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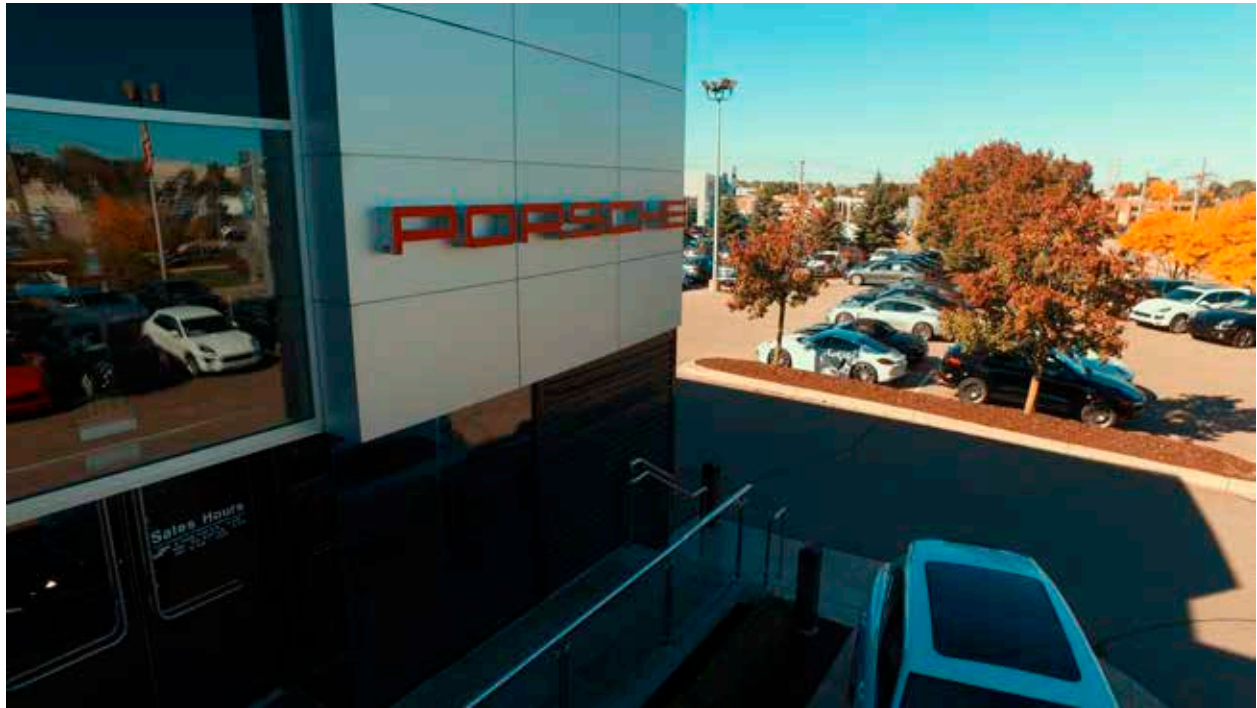
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e-mail:
president@sem.pca.org



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586•873•0557
e-mail:
vice-president@sem.pca.org



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248•882•1759
e-mail:
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e-mail:
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586•566•3193
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248•787•8611
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**Past President/
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Dennis Denyer
248•391•3268
e-mail: nationalliaison@sem.pca.org



**Past President/
Parade Hospitality Chair/
Region Chair for
Picnic, Silent Auction
& Ladies Drive**
Patti Door
248•207•7617
e-mail: patti@sem.pca.org



P4 Editor
Mark VanderEyck
248•520•2292
e-mail:
P4@sem.pca.org



Zone 4 Representative
Lori Schutz
972•890•7405
e-mail: zone4rep@national.pca.org



Webmaster
Erik Ohrnberger
248•515•4306
e-mail:
webmaster@sem.pca.org



Charity Chair
Chrissy Crowe
678•661•1146
e-mail:
charity@sem.pca.org



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Editor: Mark Vander Eyk

Submission Deadline: 10th of the month

Address: Mark Vander Eyk, P4 Editor
604 Cherry Tree Lane, Rochester Hills, MI 48306
Phone 248-652-6073 • E-mail: p4@sem.pca.org

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ON THE COVER:

*John Dorscht takes to the track at the M1 Concourse in his 928 S4
Photo by John Dorscht*

2019 SEM/PCA CALENDAR

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

The Team did a good job, all year around

Dear SEM Members

The November/December 2019 issue and the January/February 2020 issue of the P4 are combined issues. While writing this column I realize this is already the last issue of 2019.

It is time to thank all the people who have contributed to the enjoyment of the successful year 2019 with SEM.

A **BIG Thank You** to all the people who work behind the scene.

The Board Of Directors:

Steve Carbary (DE-Chair and Insurance Chair)
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Erik Ohrnberger (Webmaster)
Mark Vander Eyk (P4 Managing Editor)
Jim Williams (Treasurer)

Almost everybody volunteered at the Street Survival School. Many other people played important roles to make things happen. We are fortunate to have several past presidents actively involved. It looks like there are many of them, but we always can use more help.

Thank you all, especially the people I forgot to mention!

Happy Anniversary to Munk's Motors

On September 20th Munk's Motors celebrated their 50th Anniversary. The parking lot at Munk's Motors was packed on September 21st, but not for a Porsche tech session. On first glance it looked like a Volkswagen Bus reunion, but I saw quite a few SEM members. Also a closer look – and a listen – revealed much more: it was Munk's 50th anniversary party. From 7-11 pm, Munk's celebrated servicing imported cars since the Summer of Love. To establish the 'Summer of Love' theme, Gerych's in Fenton provided tie-dyed tablecloths and helped transform the whole shop into a comfortable party venue for 140 people complete with cocktail tables outside and dinner tables inside. Local band Slowfoot played three sets of soulful, blistering classic blues rock underneath a big tent in the parking lot. The aroma of Dickey's BBQ Pit wafted all the way out the door and past the bar. The music, the classic Bus corral and the tie-dye tablecloths all helped thread the past 50 years to the present and thanks to an unseasonably warm evening, it turned out to be a great night for an indoor/outdoor party.

Porsche GT-Team wins all titles at the Petit Le Mans Season Finale

The Porsche GT Team concluded the IMSA WeatherTech SportsCar Championship season by winning the manufacturer, driver and team titles. At the final round of the season at Road Atlanta, the two Porsche 911 RSR flying the Coca-Cola colors finished in positions five and six.



Porsche 911 Coca Cola won six of the eleven rounds on the 2019 IMSA calendar

The final race marked the 50th factory outing for the successful GT vehicle from Stuttgart

Fall Color Tour and Dinner 2019

On Sunday October 20th, Lucas Phan and Walter Crump ran our last driving tour of 2019. It was a great success with about 66 cars. The 85 mile route took us through some very nice areas of Michigan.

Our Past President Howard Gilson had following comments: "As always this event is the club's biggest driving tour. The fall weather being 70 degrees and sunny made for a fantastic driving event. Everyone with a convertible had their tops down. The tour route was well planned with easy to understand directions. The traffic lights split up the groups a little and the road were in good condition, even for Michigan. Everyone had a good time from what I saw on social media after the event".

You will find a detailed Recap of the event in the next issue of the P4.

November and December events are coming up

Have you marked your personal calendar?

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

November 8th is SEM/PCA Annual Membership Dinner

New Registration Deadline: November 7th

December 7th is SEM/PCA Annual Holiday Party

Registration deadline is December 1st

We are still in need of items for the Silent Charity Auction. If you have any items that you would like to contribute, please contact Patti Door.

