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OFFICIAL PUBLICATION OF THE SOUTHEAST MICHIGAN REGION, PORSCHE CLUB OF AMERICA

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Submission Deadline: 10th of the month

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ON THE COVER: LA Swap Meet Activities
Sunday Phoenix Center Swap Meet and Car Corral in Anaheim.
Photo by Dave Renner

2019 SEM/PCA CALENDAR

APRIL

4	Board Meeting
13	Munk's Tech Session
20	DE-101
27	Swap Meet

MAY

2	Board Meeting
4	Street Survival School
10	Friday DE #1 at Waterford
11	# Munk's Devil's in the Details
18	Autocore Open House/Tech Session
19	Spring Tour
31-Jn 2	Grand Prix - Belle Isle

JUNE

6	Board Meeting
8	DE #2
15	# Toledo Art Museum - Zone 4 Event - Car Exhibit
16	# Eyes on Design
30	Waterford Family Day
27	July Board Meeting

JULY

6	# Gilmore Deutsche Marques
13	Progressive Dinner
21-28	Porsche Parade
26-28	# Autobahn Night - St. John Concours

AUGUST

1	Board Meeting
4	# Troy Traffic Jam Car Show
9	DE #3
17	# Woodward Dream Cruise
18	Picnic and Concours

SEPTEMBER

5	Board Meeting
13	Ladies Drive
22	Drive your Porsche Day
24	DE at M-1 Concourse

OCTOBER

3	Board Meeting
20	Fall Color Tour

NOVEMBER

7	Board Meeting & Calendar Planning
8	Membership Dinner

DECEMBER

5	Board Meeting
TBD	Holiday Party

= Not an SEMPCA Event
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.

President's Column



BY GRETUS HOOGESTRAAT

Transformations ...

Hello SEM Members, at the time I'm writing this article it is still very frosty outside. When you get the April edition in the mail things should get into full swing.

Now, we are slowly transforming from the dormant state into the active season. Events popping up on our calendar and now it's time to get the car ready for the upcoming season. Our Tech-Session will help you to do this the right way.

Our first SEM Tech Session is at Munk's in Waterford on April 13th. All Porsche lovers are welcome, regardless of model or club affiliation. Lunch will be provided at NO CHARGE.

The Tech session is followed a week later by *SEM HPDE-101* on **April 20th**. Come on out and see what a High Performance Drivers Education day is all about. We will cover everything needed to prepare you & your car to have a successful first day at the Track. You will get a chance to tour the facility, see the classroom, and (weather permitting) a track walk!!!

On April 27th, Our SEM Multi-Region Swap Meet at Porsche of Farmington Hills

The *SEM Multi-Region* event is consisting of a Swap Meet, Car Show & Tech Quiz!!! This event is presented by the SEM, RSP and MST Regions featuring the 356 Motor Cities Group and hosted by "Porsche of Farmington Hills". WMI, MIN & MM Regions are also invited. Vendors please arrive at 9am to set up your table. The event is rain or shine (or even snow), it's inside and Suburban Porsche provides lunch!

May 4th, SEM Street Survival School for Teen (young adult) Drivers. The Tire Rack Street Survival School is a must for all teen drivers. When teen drivers attend this school they learn to drive their car in a safe and controlled way and they learn and practice driving skills that will keep them safe on the road.

Please check our calendar frequently for further details, current updates and additions.

Transformation ... to Hybrid and Electric

After breaking into new segments and setting numerous sales records, the storied German brand is putting more focus on electrification than ever before. The 918 Spyder is sold

out, but Porsche just launched a plug-in hybrid version of the new Panamera. The next generation of the Macan will be a full electric car and then there is the full electric Taycan, a wonderful looking 4 door Porsche. I saw it last year at the Porsche Parade at the Welcome Party at The Lake Of The Ozarks. We'll see if the production version will have the Suicide Doors.

During the Paris Auto Show **Digital Trends** chatted with **Michael Steiner**, a member of Porsche's executive board who represents research and development, to gain insight on what the future holds.

Digital Trends: What feedback have you received about hybridization and electrification?

Michael Steiner: It's been good. We are convinced that hybridization and electrification boost performance. We underlined that with the 918, it's clear that it delivers outstanding performance. Regarding series-produced cars, we want to become one of the companies that drive the shift towards hybrids plug-in hybrids and full electric.

Transformation ... just a different one

Phase one of transforming my 993 towards tracking. H&R lowering springs were installed by Gilson Motorsport and I added a Clubsport Spoiler.



My 1995 993 in Transformation (Phase 1)

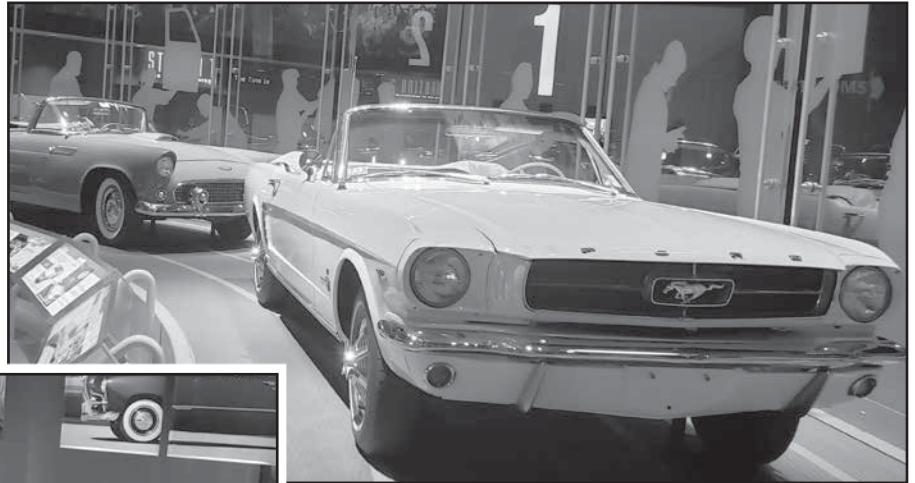
I'm looking forward seeing you soon at one of our upcoming events.

