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"Viva FLAKBAU" Birth of a 935 Tribute

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



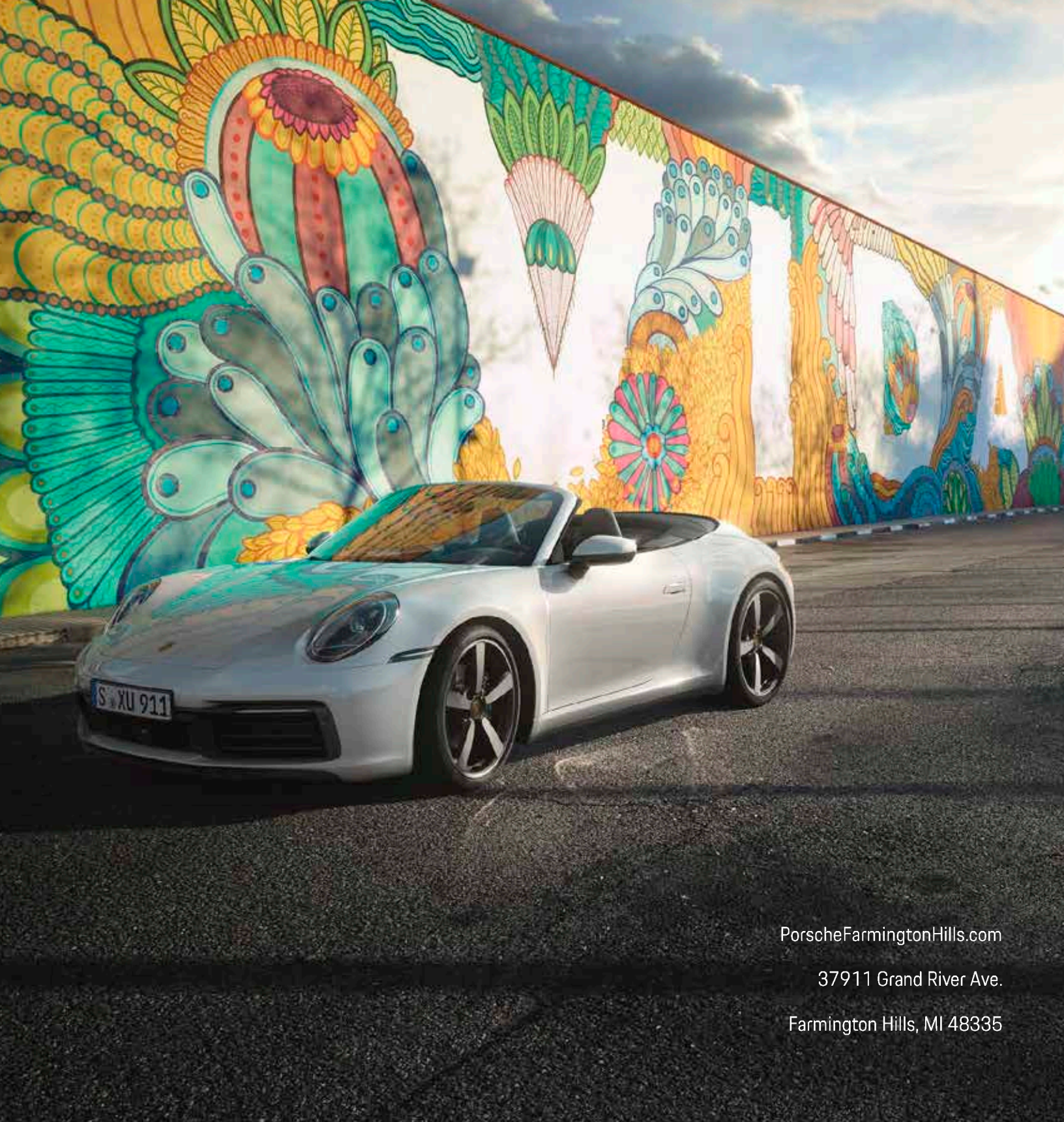
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*President's
Column*



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*Drive Your
Porsche Day
Recap*



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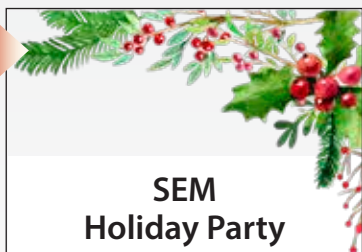
**Fall Color
Tour**



**Group Drive to
Rennsport Dragon Rally**



**2020
Membership Dinner**



**SEM
Holiday Party**

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ON THE COVER:

*Flakbau at the old Packard Plant in Detroit
Photo by Mike Spillane*



BY GRETUS HOOGESTRAAT

President's Column

Fall is here!!!

