



6

*Belle Isle Grand Prix Recap*

## INSIDE



20

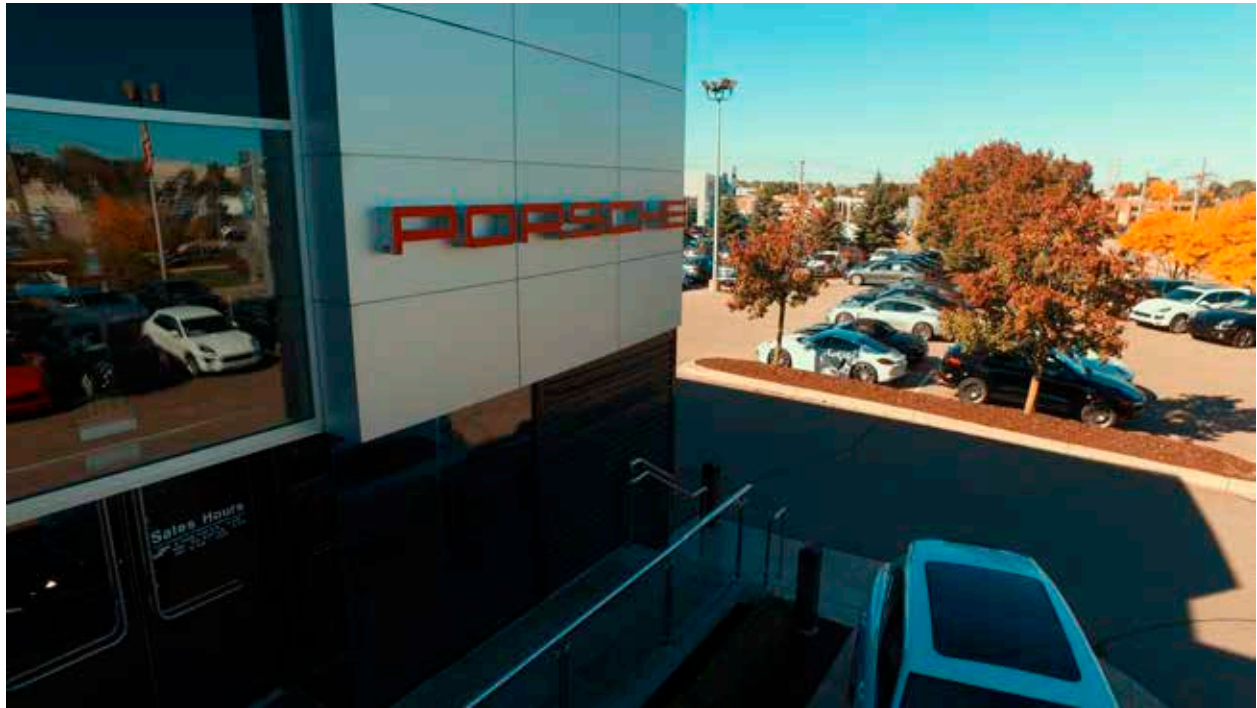
*30 Year Friendship  
That Started 3  
Years Ago*



26

*A Fan of  
Kewl Air*

- 8 *Progressive Dinner July 13*
- 14 *DE #3 at Waterford August 9*
- 16 *Special Details By Tom Fielitz*
- 18 *DE #2 Photo Recap*
- 24 *Amelia Island Concours*
- 30 *SEM Picnic and Concours August 18*
- 34 *Ladies Only Drive September 13*
- 36 *Drive Your Porsche Day September 22*
- 36 *Board of Director Candidate Opportunity*
- 42 *DE #4 at M-1 Concours September 24*



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# P4 PORSCHE PUSHERS PRIVATE PAPERS

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

## CONTENTS

Directors and Officers .....	3
Calendar .....	4
President's Column .....	5
2019 Car Corrals - Detroit Grand Prix Recap .....	6
SEM Progressive Dinner .....	8
P4 Advertising Rates .....	9
2019 Pittsburgh Vintage Grand Prix .....	10
St. John's of Plymouth Concours .....	12
DE #3 .....	14
Tom Fielitz's Column - Special Details .....	16
DE #2 Recap .....	18
30 Year Friendship That Started 3 Years Ago - by Paula Trendov .....	20
Amelia Island Concours 2019 .....	24
A Fan of Kewl Air - by Uli Gollwitzer .....	26
SEM Picnic and Concours .....	30
Porsche Palooza .....	32
P4 Index to Advertisers .....	33
PCA/SEM Membership Procedure .....	33
Ladies Only Drive .....	34
Drive Your Porsche Day .....	36
2019 Board Nominations .....	36
Business Meeting Minutes .....	38
The Place for Porsches & Parts .....	39
SEM/PCA Member Anniversaries / Welcome New Members .....	40
Around the Zone Column .....	41
DE #4 .....	42

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**Submission Deadline:** 10th of the month

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### ON THE COVER:

*Porsche caravan from The Henry Hotel to Belle Isle  
escorted by the Michigan State Police*

## 2019 SEM/PCA CALENDAR

### JULY

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

### AUGUST

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

### SEPTEMBER

5 Business Meeting  
13 Ladies Drive  
22 Drive your Porsche Day  
24 DE at M-1 Concours

### OCTOBER

3 Business Meeting  
20 Fall Color Tour

### NOVEMBER

7 Business Meeting &  
Calendar Planning  
8 Membership Dinner

### DECEMBER

5 Business Meeting  
7 Holiday Party

# = Not an SEMPCA Event  
All dates and events are subject to confirmation

## 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.*



# President's Column

BY GRETUS HOOGESTRAAT



*You joined the team ...and the team cruised with the Michigan State Troopers*

**H**ello SEM Members  
Friday evening we had a wonderful Detroit Grand Prix Dinner at the TRIA restaurant of the The Henry Autograph Collection with 50 PCA members from multiple regions attending. Thanks to our Zone 4 Representative Lori Schutz for organizing such a great function.

Saturday morning our Caravan to the Detroit Grand Prix was another success. Ninety one members in 50 cars, escorted by 2 Michigan State Troopers, drove from The Henry Hotel to the Porsche Corral on Belle Isle. Everything went very smooth and the last car departed the hotel before the scheduled leaving time. On southbound Southfield Road the entrance to I-94 East was closed. We had to do a detour to I-94 West and turned around at Telegraph. Thanks to the assistance of the Michigan State Troopers, all 50 cars entered I-94 East together with no traffic in front of us. All the way to Belle Isle we stayed together. Red lights, stops signs, etc. were no problem. And like last year all the traffic, including the Corvettes, had to yield to us. After arriving on the island we had to park on the East side due to the proceeding week's rainy weather. A big Thank You to the Detroit Grand Prix Team that handled the situation very well and provided a superb shuttle service. Once you have done this caravan you will do it again, it is such a great experience. I'm looking forward to next year's Caravan to the Detroit Grand Prix.