Thank you,
Gretus Hoogestraat
SEM President



Henry Ford Museum and Ford Rouge Plant Tour

BY **LUCAS PHAN**



*Historic display of
vehicles built in Rouge Factory*



As we all living in Michigan know, winter is the hardest time of the year. This winter is very unpredictable, from Polar Vortex to very warm days in the same week (over 60 degrees swing in a week). I think the biggest surprise from living in Michigan is that massive pothole that shows up out of nowhere. From pothole laden street to snow, ice and salt covered roads made me question my decision to live in Michigan. My decision to put the Porsche into winter hibernation does not help either.

At the end of every February and into March, I have to answer the question why I want live in this dreadful place. My answer always brings me to my job and friends. I love working on cars and Ford provides a great opportunity for me to apply my automotive passion.

As some of you know, I love driving and talking about cars. I am so happy to be part of SEMPCA as we have great HPDEs, driving tours, social events and most importantly friends with the same passion. "It's not just the cars, it's the people"....

So this year, I vowed to do something fun. With the blessing from SEM board and president, we put together a plan to visit The Henry Ford (museum and Rouge factory tour) on March 16th, 2019.

We met at Ford Garage restaurant in Dearborn for lunch. Around 23 members showed up. The restaurant is decorated with automotive theme and gives us the vibe of being in a 1920's service station to include vintage Ford vehicles, gas pumps, and fixtures. Utensils were wrapped in cotton rags and tied using a hose clamp. They even stamped their burger with Ford logo.

After lunch, we headed to the Henry Ford. Gary Ambrus gave a presentation and private tour of the museum. Thank you very much Gary...

Henry Ford dedicated this museum and village on October 21, 1929, marking the 50th anniversary of Thomas Edison's first successful light bulb test. Ford named his new complex The Edison Institute of Technology to honor his friend and lifelong hero. This year, Henry Ford's museum celebrates its 90th anniversary.

We split into two groups as some of us decided to visit the museum only, factory tour only or both. Museum tour was led by Gary who was also our private tour guide (you can't get better than this). I went with the second group to the Rouge factory tour.

I have been to Rouge factory multiple times before but for work purposes. This experience was very different. The factory tour showcases the entire Ford F150 production process which was very different than my previous visits as an engineer trying to solve an engineering problem.

In the middle of the factory tour, we stumbled into a F150 Raptor display with its body panels, cab and truck bed removed, exposing its chassis and powertrain arrangements. As an engineer who is very passionate on his job, I can't help myself from not talking about some technical details on F150 Raptor design. I tried my best to answer technical questions from our members. The factory tour lasted ~2 hours and we headed back to the museum.

Gary was kind enough to give us a tour and pointers on the museum to 5 of us who decided to go to the museum after factory tour. We are very thankful to have Gary as our guide; especially we since we were the second museum group. We managed to cover the whole automotive section before the museum closed at 5pm.

I came home happy as I managed to get rid of my automotive winter blues with SEM PCA friends. Now winter is coming to an end, I can't wait for Spring and Summer to come as there will be more SEM fun events on their way.

If you have any ideas or suggestions for next winter, please feel free to suggest it to us. I think a fun winter get together with SEM friends is the best way to cure our winter automotive blues.



Lucas Phan, Aaron and Dave Kowalewski, John Dorscht and Michael Cohen - Rouge Factory Tour



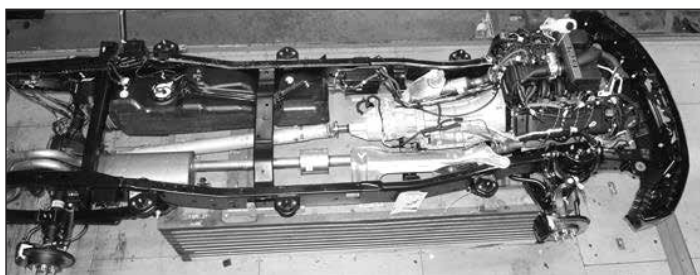
Dave and Aaron Kowalewski, Michael Cohen, Dan Conrad, Robert Newill and Len Dodman at Henry Ford Museum



Edison's signature - Henry Ford Museum



Ford GT - Henry Ford Museum



*2019 Ford F150 Raptor with Body, Cab and Truck Bed removed
Rouge Factory*



Lunch at Ford Garage - Dearborn

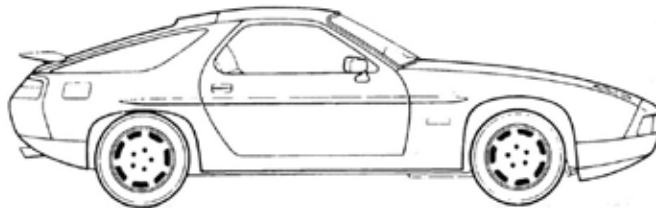
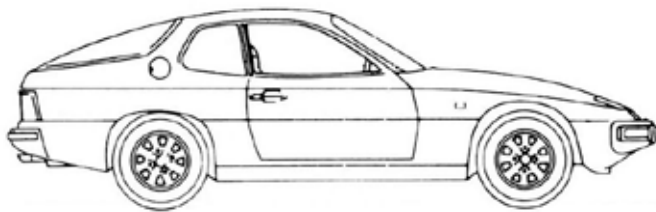


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TECH SESSION

Saturday, April 13th, 10 am to 3 pm



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D.E. tech inspections
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Driver's Education 101

Saturday April 20, 2019
Waterford Hills Road Course

Classroom Session start time 10:00 am

This is a 'How to Begin' for first timers



Trying any new experience can be intimidating. Especially one that involves a prized sports car combined with a race course. The amount of unknowns in that combination can seem overwhelming to just about anyone. Those of us on the DE Team completely understand this feeling as we have all been there ourselves. This is the reason for our annual DE-101 event. To open the first door and offer a look inside at all that a High Performance Driver Education event has to offer.

We will cover how to register, prepping your car, prepping yourself, and what to expect. You will get a chance to meet some of our instructors, tour the facility, see the classroom, and (weather permitting) walk the track!

So, if you have ever been curious about DE and are thinking about trying this event, this will put you on the right path.