Dear SEM Members

By the time you hold this issue of the P4 in your hand fall has officially arrived. Autumn 2020 in the Northern Hemisphere will begin on Tuesday, September 22. So far the weather has been holding up and we can make up for some events that had to be cancelled due to the Covid-19 restrictions.

On September 12, we had our last DE event for the season. With 63 confirmed registrations it was the best DE turnout of the year! A big shout out to Marc Molzon (CDI) and Steve Carbary (DE-Chair) for the superb job they do regarding the Drivers Education program. Countless hours are spent negotiating with the tracks, participating in web-meetings etc. They even drive outside the state to meet with other Zone 4 DE-Chairs to give and receive knowledge and

insights from a different perspective. It all comes down to helping our members have a very safe and great track experience like our last DE. Thank you to the both of you.

On September 13, Chrissy Crowe ran her first driving event-Drive Your Porsche Day. She inherited the event from Past President Howard Gilson. The day started out a little iffy in the morning, overcast and on the chilly side. At 12 PM the sun was out and the temperature past 70 degrees. Forty eight of our members came out to enjoy the day. See the recap of the event elsewhere in this issue of the P4.

On September 16, Roger's Roost restaurant held a Porsche Night and offered SEM members and their guests a 20% off dinner discount. It was a good turnout with quite a few cars in the reserved parking area.

On September 19, Patti Door chaired her 15th or 16th Ladies Only Drive. It was a sunny day, on the warm side with temperatures above 70 degrees. I heard everything went well driving the Porsches ... and that's all I got, not even a single picture. I guess what happens on the Ladies Only Drive stays on the Ladies Only Drive. One can hope that the recap might reveal some more insights and pictures from that day.



Porsche parking area



SEM Members on the patio of Roger's Roost



Cars on their way to the track

GT race car at the Ice Cup

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Current Events

Location: Levi, Finland (105 miles north of the Polar Circle and 25 minutes away from Hotel Levi Panorama) Dates are 01/24 – 01/28/2021 and 01/28 – 02/01/2021.

Thank You “Porsche Community Management” for providing this information.

Southeast Michigan Region / Porsche Club of America 2020 Elections

Four of the nine positions on the Board of Directors are up for election. Each SEM member and their affiliate member may vote for up to four candidates to fill the open positions. Please submit your ballot either in person at the Fall Color Tour or by mail. You will find further details inside this issue.

Upcoming Events in October and November

I’m looking forward to the events to come

10/18/2020: Fall Color Tour

10/22/2020: Caravan to The Dragon Rally

11/06/2020: Membership Dinner

Please monitor our online calendar closely as things still can change in a heartbeat!

Thank you and stay safe,
Gretus Hoogestraat, SEM President

2020 SEM/PCA CALENDAR

OCTOBER

- 1 Board Meeting
- 18 Fall Color Tour
- 22 Group Drive to Rennsport Dragon Rally
- 23-25 Rennsport Dragon Rally

NOVEMBER

- 5 Board Meeting & Calendar Planning
- 6 Membership Dinner

DECEMBER

- 3 Board Meeting
- 12 Holiday Party

** = Not an SEMPCA Event*

All dates and events are subject to confirmation

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

ATTENTION MEMBERS

Stay abreast of the latest PCA/SEM News!

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

BUSINESS MEETINGS

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

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

Editor: Mark Vander Eyk

Submission Deadline: 15th of the month

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SPONSORED EVENT

Fall Color Tour

Sunday, October 18, 2020



The Fall Color Tour is the last drive of the season, but it is usually the best attended. Plan now to take a drive through the beautiful Michigan countryside, cider mill stop and dinner together

For reservations and details, please go to:

<https://clubregistration.net/events/signUp.cfm/event/10872>

or scan:



For additional question, please contact:

- Walt Crump (586.873.0557 / vice-president@sem.pca.org)
- Lucas Phan (248 787 8611 / lucas@semp.ca.org)

*Plan would be adjusted to comply with Michigan COVID-19 rules.