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.

A Merry Christmas and a Happy New Year, see you in 2020.

Thank you,
Gretus Hoogestraat,
SEM President

2019 Holiday Party & Silent Auction ***Saturday, December 7 at 6 PM***

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We need items for the Silent Auction

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RECAP **Drive Your Porsche Day**

STORY AND PHOTOS BY **HOWARD GILSON**



Howard Gilson stops by Detail Garage Detroit East with his Spyder to make final arrangements for the Drive Your Porsche Day event

This year's Drive Your Porsche Day was held on the east side of town. We met at Detail Garage Detroit East, located at 16 1/2 Mile and Van Dyke, for the start. Detail Garage sells detailing products and even has classes to teach how to use those products properly. Also, during the summers they have Friday Night Sunset car shows and a monthly Cars & Coffee on Sunday morning. Look for these events to continue next year.

The tour started from the parking lot and turned onto north bound Van Dyke, unfortunately the group wasn't able to get out in one large group. As the tour continued the roads where familiar to many of the participants, as more than a few members live in the area. Everyone enjoyed the driving tour and scenery along the way. The road conditions on the tour where good and a few people mentioned the absence of pot holes.

I was able to drive the tour three times prior to the event and made a few changes to avoid certain roads and

maximize use of the roundabouts. Luckily, I really enjoy driving and didn't mind finding new roads and trying to plan an enjoyable tour for all the participants.

As people started to arrive at Ike's Restaurant for dinner we began to get seated and order beverages. Once everybody settled in, the food started to arrive-hummus with warm pita bread, olives and salad. The dinner was served family style and the main courses of lemon garlic chicken, beef with potatoes and pasta were passed around the tables. Everyone had a great dinner.

As the evening came to an end, I had one last item to do and that was to give away door prizes. I picked up some items from Detail Garage to give out. Everyone enjoyed the door prizes and I even got a call from one of the participants that won to thank me, he was going to purchase products at the store but didn't get a chance.

MORE PHOTOS ON PAGE 10

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- 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:

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Members gather with their Porsches in the parking lot of Detail Garage Detroit East for the start of the road tour

There was a nice cross section of member's Porsches on the road tour.

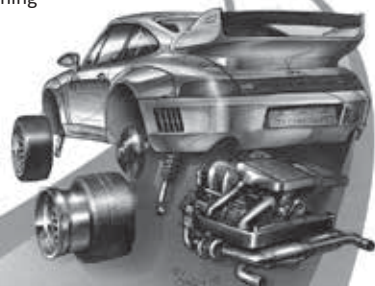


Howard Gilson's 993 Carrera 4S in the detail area at the rear of the Detail Garage showroom

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Where Old Cars Go

BY **TOM FIELITZ**

Do you ever wonder what happened to that Porsche you sold or traded in many years ago? If you have owned quite a few Porsches as I have, that question comes up often. You have to wonder if your old cars are still around and if so, what kind of shape they are in now. Or maybe it would be disheartening to find out that the car we cherished became neglected or destroyed. The chances of ever seeing your old car or much less being able to buy it back become slimmer with every passing year.

My first Porsche was a green 1970 914-6 serial number 9140431746. It was purchased from Wood Motors on Gratiot in Detroit. It was \$4,995 as part of a Porsche close out of their inventory of the 914-6. Before I bought it, my car had been used as pace car for races at Waterford. The only option on the car was chrome wheels. While I owned it I swapped the wheels for 14 inch Fuchs that had been another option on that model. I went to my one and only Porsche Parade with that car and started time trials. When I got the lust to own a 911S my older brother bought the 914-6 from me. My brother sold the 914-6 to a member in our club. He in turn sold it to another member who then offered to sell it back to me, but I passed on the offer. Just recently that 914-6 came back to Michigan and is owned by Steve Salute. It looks great and is owned by a guy who promises to make it even better. My 1969 911S Targa was traded in on a new 1972 911E because it had developed serious rust and a rod knock, so I believe the car got parted out.

My 1964 356 C came from a private owner in Albion who had repainted the car in his garage with at least five coats of silver lacquer. The original red color was still on the dash. It had been brought to Michigan by a serviceman based in Germany. It had the original European heat exchangers and a gearbox that was described as “airport gears”, or what felt like a short third gear. That car got the 14 inch Fuchs wheels off the 914-6 and the front calipers and rotors taken off the 911E. It also got a 1750 CC engine after the original piston rings broke. Later, it got a Bursch exhaust to replace the rotted out heat exchangers. It also had an intermittent problem when the engine would suddenly cut out. George Mazuro put my distributor on his machine and determined the bushings were worn and replaced it with a re-curved Bosh 009 racing part. When I wanted to start my 916-6 GT project I sold that car

to a 356 collector in Royal Oak, but after that I lost track of that car also. It had rust issues, so it would have taken a dedicated owner to keep it alive.

The 914-6 GT project car came from Brooklyn, New York. It was a race car project, but the original owner lost interest or budget. When I got the car it had the factory GT chassis kit, but little else. It had no motor or transmission and mismatched steel wheels. Too much money and too many years later I finished the car in my garage. It had every 914-6 GT part I could lay my hands on and a 2.8 RSR motor that Jay Kjller had built as a backup engine to run the Daytona 24. I had two sets of BBS multi part racing wheels, one shod with Goodyear race slicks and the other Goodyear F1 street tires. I ended up taking it to DE events with a car trailer because it was an impossible street car. That car found a new home in Fall City, Washington with Bernd Buschen and is lovingly cared for to this day. Bernd was featured in Panorama a few years ago along with his business of creating replica 914-6 GT cars.

The 1986.5 944 did not end up as well. I was the third owner, as a result of a failed clutch that panicked the second owner. Once that and a few other standard 944 problem areas were fixed it became reliable daily transportation and occasional driver's school car. After turning over 150,000 miles I considered some sort of replacement. I bought a used 1999 Corvette and I gave the 944 to my younger brother. Unfortunately, after less than a year he got in a wreck and totaled the car. It probably was parted out as well. I drove the Corvette daily and to DE events until it reached 150,000 miles, then I traded it in on a low mileage 2007 Z06.

So now I am just down to the 1972 911E, now transformed into a Carrera RS tribute car. It shares the garage with a 2007 Corvette Z06. I think that is how this car collection story will end. I have exactly the cars I want. My old cars have become part of somebody else's story.



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RECAP **SEM HPDE Rocks at M1**

STORY AND PHOTOS BY **JOHN DORSCHT**



John Dorscht's 928 S4 in action - pulling some lateral G's

Here in Michigan we often joke that we have two seasons, winter and construction. As a PCA SEM member living in Michigan year round, there is a further seasonal sub-set in my world, that being “track season” and “dark winter”.

Sure enough, that time has come. It's the end of another track season, late September and the last HDPE event of the year. Up at 5 am for a planned on-time departure from home at 6:15 am. Check to make sure I have all the required gear, check the track car security within the trailer, check the trailer security to the H2, brakes, hitch, chains, lights and finally good to go. Yes!

The morning air is crisp, it's dark and the sky is clear judging by the view of the stars and moon. A 6:15 am departure will get me to the gates at Pontiac's M1 Concourse for the 7 am gate opening. The weather forecast for this September 24th is CAVU (Ceiling and Visibility Unlimited), 70 degrees with light and variable winds. Could the start to

this final HPDE late September day be any better? NOT!