Sign up on www.Clubregistration.net

or call

DE Chair Steve Carbary 586-242-6437

Chief Instructor Marc Molzon 248-882-1759

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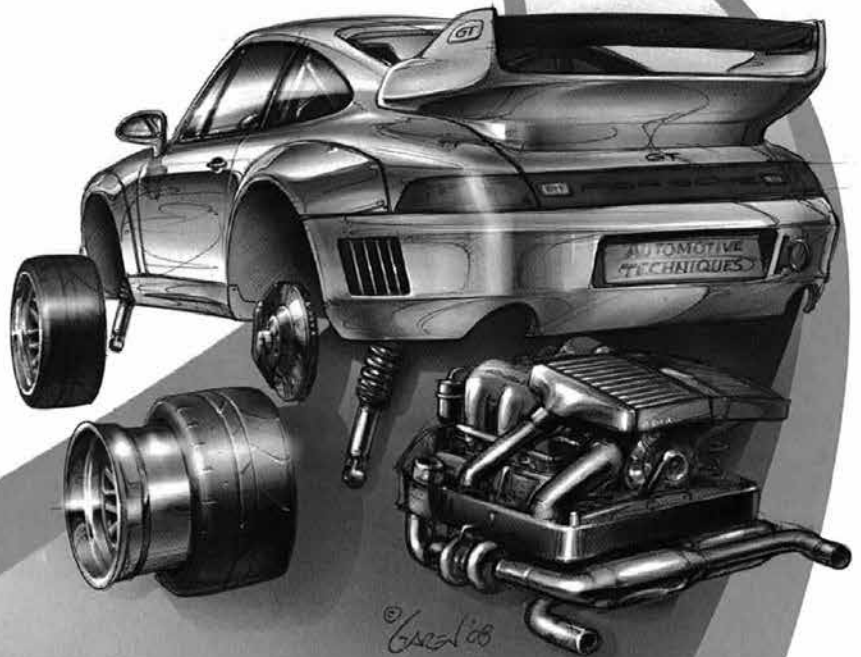
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PCA Multi-Region Swap Meet, Car Show & Tech Quiz!!

Saturday, April 27, 2019

10:00 am – 2:00 pm



Presented by the

SEM,RSR and Motorstadt Regions

Featuring the 356 Motor Cities Group

Western Michigan, Michiana & Maumee Valley Regions are also invited

Hosted by Porsche of Farmington Hills

37911 Grand River Ave. Farmington Hills, MI 48335

This event is rain or shine (or even snow)...It's inside

For tables contact Event Chair Michael Cohen

Fastkarz2@aol.com or 248-227-8604

***Set-up for swap participants begins at 9:00 am.
The event opens at 10:00 am and runs through lunch
(provided by Porsche of Farmington Hills)***

The Last One

BY **TOM FIELITZ**

People often have a compelling desire to own the last one of anything. There is a psychological rationale for this kind of behavior. You can see it in everything the last piece of candy to the last model of an automobile and everything in between. It could be the desire to own something no one else has or that thing we were denied when we were younger.

When it comes to owning a car the desire to own the last one usually comes after the last new car becomes available. This has happened many times over when it comes to Porsche models. When Lew Morman heard that the 356 was about to be replaced by the new 911/912 model he rushed to the dealer to place his order on a loaded 356C. Imaging his shock and dismay when the dealer later told him he was too late and the factory was shipping him one of the first 912s instead of one of the last 356Cs. He took delivery of that dark blue 912 coupe and enjoyed it for many years. My first Porsche was a 914-6 that was being discontinued. Dealers were told that every 914-6 in stock was to be sold for \$4,995 regardless of sticker price. Any leftover stock would be shipped back to the factory. It was a wonderful car that I enjoyed for many years. I also bought the last 911E right off the dealer's floor because I was too late to order a 1972 model. I still own that car today.

I know several people that have gone to great lengths to buy that last model as a used car several years after production of that model ended. That is particularly true of the last of the air cooled 911 model. It didn't matter that the water cooled 911 contained many improvements that made it superior in performance to the air cooled versions. The prices of the long hood 911 have skyrocketed mostly because they have become somewhat rare. Since most Porsches are built in limited numbers with many special editions this desire to own one of the last of any Porsche model becomes a collector's challenge. Who wouldn't want to own the Martini Edition 924 even though the only thing that made it special was a gaudy tape stripe down each flank and a little stitching on the seats? My friend Gary Zhender

traded that 924 for a 968 Carrera Cabrio that I had never heard of and then for a one off Ruf 911SC Cabrio. It was a trifecta of one of a kind Porsche models to baffle the presumed Porsche expert like myself.

Almost every year of Porsche production has one of these special models used to mark some special milestone or more likely to just generate sales of a particular model that was becoming unloved by the public. Fortunately time has a way of transforming the unwanted into a collectible. The dedicated Porsche collector can turn this obsession into side collections of every sort. If one searches hard enough there are unlimited opportunities to own the last one of almost anything. For the car owner it might be an option such as a gas heater for an air cooled 911 that I bought for my car but sold still in its original box. I once brought back from Germany a red rear fog light for my 911 that was actually a required option for European delivered cars. I never mounted it and finally gave it to my friend Ron Pruett as a potential center mounted stop light for his old 911 and that he never installed either. This obsession to own something unique for me went in many directions including clothing, watches, books, model cars or even sun glasses. The quest to find and obtain the unique object is often as much fun as it is to share it and its story with our friends. I admire all these collections and stories even though in most cases it is not something that I would desire for myself. That will not stop the serious collector from desiring to own the last one of anything. That also translates into a whole world of sellers of those last objects whether it is collectible items or even unique and obscure models of cars.

Whatever motivates my fellow enthusiast to search for and obtain their desired last one I applaud and encourage their quest as one who has shared this obsession.



My First Porsche

BY **DAN CUTLER**

*My First Porsche
or
How the Internet Helps Ease the Strain
of Restoring an Old Car
by
Dan Cutler (aka The Carmudgeon™)*

I've wanted a Porsche 911 for a long, long time. Back in the late 80's when I was in college working at my co-op job, I recall one of the senior engineers purchasing a brand new 911. It was dark blue with a tan interior and I just thought it was the coolest car I'd ever seen. The fact that an engineer could afford one instantly put the 911 on my bucket list.