*Departing The Henry Autograph Collection*



*Michigan State Trooper Escort*



*Entrance to I-94 East*



*Happy arriving on Belle Isle*

*July and August events are coming up, mark your calendar.*

Please see page 4 for the complete SEM/PCA Calendar and online at [sem.pca.org](http://sem.pca.org) for the most up-to-date information.

**July 6th is Gilmore Car Museum - Deutsche Marques.**

For General Admission to the museum and further information contact Fred Young at (586) 566-3193.

**July 13th is our great Progressive Dinner.**

Please contact Past President Patti Door (248) 207-7617 / [Patti@sem.pca.org](mailto:Patti@sem.pca.org) for details.

**July 26th – 28th is Concours d'Elegance of America.**

For further information contact Fred Young at (586) 566-3193

**August 9th is the next Driver Education event at Waterford Hills.**

Contact Steve Carbary (586) 242-6437

/ [de@sem.pca.org](mailto:de@sem.pca.org) for further information

**August 18th is our amazing Picnic and Concours.**

Contact Past President Patti Door (248) 207-7617

/ [Patti@sem.pca.org](mailto:Patti@sem.pca.org) to make your reservation and coordinate a dish to pass.

Concours questions? Contact Fred Young at (586) 566-3193.

**You have a new idea for an event?** May it be a social event, a driving tour, etc. just contact any Board Member. They will be open and happy to hear your thoughts and ideas.

I'm getting ready for the Porsche Parade in Boca Raton (FL) and looking forward seeing you soon at one of our upcoming local events.

Thank you,  
Gretus Hoogestraat  
SEM President

# *RECAP* **Belle Isle Grand Prix**

STORY BY **LISA MOLZON**

## **N**ot all the Belle Isle Excitement was on the Track

When the Grand Prix comes to Detroit, everyone expects excitement on the track for the weekend's back-to-back races. But there were some unanticipated changes, surprises and a lot of excitement OFF the track as well.

### **A Change:**

Anyone attending the Porsche Car Corral/parking area in past years has enjoyed the luxury of driving directly onto the island and parking in the grass in our designated area close to the entrance. This year, Mother Nature interrupted our plans with heavy amounts of rain leading-up to the race weekend. The Grand Prix organizers made the (wise) decision to have all sports car clubs park on solid/paved surfaces for this year's race to avoid damage to cars and getting stuck in the wet/flooded grassy areas. In theory this sounds brilliant – in execution, it's tough to find paved areas by the entrance for hundreds of cars to park together. Although the change in parking location was unexpected – the multiple shuttle buses were numerous and accommodating to everyone... and we had a lovely location situation between the Detroit River and the banks of Lake Okonoka.

### **A Surprise:**

The Porsche Hospitality tent was a wonderful gathering spot for owners and guests to congregate after arriving on the shuttles and before entering the track. Raffle drawings were held for the Hot Pit Experience, tables and chairs were set-up for conversations and to watch the closed circuit coverage of the races and beverages were available. And on Saturday attendees were provided with a special surprise: Munk's Motors printed-up and supplied special Porsche 911 shirts celebrating Peter Schutz's decision to keep the 911.



*Porsche Car Corral hospitality tent*



*At the Porsche Car Corral*

*Porsche classics  
on the island*



*Car Corral Greeters and  
Security: The Conrads  
and Marc Molzon*

## ***Belle Isle Grand Prix Recap Continued***

### **An Exciting Saturday:**

Last year, we had a Michigan State Police escort from Dearborn to Belle Isle on Saturday. It was a big hit and it was arranged again this year - and we had about twice as many participants. The day started sunny and we departed from The Henry Hotel in Dearborn with Trooper B.C. Conner leading us and Trooper T. B. Hill as sweeper. They guided us effectively, efficiently and safely through road construction and detours - undeterred when it came to improvising and re-routing due to closed freeway ramps. Although we didn't pass nearly as many Corvettes on Jefferson -- we sure did on Belle Isle as we wound our way through to the Car Corral Parking. Once again, it was **QUITE** the highlight to pass all the Corvettes lined-up and waiting to progress through Belle Isle to the designated parking areas. One member mentioned they overheard a driver say "Oh no - not AGAIN!" as we were escorted right by them. He he he... wait till next year, I expect we'll have more than the 51 cars we had participate this year - and how exciting will **THAT** be?



*The drive to Belle Isle.*



*Preparing to leave The Henry Hotel to head to Belle Isle*

### **Excitement (2):**

Although Saturday started sunny, by early afternoon, severe weather rolled-in. While other parts of Michigan were hit quickly and ferociously with heavy rain, high winds and hail, we were fortunate to only have to contend with rain and some wind while heeding instructions by Grand Prix staff to evacuate the island due to the severe weather warnings. For anyone that attended last year's Friday Free Day, you will recall a similar evacuation from the island. Although the race was only delayed a couple hours and spectators were allowed back on the island, many of us that evacuated left and just headed home to watch the race on TV after drying-off. It was still a good day with many stories to share.

I hope everyone that attended the Grand Prix enjoyed the Porsche owner camaraderie and carried-away some special memories of the weekend!

Many thanks to Lori Schutz, our Zone 4 Rep, who was instrumental in organizing everything Porsche-related during the weekend.

Thanks to Lynn Friedman, our Porscheplatz/PCA Car Corral Coordinator, who faced each unexpected hurdle with charm and a smile. We are lucky to have such dedicated individuals in PCA!

And a special thank you to MSP Troopers Conner and Hill!



*MSP Troopers Hill and Conner*



*Celebrating a successful and exciting drive to Belle Isle*



# PLEASE JOIN US FOR THE SEM PROGRESSIVE DINNER

***Date: July 13, 2019***

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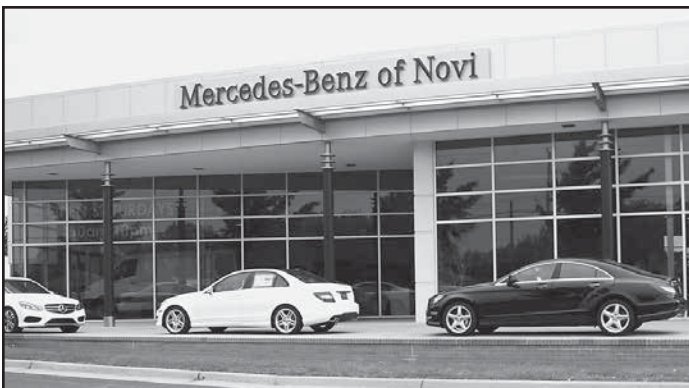
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The Pittsburgh Vintage Grand Prix is a world-class vintage racing event. It is not only America's largest vintage race but the only one run on city streets – the way sports car racing began. Accordingly, it is one of Western Pennsylvania's premier events which honors PVGP's founding vintage auto enthusiasts while simultaneously leveraging this venue to benefit charity. Funds raised help to provide residential care, treatment, and support for autistic and developmentally disabled individuals in the greater Pittsburgh area through the Autism Society of Pittsburgh and Allegheny Valley School.