The performance track at M1 concourse is located on Woodward Avenue, famous amongst other things for the Woodward Dream Cruise route that ends in Pontiac. The M1 performance track is a 1.5 mile 30 foot wide track with 11 technical corners and 25 feet of elevation change. The \$60 million M1 Concourse development is a real gem built on the decommissioned GM Truck and Bus plant property. M1 was built by visionary car guys for car people. The track is tight, with little room for error should you involuntarily find yourself exploring the small tufts of grass separating the track from the tire lined Armco barriers. But, M1 is so much more than a performance track that lies barren through the week during track season. Over 180 top shelf car condos are stuffed with four wheeled hardware ranging from patina laden rat rods to the best cars our automotive world has to offer. Each condo owner enjoys unsurpassed mezzanine or in some cases third floor views of the M1 track. The M1

(continued on page 16)



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Unloading in the M1 paddock area

culture has evolved into a community of like-minded people who enjoy car collecting, track time with their favorite toys, over the top decorating of their car condos, social events and technical sessions.

This will be my second time driving the M1 track, though I have visited on many occasions to view events such as the “Speed Ring” and as a guest of car condo owners for social events.

A little personal history; this HPDE track day did not actually start for me this September morning. Today is the pinnacle event of a journey that I started two years ago when I turned my back on the 996 Turbo S I was driving in HPDE events as a newbie. That Turbo S most certainly that got me hooked on HPDE events, but lost out to the thunder of Andrew Olson’s Coke Car 928 V8 running at the Waterford Hills track. That was the pivotal moment that I decided to focus my efforts on finding a Porsche 928. I did my research. I attended a Munk’s Motors “Other 9’s” event and found my 928, a 1987 that started my journey. As the second year of my journey winds up with my “Rogers Roost” 928 S4, I find myself steeped in reflection on the 40 minute drive to the M1 Concourse. That journey, starting with my simple idea to craft a finely tuned 928 track machine specifically built around my expectations of what a track car should be, not a pretty car fresh off the dealer floor, not a car built for wheel to wheel racing, but a car that would challenge my building skills and outperform my driving abilities. I wanted a car to use at HPDE’s, open track days and for bracket racing events. Ah, how simplicity so easily slips down the slope to complexity without even a hint of realization. We have all seen too many pretty cars, built with hard work and uber dollars, hit the wall and be destroyed in wheel to wheel racing. I did not want to

wheel to wheel race. I did that with go karts when I was a kid. HPDE is the perfect venue to learn high performance driving and mitigate the risk to car and driver.

Frankly, it has taken me two years to sort this car out from air filters falling off, trashing transmissions and spinning a connecting rod bearing. In the two years I have owned this car there are few components I have not had apart. My initial build priorities.....Safety; achieved. Performance; achieved. Reliability; achieved. Maintenance friendly; achieved. Driving fun factor, duh YES...definitely achieved! Was it worth it? You betcha!

As an engineer, I have designed, built and manufactured a lot of stuff in my life. My take away from these experiences is that you are never really done; while you are close to being done, the mantra is 90% done and 90% to go. Anyone who has built anything understands this. I think of the many people that have assisted and supported me on this 928 build journey, especially my wife Kim. To them, I am thankful.

So back to HPDE. It’s 6:55 am when I arrive at the private entrance gate off South Boulevard, whoops the gate is locked. No matter someone will soon pull up behind me and they will have the gate code. Sure enough, not a minute passes and I am in. It’s still dark and I am met by Marc Molzon and Steve Carbary who are busy organizing for the arriving group of drivers. Marc and Steve have been there a while. They said, “Go to the back paved paddock and park, we have 3 or 4 other trailers coming so please keep that in mind when parking your rig”. They don’t have any problem seeing my rig pull up though, a school bus yellow H2 Hummer pulls my trailer. No problem guy’s... Yes, the HPDE day has begun. The M1 paddock is more than adequate to accommodate the 50+ cars participating in the day’s event.

OK, so it's time to put all that sentimental journey stuff aside and get focused on making my 928 machine perform up to the most excellent weather which we have been blessed with!

On to the routine of unloading the car from the trailer, getting set up and others are arriving. I gather the tech inspection form and my driver license and head up to registration. At registration we are pleasantly greeted by Lisa Molzon who keeps us all organized, she also drives in HPDE. Lisa provides us with an envelope that includes our schedule, instructor assignment, lunch ticket and car number for the day. The M1 staff is also on hand to answer any questions. M1 also requires us to register.

Open the envelope. Hmmm..... so we have 51 registered for today's HDPE, a good size group. The groups are made up of 11 participants in green, 9 in yellow, 9 in blue and 22 in red. I am running solo in the blue group with 8 others, some I know and a few hot cars. The drivers meeting is at 8:40 am, the blue group has five 20 minute sessions on the track, the first at 9:40 am and a classroom session at 10:20 am. All good. The lunch ticket for the Autocore provided lunch is placed between the vice jaws for safekeeping. Clean the 928 glass and apply the vinyl B01 sticker to the front windshield.

Time for final track prep for the car, torque wheel studs to 90 ft.lbs. and check the fluids, no need for the "Waterford silencers" on the exhaust today as M1 has no noise bylaws to contend with. I will save airing the tires until it gets a little closer to track time and get my drivers gear out and ready. OK, all good.

Time to head to the tent for some light breakfast that is kindly provided by Munk's Motors. I am greeted at the breakfast table by George Sonas (manager at Munk's) and Chris Braden (Head Chipmunk and Munk's owner). We discuss Munk's recent 50th anniversary party and Munk's recent 100% rating by Bosch for dealer evaluations. Final conclusion, a good time was had by all at the party and Munk's continues to be as anal as the guys that drive the cars they repair. I take the 928 to Munk's for the pre-inspections required for SEM HPDE events. Rick Christian and the guys at Munk's know my car well from these visits. They have watched the 928 progress with each visit. On the last visit, Rick put the 928 on the alignment rack as I wanted to bump my camber at all four points. Thanks guys I am sufficiently suffonsified until lunch.

OK, back to business of the day, the car is ready except for tire pressures, the driver is ready except for the drivers meeting.



Car prepped and ready for the first track session



Interior stripped out and equipped with just the essentials

(continued on page 18)

Marc Molzon and Steve Carbary tag team us at the mandatory drivers meeting. We have the usual discussions of safety on and off the track, paddock and track entry /exit procedures, flags and their messages, passing zones, point to pass procedures, track anomalies, etc. No glazed stares back at Marc and Steve here, especially from the newbies. All present are paying attention.

As predicted the weather was fantastic. This was only my second time driving at M1, so I asked Marc Molzon what he thought would be a good time for me to use as a goal to benchmark today's event. Marc is very familiar with my 928's capabilities and driving skill level, he said "Shoot for 1:16 that would be a good goal". OK, so I have my benchmark time to work with-1:16. I use Harry's Track Timer, a \$20 app on my android phone to record track lap times and performance. It is all I need for now (Can you see the 90% creeping in to data acquisition?).

Back to the car to air up the slicks. I am going to start all tires at 25 psi, 320's on the rear and 305's on the front. It is still cool out at 60 degrees and I am expecting around 30-32 psi hot. Done. In real estate it's location, location, location. On the track it's tires, tires, tires. From karts to F1 it's all about the tires- compound, tread and pressure baby!