Flash forward 30 years and I found myself in the same spot financially as that senior engineer but rather than pining for a brand-new Porsche, I was still in love with the air-cooled variety of my youth. Since a trip to a dealer was not in the cards, I'd have to fire up the laptop to find my car.

My first thought was to find a "driver". Something scruffy, worn out and dented but not rusty. I soon found that the market for old scruffy yet non-rusty 911s was very small indeed in the Detroit metro area. There was a black one available for about \$25K but it was snatched up before I could even get the funding arranged. From this I learned to have all the funds in one place and available at a moment's notice so that I could pounce on the next one.

I was patient and my search stretched into the next winter. It was early February when I found an ad for a Guards Red '88 Carrera which was currently located in Pontiac. It was in much better shape than the black one but was quite a bit above my price range and the current market value. I called the number and found that it was being sold through a local broker. We set up an appointment and I called a friend who would be my first line of defense. He had purchased a 911 during the previous year and was familiar with what to look for on these cars.

We met Michael Cohen from Sellyoursportscar.net at the place where the car was stored and soon discovered that the car was an old friend of the Southeast Michigan chapter of the PCA. It had, in fact been sold back and forth through several members. The car was in very good shape but had a number of aftermarket parts on it. I made a reasonable offer which was accepted pending a PPI at Munks Motors. It came back with reasonably clean bill of health (good compression!) which was enough to allow me to pull the trigger and become, for the first time, a Porsche 911 owner!

The car was still at Munks when the check changed hands and I wasted no time starting on repairs and upgrades.



First day for the Porsche 911 in it's new home with it's stablemate and my high school car, 1970 Ford Torino.

Since the car was nearing 30 years old, I had anticipated having to replace all of the rubber parts so the first thing to be replaced were the sta-bar bushings. The tie rod ends were shot, so out came the originals and in went 930 parts. Cracked and weathered brake lines were replaced with stainless steel parts. After tightening up the front wheel bearings and resetting the alignment the car was finally ready to come home.

In a rare stroke of luck for February, I was able to pick the car up on a day which featured no road salt, cold weather and plenty of sun shine. I was finally hustling my very own 911 down the highway and it was amazing! It felt light and quick and very, very loud. So loud, in fact, that I couldn't hear the stereo and was surprised by the drone in my ears. Uh oh, something was wrong.

After numerous on-line searches, I discovered that the dual outlet B&B exhaust system which was installed on the car was known for being free flowing but very loud and frequently prone to drone. I tried several different internet sourced exhaust baffles with limited results until finally resigning myself to the fact that the whole exhaust system from the exhaust ports to the tailpipes would need to be replaced.

While the search for the correct answer to my exhaust quandary ensued, I resolved to begin correcting some of the other items which I felt detracted from the car. There was a set of white gauge faces which had been a popular modification for cars at the turn of the century but now just looked dated. This was going to be tricky and possibly expensive as my concern was that the entire gauge set would need to be replaced. So, starting with the fuel/oil gauge, I carefully removed it from the car and started its disassembly. I was pleasantly surprised to find that the white gauge faces were glued in place and that once they were peeled away, the glue could be removed with WD40 and a lot of elbow grease. This painstaking process proceeded through the rest of the winter with each gauge coming out, being disassembled and then replaced into the dash.

(continued on page 16)

Join the Porsche Club of America (PCA) and the Southeast Michigan (SEM) Region

PAYING ONLINE:

- Join PCA at (www.PCA.Org/User/Join/Membership) and have your credit card and car's VIN (vehicle identification number) or serial number handy.
- Enter all required information, including payment information, and submit your application.

PAYING BY MAIL:

- Download application at: (www.PCA.org/Join-Porsche-Club-America).
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When springtime arrived, the warmer weather beckoned and more driving was in order. I also resolved to enjoy the season sans window tinting. Having never removed window tint before I, of course returned to my friend the Internet and soon discovered that window tint goes through a process called “purpling” in which the film breaks down and slowly changes color. I also found that it could be removed with a hair dryer and a ton of patience!

More online time, yielded what I believed to be the correct answer to my exhaust dilemma, a set of SSI headers with a single outlet Monty muffler freshly imported from Australia. With these parts and an eBay sourced Danske rear valance panel, I was in business. I choose Automotive Techniques to do the work as it was local and I had previously attended my first Porsche Club event there a few months earlier. After a few weeks, some fabrication of some of the heater connections and the valance taking a trip to AutoMark to receive a coat of Guards Red, I had a 911 which truly sounded amazing. It now has a nice deep burble with zero drone.

Since the car was now out on the road and in use, I decided that the thirty-year-old space saver spare would be less then useless if I got a flat tire. This would require some thought as this time the internet did not yield a quick answer for a replacement tire. My desire was to have an actual spare tire, since I’m “old school” with regards to such things. The answer was to remove the space saver, green dot jack, and tire air compressor and then replace these parts with a Fuchs wheel mounted with a good all-season tire, a super light aluminum flat jack and a jacking pad which inserts into the bodyside. With my new full-sized spare ratchet strapped between shock towers, I declared myself good to go.

As middle of summer came and our shutdown from work afforded the opportunity to dig into another project. There were five screw holes on the passenger side of the center console calling out to me. My assumption is that these were the result of an old car phone installation. So out came the tools again and I soon discovered the Rube Goldberg mess that is the 911 center console. As I slowly worked my way through the maze of Philips screws, clips, wiring harnesses and air conditioning connections I found myself laughing aloud at this installation. After more time than I care to admit, I finally had the console out as was looking forlornly at the broken side flange which was the result of some overzealous car phone installer. The whole console would need to be replaced.

Once again, the internet came through for me and eBay yielded a replacement console which was soon on its way to Classic 9 Leather for recovering and, as a bonus, a flocked area under the air conditioning switches for my current cell phone.

With the center console on its vacation and the shifter staring at me, my thoughts began to wonder back to the smooth short shifts of my old Spec Miata. Since I bought the 911, I had never really been impressed with the shifting smoothness or precision of the G50. Closer examination of the parts in question yielded the answer in the form of badly worn and cracked shifter bushings. More screen time ensued and I was soon lusting after

the Wevo short shifter kit which appeared on my screen. Since things are too easy to order on the internet these days, the new short shifter showed up a few days later along with fresh shifter bushings.

