle to our hotel, the LAX Hilton, right outside of the airport. When all had arrived, we piled into our Ford Transit rental van and headed to our favorite casual dinner place, Tavern on Main in El Segundo, just a quick 10 minute ride from the hotel. There were two or three doctors in our group and the conversation turned to the "virus" and, while we were cautioned, we didn't give it a lot of worry. This dinner was an excellent opportunity to update everybody on any new individual acquisitions or projects, Porsche of course. Neil Goldberg filled everybody in on the three restoration projects in his shop.

Thursday morning, we stopped in at Porsche of South Bay, a very large dealership and Classic Center. We were blown away! The showroom had 10 or 12 cars in it but only two were new Porsches, the rest were classics; several 356s and early 911s, a couple of later model GT2s, a 964 RS and a 993 RSR. In the service area, we saw three more early 911s, a very nice 1974 911 Carrera and a 914-6 GT. Nothing against our four fine local Porsche dealerships, but this place was something we had never seen before.



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L.A. Swap Meet Tour *(continued from page 16)*

Our next stop was something you had to experience in order to appreciate. Those of you who have followed Indy car racing will recall the name “J.C. Agajanian” and his racecars. J.C. was an immigrant from Eastern Europe who took a job washing dishes, working on a garbage truck and, later, started his own trash collecting and disposal business in L.A. But his true passion was auto racing and his name is synonymous with Indianapolis. The youngest driver ever to win Indy was a Detroit, Troy Ruttman in 1952, driving for J.C. Alexander Rossi, who won the 100th Anniversary Indy 500, drove a car with “J.C. Agajanian” on the side continuing the family tradition. J.C. senior passed away in 1984 and his sons carry on the legacy, their building and suite of offices is its own museum with a number of racecars, race motorcycles and memorabilia. In addition to their own racecars, the Agajanians also operated three race tracks in the L.A. area, the best known being Ascot Park in Gardena. This half-mile dirt track ran for nearly forty years and hosted national championship USAC and American Motorcycle Association races throughout its existence. Because Ascot Park was the last surviving track in L.A., it was frequented by many Hollywood stars and since there was no V.I.P. area the stars sat amongst the fans. The boys have pictures of many stars, the likes of Clark Gable, Paul Newman, Sylvester Stallone, Tom Hanks and many others.

The sons promoted rock concerts, including the Beatles on their first trip to the U.S. We spent nearly three hours in the facility, going over all of their memorabilia and pictures. In son Chris’s office was a mannequin with the outfit John Lennon wore on stage at the concert. They have artifacts from Michael Jackson, Billy Joel, Z.Z. Top and more. Oh, by the way, the Agajanians are first cousins with the Kardashians. This visit was a hoot!!!

Friday’s activities started out at Callas Motorsports, which has become a car show in addition to their work areas. On display were two 959s, plus a real early 911R and a 911

vintage racer. Where else could one find a 959 engine, apart for all to see?



Callas Motorsports

Next was European Collectibles in Costa Mesa and Auto Kennel. Wandering around the neighborhood, we passed by a non-descript building where they were loading a beautifully restored Ferrari 250 GTO. I swear, one could spend all day in Costa Mesa and see German, Italian and British shops doing service.



European Collectibles



Callas Motorsports



European Collectibles

L.A. Swap Meet Tour *(continued)*

We saved the best for last, visiting Willhoit Auto Restoration to see what is accepted as the finest Porsche restoration shop in this country. Their work is just spectacular. Unlike last year, we were able to get into our van and drive directly back to the hotel afterwards, no tow and impound in Long Beach this time.



Willhoit Auto Restorations

(continued on page 23)

OUR HEART RATE JUST WENT UP. PORSC



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Monday and Thursday:
9 am – 9 pm

Tuesday, Wednesday, Friday:
9 am – 6 pm

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Sunday, May 17, 2020



Spring is coming..... time to bring those Porsches out of hibernation.

This is our Club's first driving tour of the 2020 Driving Season!

*Let's celebrate the arrival of spring and beginning of driving season
with your fellow Porsche Enthusiasts.*

Registration through Club Registration (event 10499)

<https://clubregistration.net/events/signUp.cfm/event/10499>

We will start at Brighton

Registration desk opens at 2.15 pm

First car out at 3 pm

There will be NO gathering, socializing and dinner

Spring drive only; please stay in your vehicle

For additional question, please contact:

Lucas Phan (248.787.8611 / lucas@sem.pca.org)

L.A. Swap Meet Tour *(continued from page 19)*

Saturday morning was the biggie; the Porsche VW Literature & Memorabilia Swap Meet in the LAX Hilton Ballrooms. Early birds arrived before 7 AM and the great masses at 9 AM. Each year, we see more and more people producing and/or reproducing parts and accessories. Restoration Design from Guelph, Ontario, Canada showed their complete all new 356 Speedster body. You can order it fully assembled or piece by piece. Also, you can now buy a complete 356 Carrera 4-cam engine, fully assembled or piece by piece, from Germany. So, this means that you can “restore” your Carrera Speedster, starting with nothing more than an oil stain on the garage floor.