First session, a couple laps to warm up the 928 and slicks, others pass me by. I will not be swayed from warming up. I have learned this lesson driving around on slicks that perform like hockey pucks. You find the grass very quickly. My first assessment of the M1 track; hmmm.... it seems tighter with shorter legs than I remember. The surface is a little slick and that BMW, flat crank Mustang and Camaro are all fast. The track is hugely marked up with drifter tire residue and whatever vehicle fluids were inadvertently dispersed from the previous weekend's Speed Ring event antics. Turn 1 is haunting me as last year I was a whisker away from heavily impacting the wall, yep all 4 of them skidding with a mind of their own (no anti-lock brakes, not that it would have helped). Note to self, be extra cautious on the speed entering Turn 1. Grass is no place to adjust for either speed or direction. Still, what a pleasure to drive this M1 track. End of session, best lap 1:21.94. That's 6 seconds off my goal, not good, that's a big chunk of time to shave off. Return to the paddock for cool down, check tire temperatures and pressures while they are still hot.

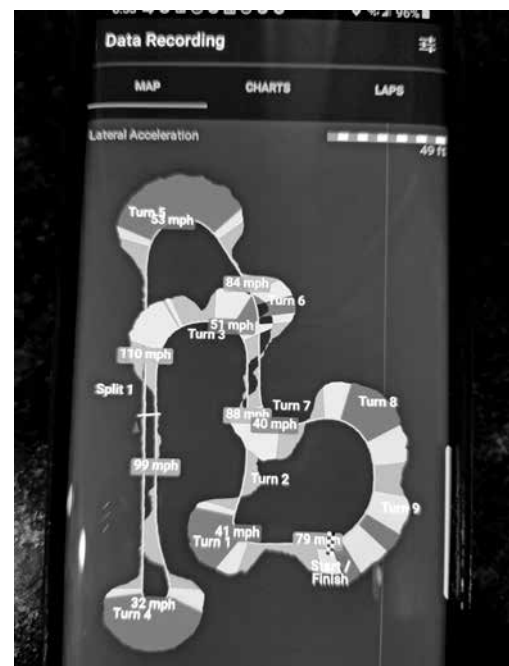
Next up at 10:20 am is the classroom session for blue group. The full group was there. Marc Molzon led the group and introduced a special guest speaker, David Nikolas, a seasoned racer who brought his IMSA GTP Fabcar to our

event. Between Marc's intimate M1 track knowledge and David's technical insights and analysis of each corner there was much to be learned and importantly duly noted! So you might ask what insights at the blue level....? i) How about discussing corners that offer the best opportunity for throttle steer exits ii) Completely ignoring certain braking cone locations on the track iii) Discussing a completely unorthodox line for the keyhole corner entering the long straight.

Classroom session over and back to the paddock. 928 checked for track worthiness and on the grid at 11:15 am. A couple of warmup laps and it's time to put into practice some of those classroom lessons I just learned. End of session, best lap 1:18.77. Who says nobody in the blue group listens in classroom sessions? It's just a rumor. Getting closer to that 1:16 target.... 2.7 seconds left to go.

Next up hot lunch buffet with chicken, pasta and salad compliments of Autocore. A definite upgrade from the usual (not complaining) and great breaking bread round table discussion over lunch. Laughs, track and driving discussion and resolving world issues, the usual. Oh, and the guy who was ready for a nap, you know who you are!

After lunch I thought it would be appropriate to complete a detailed analysis of my best lap time of the day. Harry's Lap Timer has a lap time analysis tools that shows you



Harry's Lap Timer has an analysis tool that shows you areas for improvement

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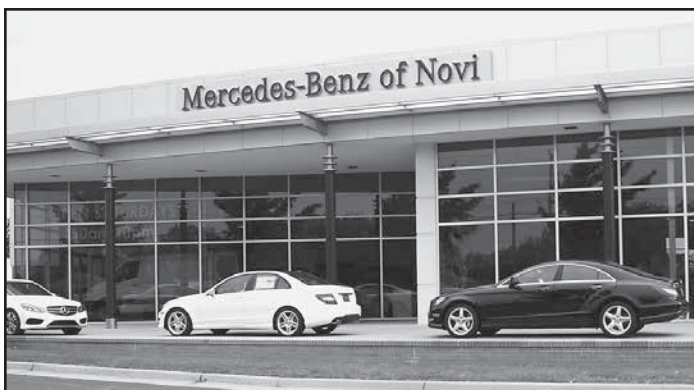
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missed opportunities, speed on straights and corners, plus it generally makes you focus on areas for improvement. Not overly sophisticated, but it works.

Next up session three for the day at 1:30 pm. Track assessment, the track has warmed and tires are sticking well, time to light it up? Yep, and then a full four wheel off track, luckily without hitting any barriers. Again, good fortune and ? has spared me and my 928 at M1. Tricky little track that can make a fool of you in a heartbeat. A trip to pit lane for tire/wheel and lower body inspection, all good and back on the track. The track workers advised Marc Molzon and he informed me at the end of the session that I had two off on more than one occasion. No problem Marc, I'll clean it up. Note to self that I will be especially cognizant of keeping all four on the track. As a general aviation pilot, I was trained to land precisely on the runway center line regardless of the size of airplane I was flying or the width of the runway. If you don't hit center line, it is a bad landing regardless of whether you landed safely or not. I will use this warning from Marc in the same way. You may be safely back in the paddock buddy, but you were on the edge. End of session, best lap 1:16.37, getting closer.

My friend and 928 technical expert Dave Kowalewsky arrived to visit Andrew Olson and myself at the track. The hood immediately went up on the Rogers Roost 928 to show Dave the most recent fuel system improvements. He suggested and we discuss other improvement opportunities. See that 90% come creeping in again?

Next up session four, with one session to go I decided to make this an on track learning opportunity to observe and follow the lines of others in my cohort. There is much to be learned in the classroom sessions, however following others to determine the best line for your car is highly informative. End of session, best lap 1:16.38, same as last time but I have a few ideas and know I can do better in the final round.

Next up, the fifth and final session. Track conditions are ideal, 74 degrees with light wind, track warm, tires sticky and car running excellent. All the right stuff to achieve the goal, variable is clearly now the driver, no excuses. End of session, best lap 1:15.81 YES! Beat the goal of 1:16.

What a satisfying day at the M1 track.

But wait there's more.

All the participants were invited to Jonathan Finstrom's trackside car condo for a rooftop afterparty to celebrate the day. Drinks, buffet, live band and great hospitality. Thanks Jonathan for hosting and the opportunity to share the day's fishing (driving) stories with friends.

So folks, the 2019 "track season" has ended for SEM PCA and it was a resounding success in my books. A heartfelt

thanks goes out to the many people who make this all work!

For now we must deal with "dark winter".

The Go Pro videos and F1 racing, football and hockey will need to suffice.

Spring is just around the corner. See you next "track season".



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Racers in the Storm - The Doors

STORY AND PHOTOS BY **JOHN KHAM**



Southeast Michigan Porsche Club members Patti and Jerry Door have been married 56 years. They have four children, Rick, Amber, Stacy and Christian, plus nine grandchildren and two Porsches.

From 2005 through 2006, Patti Door was the first and remains the only female President of the Southeast Michigan Region (SEM) of the Porsche Club of America. Jerry Door was the SEM President from 1996 through 1998.

“With a rock and roll name like yours, do you play a guitar or sing?”

(Jerry) “No singing and no guitar. I like listening to the 60’s and 70’s music, but I’m not a musician. Racing is fun and I’ve been a PCA driving instructor for 12 years. I hear the sound of the engine, the tires on pavement and the brakes. I raced cars at the Canadian Tire Track. It was built in the 50’s. It’s a high-speed track with curves that you can do at 80 to 90 and long straights at 120 MPH. Love it. I used to teach other drivers how to race. That’s my music.”

“What about Patti?”