Since the new kit arrived sans instructions, my thought was to take photos of the disassembly and installation and then repay the internet gods by posting a “how to” on the Pelican Parts Forum. This project turned out to be fairly straight forward and I was rewarded with an extremely smooth shifter with very short throws indeed. The reinstallation of the newly recovered center console completed this journey which started with five little holes.

As the car sits today, it definitely presents itself better than when I bought it. There are more projects in the car’s future including a pedal restoration, an air intake improvement, and reinstallation of fully restored Fuchs wheels. It’s amazing to me that the most important and useful tool available to the enthusiast these days, is not the spanner or the screw driver, but the laptop with a good internet connection.



Completed short shifter installation and center console restoration. Note the newly flocked cubby



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Street Survival School

BY **DON KLEIST**

Is the Young Driver You Know a Safe Driver?

According to the National Safety Council, new drivers are at great risk. The chance that a new driver has one traffic accident in the first three years of driving is 89.2%. The chance of two accidents in the first three years of driving is 52.5%! I was surprised and alarmed when I first learned these statistics. No wonder insurance rates for teen drivers are so high.

There are many reasons for these terrible statistics. Lack of experience and developing skills are primary reasons. But another reason is that new drivers' confidence levels are often much higher than their actual skill levels. I can remember several times when my son said something like, "Let me do it, dad. I know how." But in fact, he was not nearly as capable as he thought he was.

How does this happen? As our former region president, John Keilly, once so rightly observed, "All you learn in driver's education are the rules of the road and how to parallel park." There may also be some practice driving, but often not enough to develop the mental and physical skills necessary to consistently drive safely.

But there is help. Since 2013, SEMPCA has hosted an annual Street Survival School in May. Developed by the BMW Foundation, the charitable arm of the BMW Car Club of America, Street Survival School is a place to learn and practice driving skills in a safe environment that is not possible on public roads. We hold the school at Faith Christian Assembly in Melvindale, MI. The building, originally a K-Mart, has a large parking lot in front that allows us to conduct driving exercises in a safe and controlled environment.

Most teens would rather sleep in on a Saturday morning than get up to go to a driving school. Many likely feel that they already know how to drive. I ask for a show of hands at the start of each school. Most students indicate they are attending because they were told to attend. But I never have known a student to complain at the end of the school. They learn, realize that they learn, and have a great time doing it!

The key to learning anything is first to learn what to do. And then practice, practice and more practice. Our school lasts all day and includes about two hours of classroom instruction, broken up into three sessions. Except for a lunch break, the rest of the day is spent behind the wheel.

Students drive their own cars and have an experienced instructor in their cars who give them criticism, guidance and tips. The key is repetition. Students drive each exercise 8-10 or more times. They learn from their mistakes and get to reinforce proper techniques.

The three morning exercises focus on individual skills, braking, turning, and reacting to possible skids. The three afternoon exercises combine the skills learned in the morning into more complex exercises that simulate actual driving conditions. For the final exercise we set up a small autocross course and let the students have some real fun behind the wheel.

This last exercise is loads of fun for the students, but it is also a gratifying reward for those of us who conduct the schools. During the first exercise in the morning students drive very slowly and tentatively. By the time the students drive the autocross course, they drive with skill and confidence. The improvements are obvious. I feel proud when I see this and realize that our hard work has paid off.

If you have teen drivers in your family, or know of any, encourage them to enroll in our Street Survival School. The cost is \$95 and includes a continental breakfast, lunch, and liquid refreshments all day. Parents are encouraged to attend the classroom sessions, join us for lunch, and observe the driving exercises. We might even put you to work helping. But, for insurance reasons, parents may not ride in the cars during the driving exercises.

If you have questions contact me,
d.kleist@att.net, (586) 206-7234
or Marc Molzon, mextreme@hotmail.com, (248) 882-1759.

For more information about the Street Survival School or to register go to streetsurvival.org.



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For Questions Contact

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LA Swap Meet Activities

STORY BY **DENNIS DENYER**

PHOTOS BY **DAVE RENNER**

Just returned from Los Angeles and the LA Swap Meets activities, this event dates back 36 years, starting out as the VW / Porsche Literature & Memorabilia Swap Meet and it was held in a meeting room of a small hotel in the suburb of El Segundo. But over the years, the event has grown significantly, having moved to the very large LAX Hilton Hotel just outside of the airport. And the scope of this event has grown, as well, now encompassing four full days of activities, now sponsored and hosted by Stoddard NLA Parts. Still the primary event is the Saturday morning swap meet held in the very large ball room of the Hilton but there is also a Sunday morning outdoor swap meet and car corral held in Anaheim. However, Thursday and Friday are filled with open houses from many of the best known Porsche parts & services suppliers located in the Greater LA area. The Stoddard folks hosted bus-tours of the various open houses and activities, although we choose to go it alone. The special Guests of Honor this year was Chuck & Cynthia Stoddard, it was great to see them there. Chuck has had some health issues but is on the mend and he and Cynthia attended nearly all of the activities. Chuck is responsible for the health and popularity of the Porsche hobby today.

This year's group included SEM members; Neil Goldberg, Dr. Joe Chess, Dave Renner, Bob Amano, Bruce Gears, Don Munoz and I. We were joined by Dr. Dan Bird from Florida, Bob Smith from Phoenix, Tony Shaneen from Chicago and Dr. Mark Smedley from Sacramento. At various times, also joining us were Joe Jakubus from SEM and Marco Marinello from Zurich, so we had a van full. By Wednesday evening, nearly all of our group had assembled at the Hilton, so we started off our weekend with a dinner at Tavern on Main in El Segundo where we discussed our planned activities & schedule so that we all knew what we had on our agenda.