The PVGP is synonymous with Schenley Park and 2019 marks the 37th consecutive year of racing through the beautiful park setting. Vintage racing at Schenley Park is the culmination of a 10-day Race Week highlighted by Historic Races at PittRace, numerous car shows, cruises, a Black-tie gala, and "Kick-Off" Rally. Since 1983 the patrons, sponsors, and volunteers of the PVGP have donated more than \$5,000,000 to the named charities.

ARPCA is one of the premier car clubs in Western PA which support the expansive car show at Schenley Park, week-long social events, and club members who participate in the vintage races. "German Hill" is anchored by ARPCA with "Porsche Field" at the epicenter of Schenley Park.



Each year provides a unique experience with more than 150 vintage cars racing through Schenley Park and over 3,500 vintage, classic, and exotic cars on display throughout the golf course. The PVGP is rated one of *Jalopnik Media's* Top 10 Car Events in the country.

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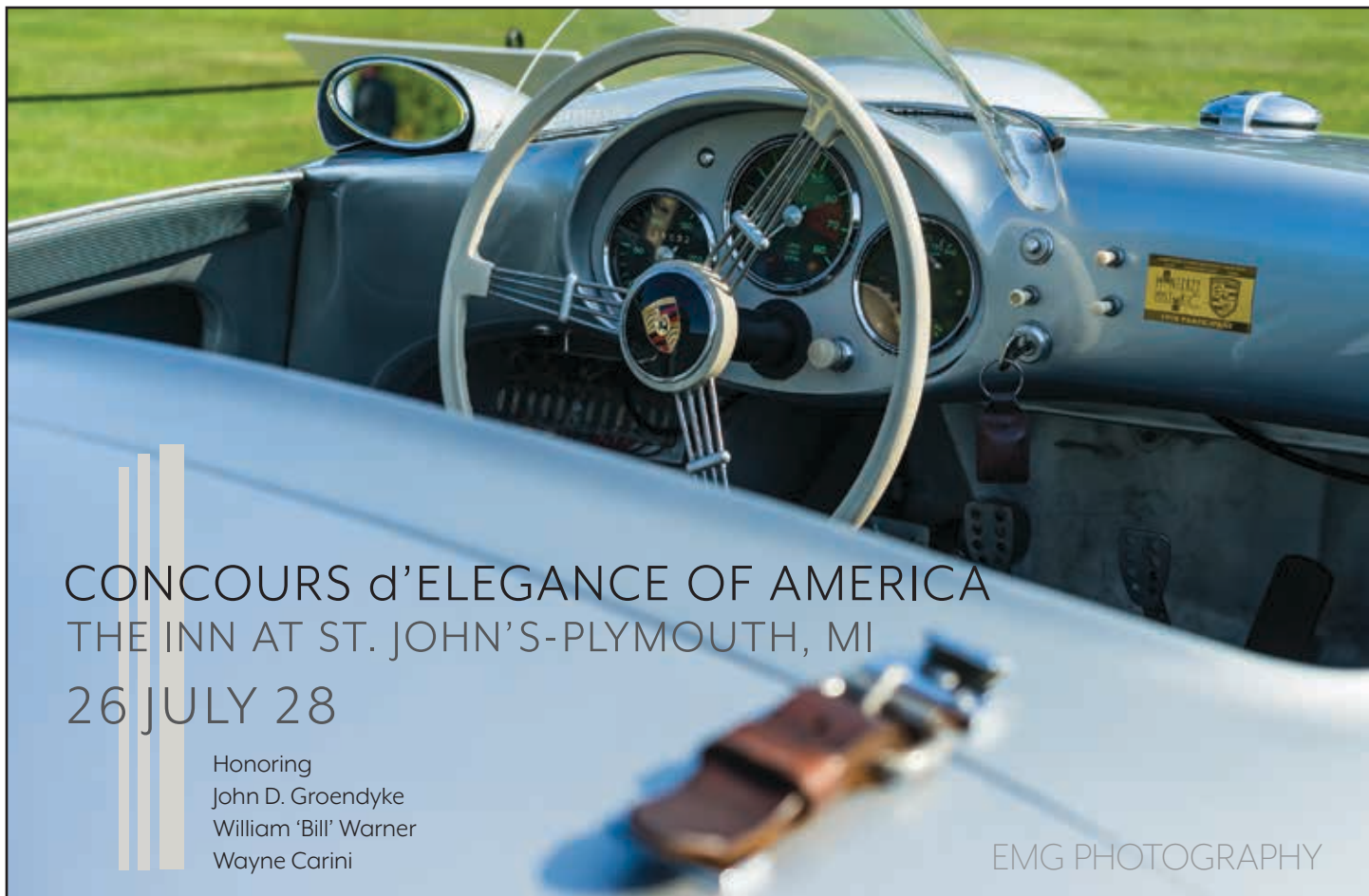
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# Special Details

BY **TOM FIELITZ**

Lately I have noticed some rather peculiar offers for car parts that don't necessarily improve the operation of my car as they do to set it apart from every other car. How else could you explain billet machined dash knobs? I have nothing against the people who manufacture such knobs. It actually shows some real creativity in the vast arena of customizing offers. They look great although I have a struggle to understand how they can function any better than the stock offering. But that is exactly their point, they are not stock like every other dash knobs on the thousands of cars in the public's hands. They function to set that car apart from every other car. I certainly can't fault the owner who has to have a set of those knobs on his car for that purpose. Thinking back I have made similar small detail changes to every car I have owned. I think it is just in our nature to make such changes to mark what we own as special to us.

This kind of desire is not lost on the manufacturers either. Car order forms have changed a lot over the years to include such special order items such as a paint to match key fob for \$120 that most pundits like to point out can be manufactured for about \$5. But that missed the point that most people would not order such an extravagance which makes the owner of that custom painted key fob rather special. Indeed the Internet is full of sites that list the hundreds of factory options that can literally make any Porsche a totally unique car in a whole production series of cars. Checking off all of the options could in theory double the "as delivered" price from the pre optioned base price. It would be difficult to determine how much the options add to the depreciated value of the car. The other trend that Porsche has jumped on is the special edition model. The 914 is the first model line that I am aware of that had special editions. The 924 and 944 that followed also had commemorative editions. In just the past few years Porsche has begun to release special edition 911 models. There must be a high demand for these since in most cases the model has been sold out even before the official public release date.