(Jerry) “Patti was a dancer.”

“Tell us more.”

(Patti) “That’s how we met. It was on the dance floor. Jerry and I became a team when we met in Social Dance

class at Western Michigan University. Jerry was a senior and he went to the counselor’s office to be sure he had all the required credits to graduate in December. It was 1962 and Jerry majored in the Engineering Program, but to graduate he had to complete a physical education class. Room in a dance class opened and Jerry signed for the three-month session. We learned to Fox Trot together. The dance class started in September and on Thanksgiving weekend we started to date. We got engaged in February and married in August of 1963.”

Jerry and Patti were in college, broke and struggling to make it through, but Jerry had two passes to a different type of place for a Honeymoon than most newly married couples would want to go to ... a drag strip in Indiana.

(Patti) “Jerry enjoyed watching the drag races on Saturday nights. We went together ... and it was fun.”

Patti’s career began as the manager at a large restaurant with three banquet rooms and a staff of 100 in the city of Cascade near Grand Rapids. Jerry taught Industrial Engineering at Western for a time and then decided on another career as a representative for the Minster Machine

(continued on page 26)



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Company in Ohio. He sold presses to the automotive industry in the Detroit area and other U.S. locations, Germany, Italy, Switzerland and France.

(Patti) “Jerry and I have always enjoyed being together. We enjoyed riding a motorcycle and Jerry changed its appearance every year. We had the bike for many years until we moved to Metro Detroit. After riding one Sunday we decided it was time to sell because it was much more dangerous to ride in this area than on the western side of Michigan. We then got into Corvettes, but found the members were not very friendly after attending some of their events. It was 1985 and Jerry decided to buy a Porsche, so we bought a dark brown 1977 Targa that I called the Turd. We actually wanted it red so the car was stripped down and painted Guards Red. It runs great now and it’s been in the family ever since.”



Jerry and Patti have done volunteer work for the Porsche Club since the morning that 1977 moved into their garage. Today, Patti drives a 2000 Boxter and Jerry has his special, painted in Germany, 1995 Ferrari Fly Yellow colored Porsche 993.

The interior has a yellow steering wheel, gearshift boot, emergency brake handle, door trim, wheels, bumpers plus outlining on the dash and gauges. It was delivered from Germany to Michigan. Patti picked up the car from the Fred Lavery Dealership in Birmingham and drove it home.

*Jerry Door with his 1995 Ferrari Fly Yellow Porsche 993 painted in Germany.
Notice the yellow trim around the gauges on the instrument panel, steering wheel, bumpers and gear shift boot.*



“Jerry, with a special painted 993 with 100,000 miles from your travels all over the country, including many Porsche Parades, and one you said was raced at most of the tracks east of the Mississippi under blue skies, rainstorms and slick surfaces, ... what happened to the yellow hat?”

(Jerry) A hesitation, a short laugh, “No, I, uh, well ... I just never got a yellow hat to go with the car,” he said with his long smile.

“Amber brings her father each year to the Father/Daughter event at the Grand Prix,” said Lynn Friedman, the PCA Porsche Platz and Corral Chair.

Lynn knows both Jerry and Patti from the Porsche Parades and the Detroit Grand Prix on Belle Isle. “Jerry loves his 993 and brings it to the Porsche Corral. The color is special to Jerry. He lowered the suspension on the car and he was quite the racer.”

Most of Patti and Jerry’s children have Porsches. Amber drives a cream colored “Chiffon” 911 with five spoke wheels and brown leather interior that belonged to club member John Denyer. Stacy has the original 1977 Targa, Rick has a blue 1992 911 Turbo and Chris is not a car guy ... yet.

Lori Schutz, our current Zone 4 Representative, whose Father, Peter Schutz, saved the 911 as the former President and CEO of Porsche AG, said, “Jerry and Patti Door are great ambassadors, inspiring others to volunteer at Porsche Club events.”

Jerry became President of SEM in 1996. That same year, a group from Gingerman Raceway near South Haven contacted him and proposed sponsoring a race together for the Porsche Club at their track.

“It was new track for racing sports cars and motorcycles in 1996 that needed volunteers, but not all PCA regions were willing to assist in the effort to get it done,” said past SEM President Howard Gilson.

“Jerry convinced National to support the race and 100 cars were on hand for this Porsche event in 1997. Jerry found dealer sponsors.”

Jerry was the chief instructor for Zone 4 HPDE (High Performance Drivers Education). After ten years of support, both Gingerman and SEM had increased revenue and racing exposure. It was a good partnership for both.



Patti and Jerry with the flag Patti had made for the “Ladies Only Porsche Drive.”



Patti Door posing with her Victorian Purses that she assembles from many patterns, shows at the Porsche Parade Art Fairs and sells at the year-end Special Olympics Auction.

Road America

Road America is a motorsport road course located near Elkhart Lake, WI. The engine failed on Jerry's 914 there on the Labor Day Weekend 1993. He always had an aluminum trailer with parts, tools, tires and slicks for rainstorms, but not an extra engine. What to do?

Jerry called Patti back in Michigan and asked her to load up the back-up engine he had in the garage and drive it to Road America that same night. With her son, Rick, Patti loaded the engine into a pick-up truck. Patti, now a lonesome truck driver, drove that afternoon and night without the aid of a cell phone or GPS through Chicago to Road America arriving at 1 AM. Five hours later, Jerry woke, installed the engine, and finished the race while Patti drove back to Michigan to be on time for her evening shift at a private subdivision party in Bloomfield Hills.



From the left, Jeff Amos, Phil Kubick, and Jim Dunham. Others are unknown. Jerry Door is behind the wheel.

THE PORSCHE CLUB:

As mentioned at the start of this article, Patti remains the first and only female President of SEM. Jerry also served as club President.

Jerry and Patti met Jerry Seinfeld at the 2014 Parade in Monterey and Jay Leno at the Los Angeles Airport where he stores and displays his auto collection in several different buildings.

Jerry and Patti have been to every Porsche Parade since the 1986 event at Lake of the Ozarks in Missouri.

*Marc Molzon, past President of the SEM said,
"Patti has been a key organizer for the Holiday parties
and the person to get things done for SEM membership."*

Patti Door is in charge of the Hospitality Suite at Parade and buys mountains of snacks from Costco and Sam's Club locally for the attendees when she arrives. Since 1985, Patti's PCA and SEM volunteer positions have included the Hospitality Suite, Goodie Store, Progressive Dinner, Charity Auction for the Special Olympics and the force behind the "Ladies Only Drive."

Patti tells the story about a gentleman member of the SEM who said, "My wife is not driving my Porsche. She's never driven it. She will never drive it. It won't happen. It just won't happen. Ladies event or no ladies event." Patti responded, "You can fix your car but how do you replace your wife?" In the end, it did happen. The wife took her husband's Porsche for the Patti Door inspired "Ladies Only Drive," event that began in 2007 and continues each year.

Patti and Jerry joined SEM in the mid 80's, have volunteered for everything, they have met and enjoyed the company of many club members who shared their love of Porsches, dining, storytelling and travel including bare-boat sailboat chartering with former SEM members and now Florida residents Bob and Donna Peters.

As Patti said earlier, "Jerry and I have always enjoyed being together."

When the Porsche Club says, "It's not just the cars, it's the People," they're certainly right with respect to Patti and Jerry Door.