Thursday started out with a "private" tour of the Porsche Motorsports facility located with the Porsche Driving Experience in Carson. We were hosted by Erik Skirmants who managed this facility and you may recognize him as the son of long-time SEM member and Porsche racer Vic Skirmants. We saw Porsche race engines in various stages of



Showroom at Porsche Experience Center in Carson



991 GT2 RS being motified



Porsche race engines in various stages of rebuild



Porsche 919 at Porsche Experience Center road course

rebuild, everything from a 962 engine for a vintage racer to the current 991 and GT4 engines that ran in the 24 Hours of Daytona in February. Our tour included dynamometer cells for both engines and transmissions, we saw the parts shelves with pieces for 911, 934, 935, 959 and nearly every model Porsche ever raced. Also in the shop were two new 991 GT2 RS's being retrofitted with pieces to make them into 95% all-out race cars but for use in track-days or on private race track /country club settings. Just the kit, alone, will set you back a mere \$135k and that's plus the cost of the car, the labor to retrofit and the trailer to transport the car to the track. Obviously, for the serious enthusiast.

Thursday afternoon was the open house at the Sierra Madre Collection in far north LA. It would be difficult for SMC to out-do last year when the city fathers agreed to close down half of Colorado Boulevard for the car corral, but they succeeded. This year, they closed down the residential street along side their store and allowed Porsches to angle park and the spectators could mingle and admire the cars, numbering nearly 75. Afterwards, we still had time, so we headed to North Hollywood to visit John Esposito's Porsche Repair facility. John is noted for some EXCELLENT restorations of early 911's and we were TOTALLY impressed with what we saw, a well outfitted shop with lots of work-in-progress and more than a dozen customer cars on display.

Friday was a visit to Costa Mesa and to Auto Kennel, a regular stop during our visits to LA. This is a smaller place with 6 or 8 cars for sale and some privately-owned Porsches for display only.

Next, we headed to John Willhoit Auto Restoration in Long Beach, unquestionably the finest restorer of 356's and early 911's and we were not disappointed with what we saw. John has expanded his business to include producing very sophisticated 356 / 912 engines ranging up to 2.2 liter displacement with twin ignition and fuel injection and new this year was John's new 5-speed transmission for 356's. The crowd was huge and John had brats, soft drinks & munchies for all. In addition to a few cars in progress were 12 or 15 completed cars on display along with a handful that were for sale.



Nearly 75 Porsches on display at the Sierra Madre Collection



We stop by Auto Kennel, a marketer of Porsches and other fine European autos to view their inventory



Auto Kennel holds a great Cars & Coffee once a month



Various Porsches under restoration at Willhoit Auto Restoration



Some customer cars on display at Willhoit Auto Restoration



Super 90 GT Coupe under restoration at Willhoit Auto Restoration in Long Beach

(continued on page 24)

LA Swap Meet Activities *(continued from page 23)*

Saturday morning was the swap meet in the hotel, open at 7:00am for the early-birds, and every possible vendor space was taken. Table top displays featured everything from used parts, NOS parts, reproduced new parts, interior pieces, literature, art work, memorabilia, books & magazines, virtually everything you would need for your Porsche. The afternoon was even more spectacular, it was an open house at Rod Emory's shop in North Hollywood. Those of you who read Excellence, Panorama or any other Porsche related mags are familiar with Rod's Outlaw 356's and his recent total reconstruction of the first Porsche to race at Le Mans, this car was known as the Porsche SL. What we saw was beyond our expectations, he had 50 or 55 356's in various stages of work, from raw material to finished product. How about a 356 that you would expect to see running at Daytona with a turbocharged 4-cylinder 911 engine, built on a 964 type chassis and suspension? This was Rod's first open house and they stopped counting at 2,000 attendees and they fed everybody who wanted to eat.

Sunday was the Swap Meet at the Phoenix Center in Anaheim, this is an indoor / outdoor swap meet that includes many of the Hilton vendors but with outdoor spaces for parts & pieces. But the best part is the car corral that, this year, included a Porsche 550 Spyder and THREE Singers, as well as a great turnout of early 911's and 912's and the newer water-cooled Porsches.

Next year, the dates are March 5, 6, 7 & 8 so plan to attend. Booking early as always a good idea to assure a room at the Hilton. Also, watch the Stoddard website for details, hope to see you there, it's a trip to remember.



Saturday morning swap meet at the hotel



Well known Porsche collector Jerry Seinfeld at the Saturday morning swap meet



Cars waiting for work at Rod Emory's 356 Outlaw Extraordinaire shop



A 356 with a turbocharged 4-cylinder 911 engine on a 964 chassis



356's on display at Sunday Phoenix Center Swap Meet and Car Corral



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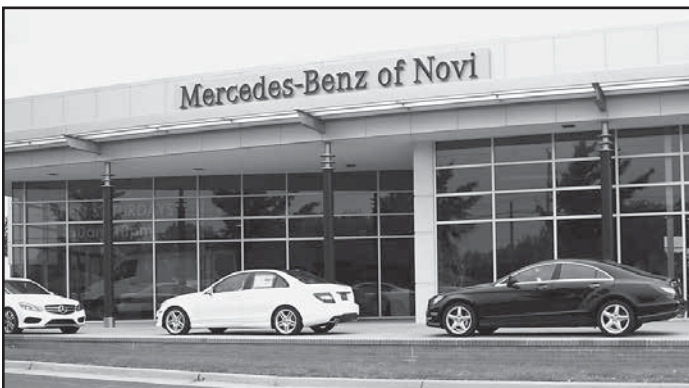
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SEMPCA 2019 Spring Tour

Sunday, May 19, 2019



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Celebrate the end of winter and arrival of spring with your fellow Porsche Enthusiasts.

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We will meet in Ann Arbor area at 1.45pm with first car out at 3pm.

We will include a visit to **Matthaei Botanical Garden** in spirit of Spring!



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Business Meeting Minutes (3/7/19) by Fred Young

MARCH 7, 2019

In attendance: Board Members: Fred Young, Gretus Hoogestraat, Lucas Phan, Lisa Molzon, Howard Gilson, Walter Crump, Michael Cohen. Officer: Temple Cumiskey. Guests: Chrissy Crowe and Leo Wanstreet. Absent with notice: Marc Molzon, Steve Carbary, Mark VanderEyck and Erik Ohnberger.

Call to Order: 7:00 p.m. by President Gretus Hoogestraat

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

Financial: Temple Cumiskey - No major changes in financial accounts. Moved to approve by W.C. and L.M. Motion passed.

Membership: Lisa Molzon - 1080 total members. Sending out a welcome letter for new members. 25% of Porsche members are in the Zone 4 Region.

Insurance: Needed for Munk's Tech Session and three other upcoming events.