When I bought my 911E in 1972 it came with one special option, my name engraved on a plate affixed to the glove

box door. This was a dealer installed option that probably only existed for a few years right around 1972. I have never seen another 911 with a name plate. In fact custom optioned Porsches were very rare as the production line could not accommodate custom features. When I toured the factory in Stuttgart in the 70's I was shown the "wish shop" which was a separate building where production cars were taken for personalized customer options. Performing a custom paint to sample was the only production line option. The big demand was to install hideaway headlamps in cut down or slopped front fenders on the Turbo model. Once the customer got the car the more common modifications were halogen headlamps and European turn signal lenses. I also installed headers and sport muffler and changed the steering wheel and fiberglass bumpers. I even swapped the tachometer and speedometer to RS spec faces. Of course from that point on with a kilometer per hour speedometer I was never exactly sure how fast I was going but it all made the car more unique.

Today's 911 owners are almost forced by law to rely on the factory options to make his car unique. Safety specifications affect almost every aspect of the car. Leather or carbon fiber interior facings are some of the more common requests in new cars now. The upside to this is that the average owner can now have a custom interior that in the past was limited to show cars from exclusive design houses. But as we can see from magazine advertising the market for customized parts has not totally dried up. Wheel options have greatly expanded as an area of modification that is not regulated for safety or manufacturer's warranty. The ability to add special details to our Porsches is limited only by the budget of the original buyer and the imaginations of subsequent owners.

Tom Fielitz





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# *PHOTO RECAP* **DE #2 at Waterford Hills**

PHOTOS BY **LISA MOLZON**

DE#2 was held  
at Waterford Hills  
on June 8, 2019



*The Porsche line-up*

*First-time students  
Nicholas Gust and Malik Wali*



*Instructor Tom Christen discussing driving points  
with Michael Cohen in-between driving sessions.*

## De #2 at Waterford Hills Photo Recap *Continued*



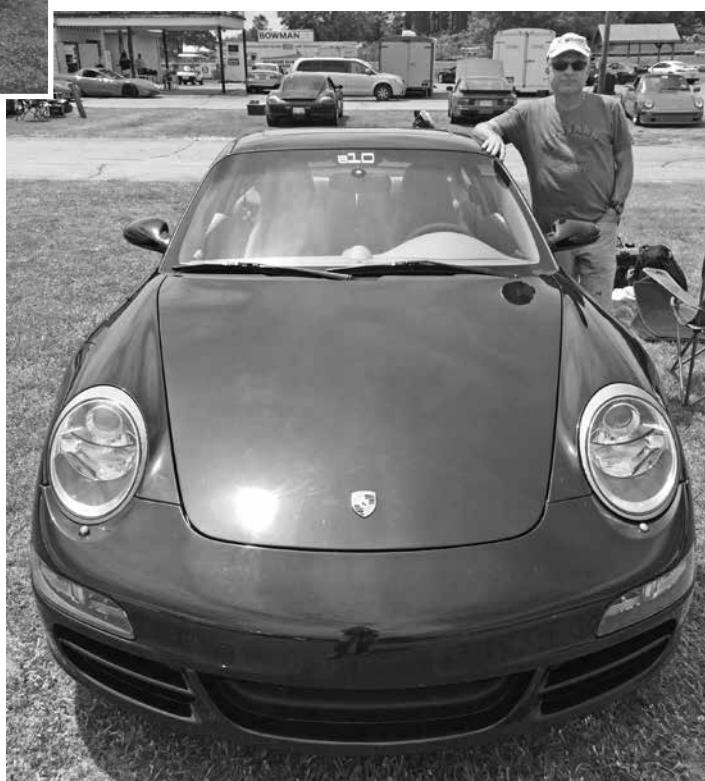
*Jonathan Finstrom and his 2012 Stodacher S12 with Marc Molzon and James Gardner*



*Student Finn Eblenkamp*



*Lucas Phan (Golden Snorkle trophy recipient)*



*Matthew Vendura with his Porsche Carrera*



# 30 Year Friendship That Started 3 Years Ago

STORY AND PHOTOS BY **PAULA TRENDOV**

May 15th, we all started our journey heading to Budapest for a Viking Cruise up the Danube to Nuremberg, Kiro and me, Tom and Christine Grabowski, plus Dale and Marilyn Goby. It was our first trip traveling together since our initial encounter going to Parade in Vermont 3 years ago. Little did we know that trip would lead us to the wonderful friendships we created, all because of a car.

The first night in Budapest was to get ourselves acclimated to the time change and ready for our cruise. Tom had a nice surprise for us, getting us access to the concierge lounge at the Marriott because of his previous extensive travels. This allowed us a more intimate setting for meals and drinks overlooking the Danube and the castle in Budapest, the night view was spectacular when it was all lit up. He really made us feel special and our trip very enjoyable right from the start.



*Budapest on the Danube*

The following day we walked to the market place to buy, what else, paprika and some momentos. Not sure the guys were all that thrilled but it was an experience.

It was now time to head down to our cruise boat and get settled. Our ship was called the *Idi* and the staff was so welcoming. We went through the required safety instructions and then off we went up the Danube. One of us usually reserved a table in the restaurant so we could all sit together and by doing that we had the same wait staff taking care of us. Peter from the Czech Republic, Ivy from the Philippines and Metao from Croatia. Kiro surprised Metao when he started speaking to him in Croatian. I think it got us some extra special attention, but all three young people were amazing. By the end of our cruise we became attached to our new found friends.

The food on board was so good, sometimes with so many selections we could not choose just a few. Of course wine was had by all and then the desserts. It's a wonder we didn't all gain 15 pounds.

Each evening the "Viking Daily" was placed in our cabins with the itinerary of the next day. We started out in Budapest, then on to Vienna, Krems, Passau, Regensburg, and the final stop in Nuremberg. Our included tours at the stops we made were so well planned. Vienna was breathtaking and we all agreed we wanted to spend more time there, but alas that will have to be for another time. The architecture and history were amazing. One day was not enough.

The following day we were in the Wachau Valley in Krems. Some of us chose to tour the Abby in Gottweig, Christine and Tom chose the bicycle tour getting soaked from the rain but enjoyed it. Marilyn and I attended a baking class in the Abby for Apricot Dumplings. Yes, we got the recipe and yes, we will be making them. On to Germany the next day. Christine and Marilyn chose the biking tour in Bavaria but Marilyn wasn't feeling well so Tom, being the good husband and trooper he is, took her place. Another wet day but it did not dampen their spirit.

Each day we all came together for dinner and got to talk about our day. Food, wine and laughter were never in short supply for all of us.

Due to the melting winter snow and rain, the river rose 1 meter in 24 hours and from Regensburg our tours had to be continued by motor coach. I for one could not even think of being on a bus for 2 ½ hours, do a tour of Nuremberg (which I really wanted to see), and then back on the bus for another 2 ½ hours to our cruise ship. The others endured it, such brave souls.

Evenings on the ship were planned with games, music and just enjoying cruising up the Danube. Every now and then we went through the locks, twenty plus in all. The space on each side of the ship was only inches at times and you had to applaud the captain for his skills.