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2019 SEM/PCA Drivers Education Season Review

STORY BY **STEVE CARBARY**

PHOTOS BY **STEVE CARBARY AND LISA MOLZON**

The Southeast Michigan Porsche club has a long standing tradition of hosting Driver Education events throughout the summer months each year. For 2019, we again held four day long sessions between Waterford Hills Road Racing course and M1 Concourse / the Champion Motor Speedway. What a year it has been.

The season kicked off with a DE-101 class in April. We are fortunate to have a great relationship with Waterford Hills that allows us to have access to the track and classroom for this event. Much appreciation to Doug Anthony for his bravery in allowing us to do this again this year. Many will know what I am referring to. If I have lost you on that, look back through the P4 library on our club website. There have been a few good times out there - lol. Our 2019 season was off to a good start though as the weather was crisp, but the event was well attended and spirits were up. The anticipation and excitement for the season was ramping up with our track walk and classroom session. Also, this was our first chance to see the freshly repaved track. No driving on it for this event, but walking the track provides many details that can get missed when in a car. So this preseason peek revealed lots of small changes that were well noted.

Our first DE is held in May of each year and is geared towards those who

have decided they can no longer resist the temptation (or have conquered the apprehension) and are attending their first track day. I say first for a reason. After the experience of driving a car in a closed, safe, fun road with another well trained club member coaching you along, it's hard to wait to do it again. Where else can you drive these very capable cars at this level?

May 10th came and brought with it sunshine and the beginning of the warmer weather. Driving season was upon us and all were ready to welcome it. Our first DE had plenty of first time students and lots of track regulars ready to scratch that itch that had developed over the winter. I know for myself, race simulator games help over the long snowy months, but it's just not the same if for no other reason than there is no paddock to walk around to see your friends and their cars. Camaraderie is a big part of track day events, and one of the best parts. This was the event where I awarded Lucas Phan with the 'Golden Snorkel' for his great attitude of bringing his track prepped convertible even in all the rainy weather we had last year. He never got deterred and never lost his smile. A real example of what these are all about. Having fun!!

Our June event was again held on Saturday. A glorious day was upon us with not a cloud in the sky and the best of temperatures. Waterford Hills had a new addition of a large



*Final DE of the season
at M1 Concourse*

*Thanks to Munk's Motors
for supporting our DE sessions
with breakfast treats and
other refreshments*



Thanks to Autocore for supporting the lunches for our DE sessions



Hot laps on the Champion Motor Speedway at M1 Concourse



(continued on page 32)

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pavilion this year which served as an outstanding place for one of our sponsors to set-up. Munk's Motors has been supporting us for years by attending our Driver Education days and bringing breakfast treats and snacks for all. They also make sure everyone stays hydrated with their donation of water and various sodas for the day. We all hope they know how much this is appreciated. Along with the goodies, I can say that I personally have leaned on them for some expert advice and insight at more than one of these events. A big part of what we do for sure.

Waterford Hills has to follow rigid timing and noise restrictions that have been placed on them, but on Saturdays we are allowed to run an extra hour. This makes for a good opportunity to really get out and get a full day at the track. Taking a break and getting out of the sun proves crucial on these long summer days. With the support of another sponsor, we can provide lunch for all in attendance. Autocore Performance Group helps offset the cost of the lunches we provide at all of our DE's. Everyone had a chance to enjoy the new shade and discuss the days driving experience for a few minutes while enjoying a buffet lunch. Then straight back to pushing our cars and learning. Smiles, laughs, shiny metal, and hot tires carried us through the rest of the day.

August again was at Waterford Hills. Just the right mix in the air of sun block, hot brakes, and cool breezes was the theme for the day. This was our third DE of our 2019 season, and even with this, we had several first time students attend. While our first track day of the year is traditionally tailored towards people trying these events for the first time, truthfully, we welcome first timers at any of our events. The SEM PCA DE team will always be there to answer questions and guide anyone wishing to join in the fun of taking your car out on our local tracks. Also attending that day were a combination of people gaining in experience, some of our track day regulars, and of course our seasoned instructors. Our instructors are some of the best drivers I have ever had the pleasure of teaming up with. If you have not had the chance to have them coach you around a track, you are really missing out.

With the weather being on our side, the first time students really had a good opportunity to see what our Drivers Education program has to offer. They got a chance to learn some further driving dynamics and to begin pushing their cars more towards the higher end of their performance capabilities. Our track day regulars had a great chance to test their skills and push their limits

too. The temperature was in a sweet spot for this, not too taxing on cars or drivers. Even the instructors were having a good time with their cars, lots of 'hot laps' and playing going on.

M1 Concourse was where we hosted our last track day of 2019. A great way to close the season in September. Getting a chance to drive our cars at this premier location right in downtown Pontiac is a rare treat. Several members, as well as other friends, joined in on the day. The Champion Motor Speedway once again did not disappoint. While not a race course, this performance track has its own set of challenges that make for an excellent way to spend the day with our cars. Various styled turns and a fair amount of elevation change brings the driving fun to all. Different tracks can have varying effects on the cars. Several regulars from Waterford were discovering this for the first time perhaps. Some of the talk was how the contrast was enlightening. THIS is what our Driver Education days are all about, learning how and what to feel when a sports car is driven. I was very pleased to be able to offer this experience and to hear that the information that all of us instructors are relaying is being received.

The day rolled on with speeds increasing right along with the enjoyment. The M1 Concourse is a fantastic venue to see. I even saw a few of the private garage owners, not part of our club or event, standing outside their units watching the action. If you have not had a chance to see this facility yet I would highly recommend getting out there. Something to see for sure.

So our 2019 Southeast Michigan Porsche Club Drivers Education season is now officially 'in the books' as they say. As the designated DE Chair, I can say I have enjoyed the whole season and look forward to next year. I have made many new friends that I hope to see over the coming months and during our 2020 season. I would also like to personally thank all those who help out with these events. These events are truly a team effort and I say we have some of the absolute best people on our team; from the board members, the DE team, sponsors, and all those who attend. These events would not be the same if any piece of the group were missing. I am already excited for the possibilities for our next season and anticipate another awesome bunch of DE events in the coming year.

Until then, keep both hands on the wheel and the proper seating position. Winter weather and low traction can still be a good time to practice those skills ;)



Some did their M1 lapping during lunchtime



Jonathan Finstrom, in the foreground, hosted a memorable rooftop year-end DE party at M1 this year with delicious catering and live music under blue skies.

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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)

FOR SALE: 2016 PORSCHE CAYMAN GT4: Carrara white. Black leather. 6,647 miles. sport chrono, navigation, satin black painted wheels, Sirius XM. Tarrett Club Sport Suspension Package, roll cage, fire extinguisher. Clean Carfax. \$95,000. Email michael@sellyoursportscar.net or call 248-227-8604 (9/19)

FOR SALE: 1981 PORSCHE 911 SC TARGA: Original Guards Red paint with beige leather interior. Excellent condition. Perfect dash. Engine rebuild by Franz Blam, upgraded a/c, reconditioned targa top, recent Toyo tires. Clean Carfax. 106,000 miles. \$36,900. Email michael@sellyoursportscar.net or call 248-227-8604 (9/19)

FOR SALE: Winter tires/wheels to fit 911 4s /991.1
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Contact: chuck dennis 586 665 0371
chuckdennisjr@comcast.net (10/19)

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Lost the hat at the Picnic/Concours on August 18.
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Guards red with black leather interior. ONLY 48,646 MILES. Outstanding condition inside and out. Runs great. One owner past 26 years. A/C blows cold. Refurbished Targa top. \$44,900. Email michael@sellyoursportscar.net or call 248-227-8604 (11/19)

Used Porsche Values 2019 Versus 2017

STORY AND PHOTOS BY **MICHAEL COHEN**

The following is a somewhat unscientific analysis of Porsche used car value changes from 2017 to 2019. Information was gathered from Excellence Magazine's annual Porsche Buyers Guide for the two years in question. I arbitrarily picked models that I felt would provide a good cross section of the various vehicles and years to provide an overview of what is happening in the market. Excellence displays information for all models and years, so if you don't see a particular car that you are looking for in my chart, you can go to your local news stand, purchase the Buyers Guide and check out what you are interested in. The magazine shows a low and high price range for each entry which I have shown in the accompanying table. I then took the high range for each of the two years and showed the percentage change from 2017 to 2019. In some cases, the high ranges did not change but the low ranges did, although I did not display a column for that.