P-4: Michael Cohen - The transition is going smoothly. Lisa Molzon is scheduling articles.

OLD BUSINESS:

President's Meeting: Gretus Hoogestraat - Consisted of two webinar seminars, discussions concerning membership brunches, written budgets and board approval, along with by-law templates.

March 16: Ford Rouge Tour: Lucas Phan - Twenty-two members signed up.

April 13: Munk's Tech Session: An ad is in the P4.

April 20: DE-101: Recommended for first timers.

April 27: Swap Meet: Michael Cohen - Taking table reservations. Trophies are made.

May 4: Street Survival School: Lucas Phan - Participants are signing up.

May 10: DE #1: Lisa Molzon - All set. Hans devices were again discussed with no firm resolution on making a purchase.

May 18: Autocore Open House/Tech Session: An ad is still needed for the P4.

May 19: Spring Tour: Lucas Phan - Ready for reservations.

May 31: #Belle Isle Grand Prix: Gretus Hoogestraat - Will have a bigger tent and TV's. Also a car corral with a police escort from The Henry. Rooms will also be on reserve at the hotel.

June 15: #Toledo Art Museum: Zone 4 will host a car exhibit at the Toledo Art Museum to coincide with their car exhibition. "Life is a Highway - Art and American Car Culture" is the theme.

June 30: Waterford Hills Family Day: Fred Young - Date is secured

July 6: #Gilmore Deutsche Marque: Fred Young - An ad is forthcoming highlighting the German Car Show with over 400 German makes and models.

July 13: Progressive Dinner: Need one more host home.

July 21-27: Porsche Parade: Gretus Hoogestraat - Will solicit members to see if anyone is interested in a caravan drive.

August 18: Picnic and Concours: All set.

December 7: Holiday Party: Gretus Hoogestraat - It was moved by H.G. and W.C. to secure the date at the Heather's Country Club with a deposit. Motion passed.

NEW BUSINESS:

The event and ad policy was discussed.

Charities: Chrissy Crowe - Charity history and options were discussed.

Webmaster: Gretus Hoogestraat - The calendar is being updated.

Event Reports: Fred Young - None needed.

New Business: None

Meeting Adjourned at 8:45 p.m. - Moved to adjourn by H.G. and M.C. Motion passed.

Refreshments and Location:

Thursday, April 4 - Gretus Hoogestraat

Thursday, May 2 - Walter Crump

= Not an SEMPCA Event

Respectfully Submitted: Fred Young - 3-10-19



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SEM/PCA Member Anniversaries - April 2019

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)	YR	Name(s)
APRIL		21	Marc & Judy Metzger	7	Sven Bauer	4	Jim Bennett	2	Adam Westbrook &
53	Victor & Barbara Skirmants	21	James & Miriam Long	7	Rudy Thomas & Sharon Olis	4	Tom Van Esch		Lauren Woodbury
41	Thomas Dart &	20	Ken & Angie Ebel	7	Michael & Teresa Natzke	4	Richard & Erin Crossley	2	Wilhelm Tirado &
	Beatrice Rousselot	18	Peter & Kim Yanchyshyn	7	Robert & Sandy Krzeminski	4	Paul Lee		Eugenia Ferraro
40	Frederick & Catherine Lavery	15	Miles Rozell & Peggy Parent	7	Scott & Sandy Henderson	3	Christopher Sable	1	Michael Pickman
33	Glenn & Lynda Shaw	15	Charles & Susan Payne	6	Ken & French Waller	3	William Robert &	1	Kenneth Bassey
33	Jeff & Darlene Escue	13	Rick Schoonover	6	David & Brenda Pelka		Jeanne Molzon	1	John Fair
33	Stephen & Lorraine Krawetz	13	Brian Wright	6	Michael & Lindsay Nehra	3	Nicholas & Kyrstin Ritsema	1	Chase Birks
32	Marco & Carol Marinello	13	Robert & Kristina Dunne	6	Christopher Sterling	3	Jan Griffiths	1	David Barnes
32	Jeffrey & Susan Sadowski	11	Kenneth & Sandra Borg	5	David & Elaine Abbondanza	3	Stuart Crane	1	Matthew Rowan
30	Terry & Brad Swick	10	James & Carol Hearrell	5	Ralph & Janet Gordinier	3	Jeff Campbell	1	Craig Koza
29	Michael Proach	9	Shant & Van Saroukhanian	5	John & Ikhlas Khani	3	David & Rea Corcoran	1	Hadrian Rori
26	Mark & Jordan Birnholtz	9	Michael Shanlikian	4	Tom Balames	2	Steve Arens	1	Jeremy Lamb
25	Howard Gilson	8	Carl Guyatt	4	Dan & Julie Schaitberger	2	Paul Nawrocki	1	Mike Szumlinski
22	David & Diane Burton	8	Brian Barton & K Baker	4	Ronald & Sue Harmon	2	Mike Swehla	1	Mary Beth Meador
22	Douglas & Janet Gaffka	8	Galen & Phyllis Bulles	4	Jason & Jilian Verbrugghe	2	Jason Dworin	1	Steve Gross &
21	Richard & Denise Ellsworth	8	Hugh Victor	4	Ulrich Gollwitzer &	2	Lee Karson		Suzanne Schimanski-Gross
21	Erik & Ann Brandt	8	Bruce & Lynne Gladstone		Krista Paxton	2	Nick DeGalan	1	Susan Busch

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FOR SALE: PORSCHE 928 COLLECTION – One or All. 1986.5 Red/Black. Nice original car, 5.0 Auto \$13,000. 1985 Euro S, ZZZ car, 310 hp, auto. Rare Prussian Blue/Blue full leather. Nice Texas car, could use a little paint work \$10,000. 1985 Euro S, ZZZ car, 310 hp, auto. Black/Black. Stored several years \$5,500. 1985 Euro S, ZZZ car, 310 hp, auto. Black/Black. Rare lightweight sunroof delete. Trans rebuilt, timing belt job half done \$3,000. 1983 US 5-speed manual. Slate Blue/Tan and Brown full leather, Cup 1 wheels. Front bumper needs paint. \$7,500. Take all 5 for \$35,000 OBO before 928 prices really take off. Call Ron 586-749-9804 (11/18)