Our last day on board was bitter sweet because Tom and Christine were leaving us to head back home, we said our goodbyes at the airport and promised to all get together once we were back in the States. Dale, Marilyn, Kiro and I rented a car (an Audi S6 station wagon) and toured the Route de Vin in the Alsace area of France. We needed the wagon for all our luggage and almost didn't have enough room. Kiro and Dale arranged it to all fit and Marilyn and I had one piece sitting in between us in the back seat. Remember, don't over pack.



## ***30 Year Friendship That Started 3 Years Ago Continued***



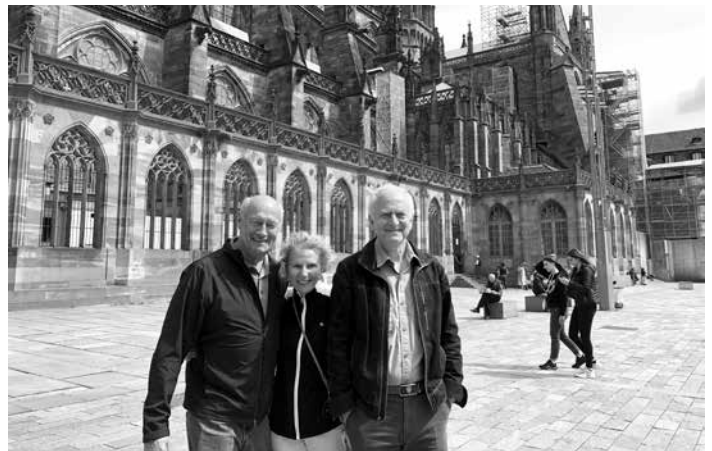
*Porsche Museum at Stuttgart*



*Eugesheim*



*Morning Coffee*



*Notre Dame*

Our first stop was Stuttgart to, of course, tour the Porsche Museum. We wanted to do the factory as well, but they are not open on Sunday. I got this fabulous shot outside of the museum. If it was up to Kiro and Dale they would have spent the entire day there but we had a schedule to keep. Of course the guys wanted to buy some Porsche shirts and then we were off to Colmar, France for one night and then two nights in the apartment Marilyn found through Airbnb for us in the medieval town of Eugesheim just outside of Colmar. Our place was right in the city center so walking was easy. Each place we went to we found a bakery with wonderful pastries and coffee. The breads were out of this world and we could not get enough of any of them. One night we had dinner at Au Vieux Porsche. Very elegant and the food was awesome. One thing I forgot to mention was the apartment was on the second floor of the house and we had to haul our luggage up some very “questionable” stairs which I am sure would not have been approved by MIOSHA. Again, a good reason not to over pack. We headed out to some wineries for tasting and also found again, a wonderful pastry shop to have our daily sweet and

coffee fix. We absolutely loved driving through the small towns and experiencing that life style.

On our last day we stopped in Strasbourg, on our way to Frankfurt airport, to see Notre Dame. If you have never been there, pictures do not do it justice. It is so beautiful and will take your breath away. Another good lunch with wine and beer, then on to Frankfurt.

We stayed at the airport Hilton Garden Inn which made it very convenient to get to our gate the next morning.

We all met up in the lounge for drinks, nachos and fries. Good healthy American food. Traveling with Dale and Marilyn was fun and made for some amazing memories. We sometimes laughed so hard we cried.

Our two weeks came to an end and we were on our way back home. We cannot tell you how much we love these friends of ours who I say we’ve had a 30 year friendship with that started 3 years ago. AND it’s all because of our shared interest in our cars.

Until the next time.

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# Amelia Island Concours 2019

STORY BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE

I was in Florida for the Amelia Island Concours event, which was as fabulous as ever March 8-11th. I was joined by Rick Riley from Western Michigan Region, Daniel Bird formerly from WMR, and my Historics Display Co-Chair Lake Underwood from Northern New Jersey Region.



*Daniel Bird, Rick Riley, Lake Underwood II and Lori Schutz at lunch.*

At the Guardians of Porsche Dinner on Thursday the Guest of Honor was Jacky Ickx, who drove the 1981 winning #11 - 936 with Derek Bell the first year my father was the President and CEO of Porsche AG.



*Lori Schutz and Jacky Ickx, the co driver of winning #11 at 1981 Le Mans*

The winning 936 was the Belle of the Ball. I had a seat in the cockpit with co-driver Derek Bell, who was a dear friend of my father's.



*Lori Schutz and Derek Bell in the winning 936.*

Porsche Club of America's Werks Reunion was Friday, and there was participation from all over the country with both cars and vendors. My good friend Sara, the Los Angeles Dismantler, hosted a booth along vendor row.



*Lori Schutz with Sara Porsche Dakarmen at Werks Reunion.*

From Gasparie Garage's 914 Outlaw from New Jersey –



*The Gasparie Garage Outlaw 914.*

The main event was Sunday – the Concours de Elegance. A crowd favorite was actually not a car at all – it was one of the Porsche Tractors, fresh off of the races at Rennsport VI at Laguna Seca Raceway last fall. In the Le Mans winning Pig livery, this was driven by Justin Bell, son of Derek Bell. The piglets were pulled behind on a trailer for the race. Famous singer John Oates was at Amelia, with several of his custom guitars decorated in the design of his favorite liveries. And the 'Pig' was included in that list.



*The Pig Tractor, piglets and the guitar.*

We saw a star-studded display of the featured car- a row of 10 -962s. Here we see the Leighton House #11 being judged by Derek Bell and Alwyn Springer.



*The 962 line up*

My favorite is the # 14 Lowenbrau HR1, an active tribute to Al Holbert, who drove this car to several victories.



*Al Holbert's 962 ride, #14 Lowenbrau.*

While most of us know Amelia Island Concours as one of the best gatherings of Porsches and car people in the country, the primary purpose is charity. Since 1996, led by Bill Warner, the show's Foundation has donated over \$2.5 million to Community Hospice & Palliative Care and other deserving charities from Florida's First Coast.



# A Fan of Kewl Air

STORY AND PHOTOS BY **ULI GOLLWITZER**

The story of a 2200 mile trip to the PCA Palooza in Eureka Springs, Arkansas and back.

Inspired by a friend's encouragement to participate in the 2018 PCA Palooza, November 8-11, we decided that it would be a good idea to give our new-to-us 1988 Carrera 3.2 a proper shakedown and take on the 800 mile trip to get there. The car had been sitting for 10 years due to unexpected health problems of the previous owner. We had driven it all summer already and went through the essential mechanics supported by a local Porsche specialist. My wife Krista with her healthy attitude towards classic cars said: "What's better than breaking down at a meet with more than 600 Porsche enthusiasts."