Following summarizes the key points from the attached table:

- The older, more collectable Porsches are maintaining their values or showing slight decline.
- The later models are depreciating like all used cars with a few exceptions.
- 6 vehicles increased in value;
7 held their value and 13 declined-
Porsches that increased 10% or more:
1956-1958 356 Speedster +14%;
2004-2005 996 GT3 +13%;
2001-2004 996 Turbo +10%
- The two biggest decliners were the 2006-2008 Cayenne S -33% and the 2011-2014 Panamera S -31%.
- Air cooled 911's have declined somewhat with the exception of the 911 SC
- 928's retained their value
- 1986-1988 944 Turbos increased by 6%
- 911 Turbos generally held steady with the exception of the 996 which increased.
- Later model GT3's held steady or lost value while the 996 increased.
- 993, 996, 997 and 991 models generally declined from 2017 to 2019.
- Boxsters and Caymans dropped in value.

What does it all mean? The meteoric rise in Porsche collector car prices that we saw from 2012-2015 has peaked and in many cases has declined from those levels, some significantly. The changes from 2017 to 2019 are minor by comparison. In general, the market for the collector Porsches has held reasonably steady. What can we expect in the coming years for Porsche used vehicle values? As the population grows older, there will be less demand for the oldest Porsches although the most pristine and rare models will continue to bring outrageous prices. The newer low production, high performance vehicles such as the GT2, GT3, GT4, Turbo, and special models such as the 911/50, Speedster and Spyder should be the long term winners. The SUV's and sedans will continue to depreciate.



Used Porsche Values - 2019 Versus 2017 *Continued*



Year	Model	2017 Price Range	2019 Price Range	2019 High Price vs. 2017
1956-1958	356 Speedster	\$250,000-\$425,000	\$225,000-\$485,000	14%
1964-1965	356C Coupe	\$65,000-\$115,000	\$85,000-\$115,000	0%
1972-1973	911S Coupe	\$95,000-\$195,000	\$95,000-\$165,000	-15%
1978-1983	911SC Targa	\$18,000-\$43,000	\$20,000-\$45,000	4%
1987-1989	911 Carrera Coupe	\$33,000-\$62,000	\$25,000-\$60,000	-3%
1973-1974	928 S4	\$12,000-\$22,000	\$12,000-\$22,000	0%
1986-1988	944 Turbo	\$9,000-\$16,000	\$9,000-\$17,000	6%
1987-1989	930 Turbo	\$95,000-\$175,000	\$100,000-\$170,000	-3%
1993-1994	964 3.6 Turbo	\$135,000-\$225,000	\$135,000-\$225,000	0%
1997	993 Turbo S	\$250,000-\$350,000	\$230,000-\$330,000	-6%
2001-2004	996 Turbo	\$33,000-\$50,000	\$35,000-\$55,000	10%
2007-2009	997 Turbo Coupe	\$65,000-\$75,000	\$65,000-\$75,000	0%
2014-2015	991 Turbo Coupe	\$110,000-\$130,000	\$110,000-\$130,000	0%
1996-1997	993 Carrera Coupe	\$50,000-\$60,000	\$45,000-\$50,000	-17%
1999-2001	996 Cabriolet	\$18,000-\$30,000	\$18,000-\$27,000	-10%
2005-2008	997S Coupe	\$35,000-\$45,000	\$33,000-\$45,000	0%
2012-2016	991S Coupe	\$70,000-\$100,000	\$65,000-\$90,000	-10%
2004-2005	996 GT3	\$65,000-\$75,000	\$65,000-\$85,000	13%
2005-2008	997 GT3	\$80,000-\$105,000	\$85,000-\$105,000	0%
2014-2015	991 GT3	\$135,000-\$155,000	\$120,000-\$145,000	-6%
2000-2002	986 Boxster S	\$11,000-\$17,000	\$10,000-\$15,000	-12%
2006-2008	987 Boxster S	\$16,000-\$28,000	\$17,000-\$30,000	7%
2014-2016	Cayman S	\$25,000-\$35,000	\$20,000-\$30,000	-14%
2006-2008	Cayenne S	\$26,000-\$60,000	\$22,000-\$40,000	-33%
2011-2014	Panamera S	\$25,000-\$65,000	\$27,000-\$45,000	-31%
2014-2015	918 Spyder	\$1,400,000-\$1,450,000	\$1,200,000-\$1,300,000	-10%

Business Meeting Minutes* (10/3/19) by Fred Young

OCTOBER 3, 2019

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

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

Minutes: Moved by W.C. and M.M. to approve. Motion passed.

Financial: Jim Williams - Financials are in order. Moved by M.M. and S.C. to approve. Motion passed.

Membership: Lisa Molzon - Membership increasing with 724 primary and 401 associate members. We are up to date on membership solicitation. Marc Molzon will get cards to encourage joining PCA.

Insurance: Steve Carbary - Needed for Fall Color Tour

P-4: Mark VanderEyck - Went over content for the November/December issue. It was moved by M.M. and H.G. to purchase a gift card for Karen at Copyrite as a token of our appreciation for the work she has done. Motion passed.

OLD BUSINESS:

September 13: Ladies Drive: Lisa Molzon - "Painting with a Twist" was substituted instead of a drive this year with Patti Door furnishing a light meal.

September 22: Drive your Porsche Day: Howard Gilson - It was a sell out event with a good starting place and tour. Timing for the dinner after the drive was perfect and everyone enjoyed the food.

September 24: DE #4 at M-1: Steve Carbary - Great weather contributed to a good event with no incidents. 31 students attended. Jonathan Finstrom opened his garage and hosted the after party. M.M. and S.C. moved we partially reimburse him for the party. Motion carried.

October 20: Fall Color Tour: Walter Crump - A deposit was made at the restaurant and the route is set.

November 7: Planning Meeting: The time is 6:00 p.m. at the Door residence.

November 8: Membership Dinner: All set.

December 7: Holiday Party: All set.

Board Elections: Ballots are in the October P4 and will be available at the Fall Color Tour.

Possible January or February Events: Several possibilities were discussed.

Charities: Chrissy Crowe - We are still in need of auction items to be donated for the Holiday Party to support the Michigan Special Olympics.

Webmaster: Erik Ohrnberger - Erik went over the judging from the PCA national website competition. He made several possible suggestions for improvements and implemented others.

Event Reports: Fred Young - None needed.

NEW BUSINESS:

Medical Kits: President Hoogestraat recommended 3 medical kits be purchased for events. Lucas Phan will purchase them.

PCA National Store: Chrissy Crowe - Is looking into possible links to the PCA National Store to purchase SEM branded items.

Meeting Adjourned at 8:30 p.m. - Moved to adjourn by W.C. and L.M. Motion passed.