FOR SALE: A BRAND NEW/UNUSED SET OF WINTER TIRES: (still wrapped). Brand: General Altimax Arctic (Continental brand) – Received excellent reviews; Size: 235 / 45 x 17; Price: \$310 (new \$480); Contact: Michael Eblenkamp, 248-495-0962 or: michael.eblenkamp@gmail.com. (11/18)

FOR SALE: TIRES AND WHEELS: 17” Turbo Twist wheels from a 2001 911 Carrera 4. Tires are Conti Sport Contact. 2-205-50 ZR17. 2-255-40 ZR17. Wheels and tires are in excellent condition. Best Offer. Bob 586-899-8440. (1/19)

FOR SALE: 1982 PORSCHE 911SC TARGA: Guards red w/black leather. Excellent driver. 99,236 miles. no apparent rust. Clean Carfax. Certificate of Authenticity. \$38,500. Contact: michael@sellyoursportscar.net. tel. (248)227-8604. (3/19)

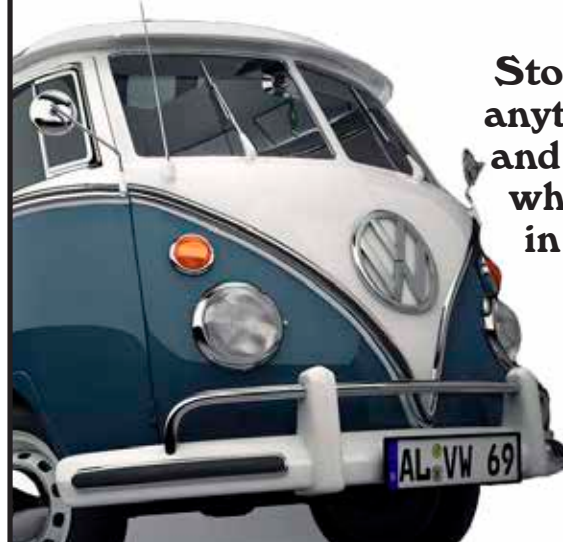
FOR SALE: VERY RARE PORSCHE 911 METAL FENDER BADGES. I’ve not seen another set-in full color. I’ve not seen these before or since. I don’t know the make, possibly a Porsche (?), but they are high-quality pieces. They come in a custom leatherette box designed for the pieces. Hefty weight and design. Perfect for 996’s or 997’s. Minor peal on the side of one badge, but not affecting the front image (you wouldn’t notice unless I pointed it out to you). Please inspect for yourself and make an offer. Asking \$750.00 obo. Contact: Tim Hartge 248- 514-0987. (3/19)



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Around The Zone

BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE



Hi Zone 4,

The month of February for me was back to back administrative PCA meetings across the country.

The weekend of Feb 9-10th, I was in Seattle, Washington for the National Staff Meetings. Why Seattle you ask? And on the weekend of the epic 100-year snow storm that virtually stopped the city? Who knew!! I was lucky that I got in before the snow started, and flew home before the 2nd wave hit. The weekend included an afternoon and morning of the Zone Reps having time with many of the National Staff Chairs as well as the Executive Council, followed by the annual National Staff Assembly. The professional staff at National PCA HQ continues to grow with the addition of a Marketing and Membership Chair, Jim Hemig, and Digital Architect Robert Forsyth. Look for major changes to the PCA.ORG website coming later this year.

Then the next weekend I was in Dallas, Texas for the PCA Club Racing All Hands meeting. Many of you are aware, I also serve as a National Scrutineer for the Club Race program. I was joined by most of the Scrutineer team, all of the Stewards and the Timing and Scoring teams. We discussed new program changes, rules changes and overall strategies to grow and improve the program. We have a few new technology tricks to use to evaluate correct engine compression specifications. Oh boy!

The next weekend I was in Toledo, Ohio, for the Zone 4 Presidents meeting, and Driver Education Planning Meeting. We were joined by our National PCA President-Tom Gorsuch. Also with us was the National DE Chair- John Krecek and National Awards Chair - Michael Soriano. Thanks to Chip Henderson for sharing the story of how Mid Ohio became 2017 region of the year. 11 regions were represented out of the 12, and we had a packed agenda with remote participation from National Marketing and Membership Chair- Jim Hemig, National Autocross Chair Kathy Thorp, and PorschePlatz queen Lynn Friendman. We reviewed the highlighted region events for 2019 in the Zone, – please check your calendars for these dates and check the region websites and newsletters for details:

- Allegheny – Pittsburgh Vintage Grand Prix – July 19-21
- Central Indiana – Automobilia Charity event August 24
- Eastern Buckeye – Falling Water Frank Lloyd Wright Home Tour July 20
- Maumee Valley O Auburn Cord Museum tour April 13
- Michiana – 5 autocrosses throughout the summer at Tire Rack in South Bend
- Ohio Valley – Porsche Corral at the Ault Park Concours June 9
- Rally Sport – Yankee Air Museum Tour Summer, TBD
- Southeast Michigan – Summer Picnic
- Western Michigan -Gilmore Car Museum Red Barn Spectacular – August 3

Cheers – Lori

It's time for old #2 !!



no, this is not a test

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So go to www.Clubregistration.net and let's pencil you in for a great time !!

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

Driver Education Chair

Steve Carbary 586 • 242 • 6437

DE@sem.pca.org

Chief Instructor

Marc Molzon 248 • 882 • 1759

Chiefinstructor@sem.pca.org

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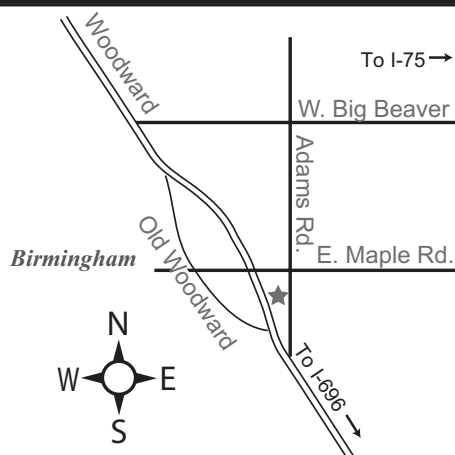
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