With its origin in 2005, the Porsche Palooza is an ever-growing car meet and driving event with 3 days of touring the beautiful fall foliage and twisty roads of the Ozark Mountains. Several themed and guided tours for up to 20 cars at not-at-all Porsche pricing are offered and led by experienced drivers. A key to attend is to register right at the opening of the event at 6 AM (Central Time) on October 1st.



*Cars matching the beautiful fall foliage of the Ozarks*

After a long final day of preparing the car and choosing on-board tools and spare parts, the big day came. There is always a bit more excitement when you go on a trip with a classic car. I checked over the engine once more and then the fan belt ... No! It felt loose! Thoughts went through my head on who to contact short term for repairs. We decided to leave anyway — a new belt and tools were on board. At the first gas stop the belt felt tight. I could not understand the fact, but it convinced us to keep going. To be sure, I



*Final preparations in the driveway before departure.*

ordered a couple more spare parts from our hotel in St. Louis that night.

After a good night's rest and an impressive visit of the Gateway Arch, we resumed our trip to Eureka Springs. We arrived at our home for the next few days, a beautiful time capsule of a bed and breakfast place build in 1947 and owned by car enthusiasts.



*Resuming the trip after a visit to the St. Louis Arch*

The event registration on Thursday morning was very efficient despite a buzzing atmosphere generated by 600 participants. The parking lots of the event headquarters, the Inn of the Ozark's, was stuffed with Porsches of all eras! Starting with 924s, air-cooled classic and modern 911s, all the way to a Martini livery 918 Spyder. The owner is said to be a long timer and loves to drive his car in the event.



*Cars of most eras are attending the PCA Palooza*



## ***A Fan of Kewl Air*** *Continued*



*The latest Porsche has to offer: GT2 and GT# RS presented by event sponsor Dallas Motorsports*



*Plenty of opportunities to admire some very exotic cars like this Carrera GT*

Our drive for the first day was the Buffalo River Tour – 165 miles through curvy roads with nice green landscapes and of course partially along the Buffalo River. Every tour starts with a very well communicated drivers meeting. A very good lesson learned was to always wait for the car behind you at the next turn, should they have lost sight of you along the way.

At the first stop, after a first hour of truly inspired driving, we made the first connection with other participants. At the following lunch break, at the beautiful and petrolhead-worthy Ozark Café, we already felt like we were road tripping with a bunch of friends. It was nice to sit with our tour guide Mike Hays, who truly understands how to efficiently move his 1990 928 S4 about. Endless tight turns on fantastic roads made for an excellent day rounded off by a social dinner at the event headquarters. Krista got kidnapped for the Ladies Tea, but quickly learned that tea is not what everyone drinks there. Later she came back with new friends and the main raffle prize. Everybody at the event, especially those from the organizing clubs - White River, Cimarron, and Ozark Regions, were so inclusive and made sure everyone had a good time!

Saturday we had signed up for a tour that went into the Boston Mountains. Jason, our guide, was leading with the pristine 993 of his mother-in-law, as his early 911 was



*Tour breaks provide a good opportunity to chat with other enthusiasts*



*Morning stop with a view on the Boston Mountain tour*

undergoing a full restoration at the time. Talking to him at the breaks was very interesting. Again we enjoyed beautiful mountain views, driving and the camaraderie during a nice lunch. The lunch break included the discovery of our fan belt problem in a brief parking lot wrenching session: The fan wheel had been mounted wrong, not enough shims were used. This allowed it to wander enabling the half pulley to cut very deep into the hub. While we kept the car drivable, another parking lot session in the evening, supported by a retired Porsche master mechanic and other newly gained friends, was in order.

Despite our attempts for a fix, the problem resurfaced again the next day as there was no way to properly keep the fan in the center. At this point we had already made numerous phone calls to express order a new part. Luckily, we had signed up for a very short tour only and still enjoyed the highly recommended Chrystal Bridges, a gem of a museum and architecture owned by the Walton Family.



*Parking lot wrenching session supported by retired Porsche Master Mechanic Eric Vining*

*(continued on page 28)*

We skipped the cleaning part of the shine and show, as we still tried to find a solution to our problem that would hold for our return journey. This resulted in us placing our car with all the road grime of 5 days of driving next to a very clean example. Slightly insecure, we deployed our information for voting while thinking of the quote of Dr. Ferry Porsche, “Porsches are meant to be driven, not polished.”



*Shine & Show and ‘peoples choice’ voting  
on Saturday afternoon*

By that time, I already had a good chat with Leonard Zechiedrich. He and his wife were orchestrating the event together with many volunteers from the three participating PCA regions. To me he is the coolest (and most likely fastest) school teacher in the world. Over many years of working on cars and assembling garage projects given up on by others, he has a remarkable collection of Porsches and other gasoline driven vehicles on 2 and 4 wheels (check out the911den.com). He was sure that he had a fan with fewer blades from an earlier car in his garage and said we would ‘take a look’ after the farewell breakfast the next morning.

For the night we forgot about our worries and enjoyed the festive farewell dinner. The raffle was generously supported by the event sponsors. A true surprise for us came when shop owner Brian Thomas of Rennsport Werkstatt selected us as the winner of his Sponsors Choice Award, supporting our efforts to participate in the event despite our technical difficulties. We took the opportunity to tell everyone how impressed we were to find a group of truly inclusive friends when we expected ‘just’ a bunch of cool cars and some fun driving.

After a breakfast with some of our new friends, we met at Leonard’s home where we indeed were able to fit an old, spray painted red fan wheel with only 5 blades on our car. Leonard also gave us a tour of his place and showed us some of his projects, rebuild cars, and motorcycles. After his explanations on the cars, any doubt on his statement that the fewer bladed fan would keep the car cool on our way home was gone. This was only possible due to the freezing temperatures of the season.



*Leonard is fitting a temporary fan blade  
to get us home to Michigan*

After a short test drive it was time to leave. We had to be north of St Louis before 2 am to avoid an approaching snowstorm along our route home, but we did not want to miss a tour of Sharon and Mike Hays’ new house (our tour guide on the first day). They had invited us to stay with them, had we decided to express ship a new fan there.



*Ready to head home after a  
successful repair and test drive*



Thanks to a balanced fan wheel the car ran smoother than ever! We kept an eye on the temperature gauge and after an all-night, nonstop drive home, we celebrated our adventure with a nice breakfast in Detroit followed by a long rest in our comfortable bed. Needless to say, the red fan got returned to its home and replaced with a new one. The mangled original is destined to become a clock on the wall, a memory of our adventure.