An overview of the Saturday Morning Swap Meet



Saturday afternoon was the open house at Emory Motorsports in North Hollywood, another not-to-be-missed experience. Rod and his staff of more than seventeen metal craftsmen are creating some very interesting 356 Outlaws but they are also very capable of doing a first class restoration. Examples of their restoration work can be found in the Collier Collection in Naples, as well as elsewhere.

Sunday morning was the outdoor swap meet put on by the 356 Club of Southern California and held at the German-American Club in Anaheim. This event gets bigger each year and some of the nicest early Porsches can be found on display.

Overall, the Southern California car hobby is beyond belief, everywhere you look you will find high quality cars of all types. Every weekend you can attend a Porsche related event somewhere within a few hours drive. Maybe if I lived out there, I might tire of all the activities. But it drives home the thought of just how big our hobby is.

We were fortunate this year, if these activities had been scheduled two or three weeks later, nothing would have taken place. Hopefully, by the time you are reading this report, all will be back to the new-normal, whatever that is. See you all down the road.



Gary Emory Shop



MORE PHOTOS ON PAGE 24

Gary Emory Shop



MORE PHOTOS ON PAGE 27



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Look for the Driver's Education box to find all the info you need.

You can register online at www.Clubregistration.net

Still have questions or doubts, don't hesitate to contact:

Drive Education Chair:

Steve Carbary

(586) 242-6437

DE@sem.pca.org

Chief Instructor:

Marc Molzon

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Solstice Tour Saturday, June 20



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Seize the day... Enjoy the drive

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- Enter all required information, including payment information, and submit your application.

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- Download application at: (www.PCA.org/Join-Porsche-Club-America).
- Have check or credit card handy and enter all required information. PCA Region is SEM.
- Make your check payable to "Porsche Club of America, Inc." If paying with credit card, write your information in the space provided.
- Mail your application and payment to: PCA National Headquarters, P.O. Box 6400, Columbia, MD 21045

IF YOUR PORSCHE IS ON ORDER:

- If your Porsche is on order and you do not have your VIN number yet, print the application, fill it in and mail it along with a copy of your Porsche sales order to PCA National Headquarters at the address above. You may also fax them to (410) 381-0924

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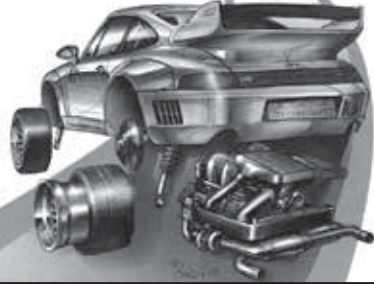
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APRIL 2, 2020

PREFACE: *In these trying and uncertain times it is the responsibility of your Porsche Club to adhere to federal and state guidelines concerning the Covid 19 virus. Therefore as you can see, we have canceled or postponed many upcoming events. While we regret the action, our first concern is for our members. We will post timely updates on our website or contact members by email. Thank you for your consideration.*

In attendance by way of a telephone conference call: Board Members: Gretus Hoogestraat, Fred Young, Howard Gilson, Lucas Phan, Walter Crump, Michael Cohen, Lisa Molzon, Mark Molzon and Steve Carbary. Officers: Jim Williams, Mark VanderEyck, Erik Ohrnberger and Chrissy Crowe.

Call to Order: 6:45 p.m. by President Gretus Hoogestraat.

Minutes: Moved by L.M. and H.G. to approve. Motion passed.

Financial: Jim Williams - Moved by M.M. and M.C. to approve. Motion passed. The tax returns for the club are complete and ready to be submitted

Membership: Lisa Molzon - Primary membership is 727 and associate is 404 for a total of 1131. It is up from last year at this time.

Insurance: Steve Carbary - Will rescind insurance for cancelled or postponed events.

P-4: Mark VanderEyck - It was moved by H.G. and W.C. to approve funds to send out the advertiser copies by mail. Motion passed. We have several new advertisers. Mark went over the content for the May P4.

Additional note: On March 24th by email it was moved by M.M. and H.G. to approved funds to mail the April P4 to advertisers. Motion passed.

OLD BUSINESS:

March 21: Lingenfelter Open House: Chrissy Crowe - It was postponed.

April 4: Munk's Tech Session: Postponed

April 19 am: DE-101 School: Steve Carbary - Cancelled

April 19 pm: M-1 Garage Tech Session: Marc Molzon - Postponed

April 25 am: Swap Meet: Michael Cohen - Postponed

April 25 pm: Autocore Tech Session: Marc Molzon - Postponed

May 2: DE #1 at M-1 Concourse: Steve Carbary - Postponed

May 16: Street Survival School: Gretus Hoogestraat - Postponed

May 17: Spring Tour: Lucas Phan - Still on track at this time.

May 29-31: Belle Isle Grand Prix: Gretus Hoogestraat - Still scheduled as of now.