Refreshments and Location:

Thursday, November 7 at 6:00 p.m. - Patti Door
at her residence

Thursday, December 5 - Chrissy Crowe at Gilson's

= Not an SEMPCA Event

Respectfully Submitted: Fred Young - Rev.10-10-19 *Subject to ratification at the next Board Meeting



"It's not just the cars, it's the people"

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SEM/PCA Member Anniversaries - November / December 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)
NOVEMBER									
46	Heinz & Claudia Hilderts	7	John Simon	1	Dennis Wygocki, Jr	18	Gary Mason & Jeffy Thompson	5	Frank Weith
45	Jeffery & Mary Topf	6	M Schiller & Laurel Charnas	1	Juergen Peters	18	Anthony Deblasio	5	Cory Scholl
39	Harry Kurrie	5	Helen & Joseph Romano	1	Andrew Ronnisch	17	Donald & Tracey Walker	5	Brad Oleshansky
37	George Costea	5	Richard vonDaggenhausen	1	Brad Peters	17	Greg & Patricia Little	5	David Baiocco
31	William & Shirley Hallandal	5	Dan Christie	1	Andrew Vincent	17	G & Christina Kabot	5	Allan Skoropa
31	David & Evelyn Horton	4	Lawrence & Mike Schmidt			17	Wolfram & Deborah Walter	5	George Vasu & John Stone
31	John & Marilyn Rintamaki	4	Theresa Harrison	DECEMBER					
27	Mike & Mary Vigilanti	4	Jim Cowper	53	William Block & Freda Giblin	16	Walt & Matt Magon	4	Niraj Sarda
27	Joel Topf	4	Roy Kethe	43	C Cooper & Gary Mack	15	Ervin & Ervin Jr. Partain	4	Angel & Todd Pronger
25	Gary & Patricia Ambrus	4	Bruce & Kay Weber	41	Peter Gladysz & Judith Lipinski	15	Jonathan & Maria Wallevand	4	William Kozyra
24	Jay & Trish Keranen	3	Steve Janssen	40	Barrett Wayburn & Kip Vota	15	Michael & Diana Eblenkamp	4	Jim Plegue
23	Miles & Debra Singer	3	Christopher Hennessy	40	Clemens & Arndt Weierstahl	14	Gregory & Cheryl Spinazze	4	Bruno & Kathy Cote
22	James Tasiopoulos	2	David & Ellen Moellering	37	Walter & Judith Mueller	14	Michael & Roxanne Glovis	4	Robert Cory & Sandra Marra-Cory
21	Matt Fenster	2	Chris Peppo	34	Robert & Cynthia Helber	10	D Rains	3	Michael Medwid
20	Jerry & Mike Zaccardelli	2	David Sears	31	Bruce Kearns & Marsha Leister	10	Timothy Rohrschneider	3	Jeff & Megan Spearin
18	Michael & Joanne Olboy	2	Fred Boissinot	28	Opal & Kenneth Rimstad	10	Walter & Sabrina Crump	3	Douglas Heath
17	Gord Heidinger & Leah Welch	2	Michael Silvasi	25	Henry Payne	9	David Wadowski	3	Scott Haywood
15	Karsten & Laura Lies	2	Scott Kraemer	24	Christopher Murphy	9	Thomas & Robyn Christen	3	Andrew Strong
15	Ronald & Aimee Bogucki	2	Peter Mauthe	21	Fritz & Deborah Praus	8	Kevin & Sandy Kondrat	3	Daniel Sandberg
11	Phillip Robinson	2	Derek Dyer	21	Bhavin & Sandhya Patel	7	Temple Cumiskey & Joanne Estes	3	Nathan & Julie Henkel
9	Guy Pupp	2	Larry Long	21	George & Pamela Cornwell	7	Lutz Riedt	2	Alan Kiriluk
7	Dan McClung & Irina Dozortseva	2	Manaki Iwamoto	20	Bruce Becker	6	Lyle Otremba	2	Victor Wiens
7	Richard Leonard	2	Paul Glomski	20	Terrence & Anne Gallagher	6	Craig & Sheila Kellogg	2	Zachary Conner
7	Peter Sinclair	1	Oscar Copperi	20	David Salisbury	6	Raymond & Sharon Rahi	2	Gunnar Ross
		1	William George	18	Phillip Ingram & Beverly Ricci	5	Bob & Athena Carson		
							Wolfgang Seichter		

Welcome New Members:

Kenneth Ahn
Gary Andersen
John Burton
Michael Dybowski
Jonathan Jacobs
Scott Keefer
Brian Sandler
Brian Treppa
Phillip Belfiori (Transfer)
Kent Kildea (Transfer)
Frank Lichtenberg (Transfer)
Patrick Stapleton (Transfer)

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Around The Zone



BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE

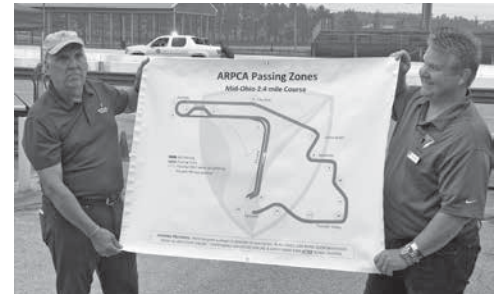


Hi Zone 4 Porsche Lovers,



As the summer came to a close – boo hoo – I joined the PCA Club Racing National Staff to be a scrutineer for the Road America event. What a fantastic facility. And the location of my first ever Driver Education event when joining PCA. Zone 4 was represented by the West Michigan Bad Boys, namely Rick Riley and Claudio Kempf and their friends. And one of my favorites, Chloe (above)! Racer creativity is always ingenious – see how some pit crews solve the problem of getting to pit lane quickly from the paddock!

September in Zone 4 means Mid Ohio Sports Car Course, and several High Performance Driving Education events. Allegheny Region was the first one, and we had fantastic weather and a full house. At the instructor meeting, Bob Nadin and Scott Ishler showed the fantastic track map with color coded passing zones.



The following weekend, was Mid Ohio Region. The able-bodied crew was ready perform the on-event tech inspection in the Cooper Tire garage. Safety first at all of our events. Two weeks later was Northern Ohio's turn. And in another 2 weeks is Ohio Valley Region. Great news that for all events, the instructed run groups were full, if not sold out in advance. And our newly trained instructors got to put their new skills to work.

Our regions also have many other events during the fall – I hope you got out to enjoy the driving tours, dinners, rallies, tech sessions and shows. And while this year's driving season is wrapping up, the planning for next

year begins. What event did you love the most this year? Let your board members or chair know, and offer to volunteer to help out next year!

For all of you who own the 4-door variety of Porsche – did you know that we have a quarterly electronic newsletter just for you? Check out the Porsche PerFOURmance newsletter at this link - <http://archive.aweber.com/awlist5184484>.

Happy Driving!
Lori

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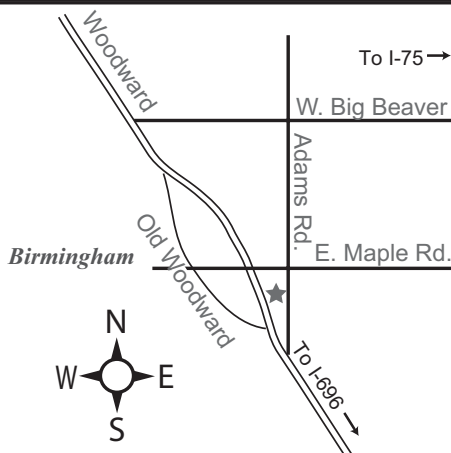
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