*These kind of impressions make a road trip magical*



*Smiling faces after a fantastic adventure back home in our driveway*

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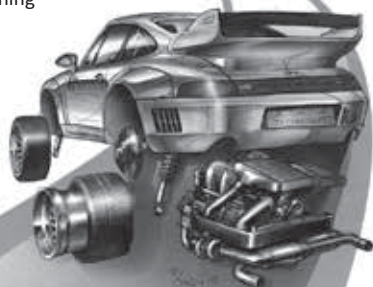
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Contact Rebecca Pinto at [CIRPCAPresident@gmail.com](mailto:CIRPCAPresident@gmail.com) with questions. **See you in August!**



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## Index to Advertisers – July 2019

### PLEASE SUPPORT OUR ADVERTISERS

Autocore Performance Group .....	11
AutoMark Collision Center. ....	37
Automotive Techniques .....	31
Classic 9 Leather Shop .....	35
Clear Auto Bra .....	11
Clem's Garage. ....	31
Copyrite Printing. ....	35
CrossRoads Plaza .....	9
EDMG Porsche of the Motor City. ....	22-23
Fred Lavery Porsche. ....	43
Hans Auto Electric .....	33
LBI Limited .....	15
Marsh & McLennan Agency. ....	37
Mercedes Benz of Novi/Eric Wheeler. ....	9
Motor City Auto Spa. ....	35
Munk's Motors .....	13
Nikolas Motorsport .....	Back Cover
Paul's Auto & Boat Interiors. ....	35
Porsche of Ann Arbor .....	17
Porsche of Farmington Hills .....	2
R&T Motors .....	39
SellYourSportsCar.Net. ....	31
Steve's European Automotive .....	9
Top Gun .....	29
Vintage Munk's .....	40
VR Performance. ....	33



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# ***Business Meeting Minutes\**** (6/6/19) by Fred Young

**JUNE 6, 2019**

In attendance: Board Members: Fred Young, Steve Carbary, Gretus Hoogestraat, Lucas Phan, Lisa Molzon, Howard Gilson, and Michael Cohen. Officers: Mark VanderEyck, Erik Ohrnberger, Chrissy Crowe and Jim Williams. Absent with notice: Walter Crump and Marc Molzon.

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

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

**Financial:** Jim Williams - Several items need to be addressed. It was moved to table to the next meeting by H.G. and S.C. Motion passed.

**Membership:** Lisa Molzon - Membership is increasing and we have a few new test drive members.

**Insurance:** Steve Carbary - Needed for Progressive Dinner.

**P-4:** Mark VanderEyck - The June issue went out on time. Mark went over the content for the July issue.

## **OLD BUSINESS:**

**May 4: Street Survival School:** Howard Gilson - Only seven students attended. The date will have to be changed next year to avoid conflicts.

**May 10: DE #1:** Steve Carbary - There was a good turnout for the new track. It was a good day in spite of being cool.

**May 18: Autocore Open House/Tech Session:** Mark VanderEyck - There was a great explanation on brake fluid and tires but there was limited attendance.

**May 19: Spring Tour:** Lucas Phan - It was a fantastic tour in spite of the rain. The restaurant had superb food.

**May 31: #Belle Isle Grand Prix:** Gretus Hoogestraat - 53 cars participated in the police escorted tour to the island. There were 96 cars in the corral.

**June 8: DE #2:** Steve Carbary - 37 have signed up. Steve has reached out to participants for feedback. Will change the luncheon to a buffet.

**June 30: Waterford Hills Family Day:** Fred Young - All set.

**July 6: #Gilmore Deutsche Marque:** Fred Young - Great car show and museums

**July 13: Progressive Dinner:** Cost is \$25.00 and a dish to pass. Need volunteers for lead and follow cars.

**July 21-27: Porsche Parade:** Howard Gilson - Several members are going

**July 26-26: St. John's Concours:** Fred Young - Arrangements were made for discounted tickets and car corral parking.

**August 18: Picnic and Concours:** Reservations being taken.

**September 13: Ladies Drive:** Patti Door - In the works.

**September 22: Drive your Porsche Day:** Howard Gilson - Ad to be in the July P4 to save the date.

**November 8 or 15: Membership Dinner:** Dave Miller - Date depends on a guest speaker.

**December 7: Holiday Party:** Patti Door - Nothing new.

**Charities: Chrissy Crowe** - Informed the board that Special Olympics-Michigan will be the designated charity for upcoming fundraisers.

**Webmaster: Erik Ohrnberger** - Discussed possible improvements to the web site.

**Event Reports:** Fred Young - Needed for the Spring Tour

## **NEW BUSINESS:**

Jim Williams - Suggested another possible private vehicle collection for an event.

**Meeting Adjourned at 9:05 p.m.** - Moved to adjourn by S.C. and M.C. Motion passed.

## **Refreshments and Location:**

Thursday, July 11 - Michael Cohen

Thursday, August 8 - Lisa Molzon

Thursday, September 5 - Mark VanderEyck

# = Not an SEMPCA Event

Respectfully Submitted: Fred Young - 6-9-19

\*Subject to ratification at the next Board Meeting



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*Advertising will be accepted from non-members at the Editor's discretion, space permitting, at the rate of \$5.00 per issue for three lines, payable in advance to SEM/PCA, C/O P4. Please see page 4 for the address*

### FOR SALE:

**1982 PORSCHE 911SC TARGA:** Guards red w/black leather. Excellent driver. 99,236 miles. no apparent rust. Clean Carfax. Certificate of Authenticity. \$33,500.

Contact: michael@sellyoursportscar.net.  
tel. (248)227-8604. (3/19)

### FOR SALE:

**TIRES AND WHEELS:** Fit Caymans and Boxsters 2006-2012. 18 inch wheels still suitable for track; tires nearly new Michelin Pilot Sport 4S-235/40-18 frt; 265/40-18 rear. No TPMS.

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Contact Jim Garner:

Jgarner3033@gmail.com  
313-580-6747. (6/19)

### FOR SALE:

**1985.5 944 KALAHARI:** Beige/Brown Leather and trim. 36000 miles. One owner, low miles. 2.5 liter 5 speed. Multi-year concours winner. Stored winters. In excellent like new condition inside and out. No stone chips or scratches. All original with updated radio. Sunroof and rear wiper. Well maintained. \$24500. Contact Gene Kiesel 810-513-0983. Dgkiesel1@att.net (7/19)

### FOR SALE:

**1973 PORSCHE 914 2.0** This is Heath Hurlbert's car for those of you who remember him. For those who don't, this is a very top concours level car. Original factory orange paint, as good as it left the dealer, on all surfaces, top, bottom, inside, trunk, engine compartment — original not restored. Same for the black interior. Engine as clean and runs like new. Probable Preservation Class winner — would be a contender in any class. In light of current runaway in 914 prices, we are asking \$69,500 for this none-better example of the most desirable model, next to a six.