NEW BUSINESS: None

Meeting Adjourned at 8:05 p.m. - Moved to adjourn by W.C. and S.C. Motion passed.

Refreshments and Location: Thursday, May 7 - Howard Gilson
Thursday, June 4 - Lisa Molzon

= Not an SEMPCA Event

Respectfully Submitted: Fred Young - Rev. 4-4-20

*Subject to ratification at the next Board Meeting



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SEM/PCA Member Anniversaries - May 2020

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) |
|-------------------------------------|------------------------------------|---------------------------------|---------------------------------|
| MAY | 16 Ron & Darlene Geb | 4 Rodney Corby | 2 Mark Luichinger |
| 48 William Lovett | 16 Gregory & Diane Gallagher | 4 Joe & Mary Karey | 1 Frank Meissner |
| 48 David & Christine Renner | 13 Glenn & Pamela Cumberland | 4 George & Alissa Dandalides | 1 Christian Grothe |
| 44 Robert & Fayclare Blau | 12 Mark & Deb Panter | 4 Jean Pierre Debailleul | 1 Michael Popenas |
| 37 Gene & Dawn Kiesel | 11 Arthur Siteman & Nancy Cobb | 4 Scott Kempf | 1 Kimberly Lo |
| 35 Gregory & Kevin Priestap | 10 Mark Bellissimo | 3 John Battista Jr | 1 Jan Verbruggen |
| 29 Frederick & Kathy Young | 10 James Warner | 3 AJ DeSantis & John Vanderbeek | 1 Victor Broccoli |
| 29 Ray & Sharon Horn | 10 Dennis McDermott | 3 John Zawacki | 1 Brent Kolb |
| 27 Charles & Tania Spurlock | 9 Matthew & Wanda Verdura | 3 L.M. Sumler | 1 Oren Lane |
| 26 Carole & Richardo Kilpatrick | 9 Daniel Applefield & Lisa Walters | 3 Rob Schwab | 1 Brian Smith |
| 25 Howard Gilson | 7 Juan Valdez Vazquez | 2 Dan Gutfreund | 1 Keith & Savannah Allison |
| 25 Gene & Denise Jordan | 6 Joel & Lisa Peltier | 2 Ray Price | 1 Eric Volz |
| 21 Gordon & Christine Ford | 6 Michael Yusaf | 2 Dan & Sebastian Bosoc | 1 Nicholas Gust & Nina Bourdeau |
| 20 Richard & Carole Walker | 6 Mikhail Karasev | 2 James Holloway | |
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| 18 James Marsh | 5 Thomas & Christine Grabowski | 2 Richard Fermion | |
| 18 Michael Kelter | 5 Mary & Jim Fleischhauer | 2 Rob Shick | |
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| 17 James & Meghan Dyke | 5 Nicholas & Nancy Bogaerts | 2 James Amori | |

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Around The Zone



BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE



Hi Zone 4 Friends and Family,

Well we are sure in interesting times. Little did I realize that the DE Instructor Refresher Training in Cleveland on March 14th would be the last Zone 4 event for the foreseeable future. Depending on when this appears in your region publication, we may still be 'sheltering-in-place' until the COVID -19 threat is past us.

We sure did have a fun filled event with our instructors and presenters. Thanks to Mid-Ohio Region for sponsoring the venue, and to Lori and Bob Bryant from Northern Ohio Region for their work in organizing the presenters, registration and catering. We had a strong turn out of over 50 in the room (capacity of 150 – social distancing!) and 20 attended remotely via Zoom (that's a web conferencing platform, in case you didn't know).

On April 2nd, I had a Zoom meeting with most of the region presidents to check in and see how everyone is doing. A lot of common themes, with events being cancelled and discussion of the newsletters and websites. The good news, is that everyone is healthy and safe. Some groups are using Zoom and other video platforms for monthly meetings, happy hours and social interaction that is safe and keeps us connected.



As we are spending more time at home, I hope you have seen the announcements about the SIM Racing program. Check out the latest at <https://pcasimracing.com/>. By the time you read this, the spring season may be complete. There will be more to come. Even the IndyCar series has gone iRacing this season. Stay tuned for more.

Please stay safe and healthy, and I look forward to seeing everyone when we can gather once again.

Lori - Your Proud Zone 4 Representative - zone4rep@national.pca.org

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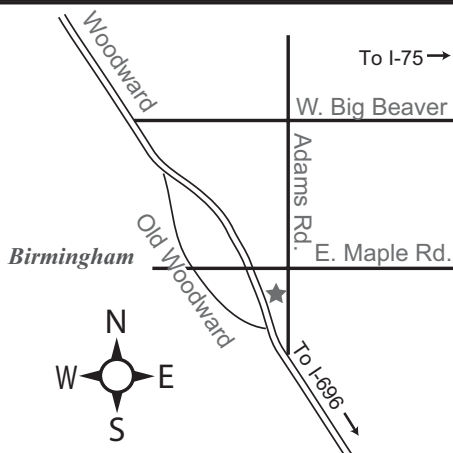
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