Call Ron Roland 586-749-9804

or rev.ronaldroland@gmail.com (7/19)

### FOR SALE:

**1988 PORSCHE 924S SE (SPECIAL EDITION)** aka 924S Club Sport. Yes Virginia the factory did make a 924S Club Sport. 500 in 1988, all of them black with a lightweight gray flannel interior with burgundy striping and carpet. Everything heavy was removed: Power Steering, AC, Sunroof, Power Seats, Power Mirrors, Door Locks, etc. M030 Suspension was added, and 7 in. rear wheels. One lightweight VW Rabbit mirror on the drivers side. Oh yeah, the latest 160 HP 944 engine. This car is about 150 lbs lighter than a standard 924S which is 150 lbs lighter than a 944. At least an 11% weight advantage. Most of these cars were raced to death or just driven into the ground as the cheapest Porsche at the time. But we all know what happened to these cheap, lightweight Club Sport cars. So this is a rare opportunity, try to find any Club Sport car. This car runs and drives well, and has original paint. I have used it regularly for 9 years. It certainly needs some work to make it perfect. But it's a steal at only \$7500.

Ron Roland 586-749-9804

or rev.ronaldroland@gmail.com (7/19)

## SEM/PCA Member Anniversaries - July 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)
<b>JULY</b>		24	D & Debra Bonadeo	10	Mark & Nancy Blazevic	2	Bruce & Deborah Kopitz	1	Nancy Anne Biondo
45	David & Kathryn Gillentine	19	Mark & Christine Martin	9	Mitchell & Diane Mondry	2	Rebecca & William Kraus	1	Christopher Burcham
44	Neil Goldberg & Peggy Boyle-Goldberg	17	Richard & Connie Monrad	9	Dennis & Suzana Guerrieri	2	David Watkins	1	Bill Crowe
40	Keith Haskin	15	Donna & Stuart Sanderson	8	Mark & Rene Vander Eyk	2	Daniel Rangel	1	Nichole Peters
38	Robert & Debra Nikolas	15	Paul & Michael Fayad	5	Brian & Daniel Murphy	2	James & GERALYN Fowler	1	Abhishek Mosalikanti
32	Sherwyn & Joseph Labovitz	13	John & Patricia Waugh	4	Benjamin Malcho	2	Cathleen Lynch & Thomas Stewart	1	Natasha Vassallo & Lindsey Vassallo
30	Ray & Greg Massa	13	Vito & Cynthia Pizzo	4	Leslie & Joseph Campbell	2	Frank Urbaniak & Iren Lakatos	1	Chris Hughes
27	Dennis Spors & Debbie Bleger	13	William Goldenberg & Enid Bienstock	4	Juergen Gumbinger	2	David Preston		
26	Richard & Carole Kilpatrick	13	Todd Krefeld	4	Louis Montgomery	2	Mary Brady		
25	Ross & Joshua Suchy	12	Raymond & Wendy Goscenski	3	Jerry Tan & Lauren Yee	1	Amar Arepalli		
24	Julian Pate & Julia Richardson-Pate	11	Tyler & Katey Pell	3	Roger & Denise Tayloe	1	James Hayosh		
		11	Jeffrey & Bradley Cox	3	Arjen Bosman	1	David Kurtz		
				3	James Yearego				
				3	Chuck Dennis				

## Welcome New Members:

Keith Allison  
Victor Broccoli  
Christian Grothe  
Nicholas Gust  
Brent Kolb  
Oren Lane  
Kimberly Lo  
Frank Meissner  
Michael Popenas  
Brian Smith  
Jan Verbruggen  
Eric Volz  
George Dandalides (Transfer)  
James Davis (Transfer)  
Andy Rosenberg (Transfer)

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# Around The Zone



BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE



Hi Zone 4,

My month started off at the Maumee Valley Derby Party on May 3<sup>rd</sup>, hosted by the Germain Porsche Dealership in Ann Arbor. There were mounds of goodies to eat, highlighted by the creative horse and tulip cookie lollipops designed and created by Laura Valentine. Most of us contributed to the charity by selecting our choice for the Derby Winner to share the 50/50 prize. At the end of the 'green-white-checker' race that most horse races are – haha NASCAR humor, many of us thought we were to share the pot. Then with the reversal turns out only one winner. Blocking – really?



*Derby Day with Laura Valentine from Maumee Valley Region*

The next week I traveled to Warsaw, IN to visit with the Michiana Region for their monthly meeting on May 8<sup>th</sup>. I was pleased to be their speaker and tell the story of My Journey with my Dad, Peter Schutz. I was almost in tears when I saw that Russ had arrived in the T-shirt from last year's Parade Zone 4 party, sponsored by Munks Motors. Very touched.



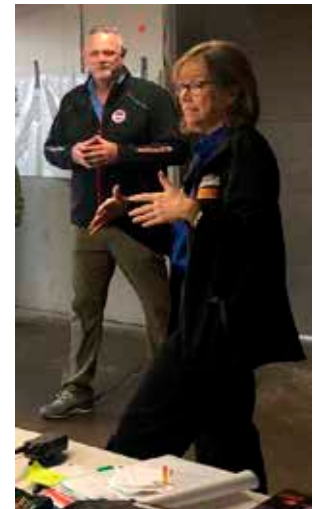
*At Michiana Region meeting with Russ.*



*Patrick Long, founder of Luft, with your Zone 4 Rep.*

Then I was off to Los Angeles to meet several friends for an event called Luftgekühlt, Luft for short, on May 10<sup>th</sup>. Founded by Porsche factory driver, Patrick Long, this started a few years ago with 30 cars in a parking lot. Each year the number of Porsche cars on display and the crowd has increased. This year, on the back lot of Universal Studios, we found over 300 Porsches parked on display attended by over 6,000 fans. Great day for sure.

Then back home to Mid Ohio Sports Car Course for our Zone's Porsche Club Race event. A bit of a twist this year. Mid Ohio Region hosted the Club Race in conjunction with Northern New Jersey Region's Driver Education event. What a great success. We got a better date for the Club Race, and NNJR got a full field. Vicki Earnshaw, our Steward, led the driver's meeting for the club race. We had almost dry weather, only a few showers. Could this be a successful format going forward?



*Mid Ohio President and Club Race chair Chip Henderson with PCA Club Race Steward Vicki Earnshaw at the Driver's Meeting*



My Month of May ended as per my family tradition at the Indianapolis 500, with a full weekend of fun at and away from the track with my brothers, cousins, nephews, niece and friends.

See you soon --- Lori



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[de@sem.pca.org](mailto:de@sem.pca.org)



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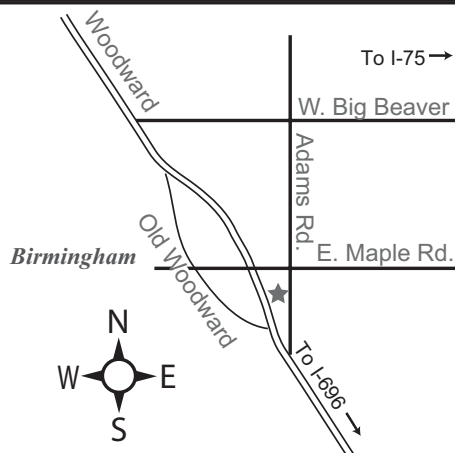
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