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

PAYING ONLINE:

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

PAYING BY MAIL:

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

IF YOUR PORSCHE IS ON ORDER:

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

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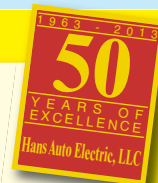
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SEM/PCA Board of Directors

October 2020 Election Two Year Term (2021-2022)

Candidate Biographies



LUCAS PHAN:

Lucas joined SEM/ PCA in the winter of 2011, right after he bought his first Porsche. He fell in love with Porsche when he got a 944 Turbo Hot Wheels as his fifth birthday present. Since then it has been his dream to own a Porsche. He bought his first Porsche Boxster not too long after (more like right after) he found out his wife was pregnant with their daughter. It was a "now or never" moment for him. For him, owning a Porsche

is not only about the car but it's the people—the whole Porsche enthusiast community. Over the years, Lucas has attended and enjoyed multiple SEM/ PCA Driver Education sessions, social/driving events and the Picnic/Concourse. As time passed, he became more active in the club by organizing and volunteering at events such as Street Survival School, Spring/Fall Color Tours and HPDE. After many years enjoying the events and company of friends in the club, he would love to give back to the club. He understands PCA's "fueled by volunteers" motto and would love to continue representing and serving the club.



CHRISTOPHER BOHR:

Chris's fascination with Porsche started at a young age with the purchase of a red 1/18 Norev 1987 911 Turbo Cabriolet in the early 90's. This started a lifelong love for Porsche and a passion for cars that turned into a strong automotive career and an even bigger hobby. He bought his first Porsche, a 2018 718 Cayman, in May of 2019 and joined SEM/PCA at the beginning of the year. Chris has been very active in the

club this year, attending and also running activities with SEM and RSR club members. He assisted with the SEM Spring Tour and has been organizing non-PCA weekly drives on Saturday mornings that include both SEM and RSR participants. Chris has held previous leadership positions in clubs and truly understands that PCAs motto of "Fueled by Volunteers" starts with personal involvement. He is looking to join the Board of Directors to initiate creative ideas for driving events and new membership involvement with a fresh perspective, as a next generation SEM member.



GARY AMBRUS:

Gary joined SEM/ PCA in 1994 after purchasing a "basket case" 1982 924 as a restoration project. With wife Pat, they have been active participants in most of the events offered by the Region. The two of them have enjoyed chairing numerous Region events over the years including the Fall Color Tour, Drive Your Porsche Day and various museum tours. Being a confirmed "Track Junkie", Gary races a 1971 914 in PCA Club

Races and in various Historic/Vintage series races plus instructs at the Region's HPDE events. In prior years, Gary has served on the Region's Board of Directors as Vice President and Safety Chairman. Gary's 1977 911s took a 1st place in the Concours at the 2013 Parade in Traverse City. Gary is a retired Environmental Engineer who now enjoys working part time as a presenter at Greenfield Village.



LISA MOLZON:

Lisa married into the Porsche family in 2012 and has eagerly embraced SEM/PCA the past 8 years, lending a hand with events, writing articles for the P4 and adding to the collection of photos for the Club. As the Registrar for and participant in the High Performance Driver Education (HPDE) events, she meets and rides with many Porsche Club driving enthusiasts at the track. Although cancelled for this year, Lisa has

been actively involved with the annual Teen Street Survival School since SEM/PCA started hosting this important program. She joined the Board of Directors two years ago and has been involved with developing and documenting procedures for the Club ranging from Cancellation/Refund guidelines to other financial policies, plus this year's new COVID-19 event guidelines. This year she developed and chaired the new Solstice Tour, introducing a summer morning drive tour to expand the range of events offered to Club members.



HOWARD GILSON:

Howard joined SEM/PCA in 1995 and soon became a regular at Drivers Education and worked to become an advanced Porsche driver and still continues to participate in the HPDE Program. He volunteered at the SEM Club Races from the beginning until they ended. He has also planned many driving events and tours, plus organized the Drive Your Porsche Day event for many years. Often he is the lead guide for road tours.

Howard was named Enthusiast of the Year for 2002. Howard was the President of the Southeast Michigan PCA in 2015-2016. He has been the PCA Parade Safety Tech Inspection Chair beginning with the 2013 Porsche Parade in Traverse City until the present. Howard continues to help with club activities and tours, keeping the club members enjoyment as his driving motivation. Howard has just become a 25 year member of SEM/PCA.



WALTER CRUMP:

Walt and his wife Sabrina joined SEM in 2009. Since then they have been regulars at the Picnic, Fall Color Tour, Spring Drive, and other events. Walt's enthusiasm was kindled by owning a 944 driver that required many hours of care and attention. He and Sabrina now have a Boxster that has been personalized and they enjoy driving at club drives and tours. Walt increased his involvement in SEM in 2014 by becoming a

member of the Board of Directors. He chairs the annual Fall Color Tour and brings his love for cars and people who love cars. He and Sabrina have become regulars at Porsche Parade. Walt has an automotive engineering background with Ford, TRW, and various consulting engagements with the US government, DOD. He was a Marine Corps officer before that and graduated from the US Naval Academy.

Southeast Michigan Region / Porsche Club of America

2020 Election Ballot - Board of Directors

Four of the nine positions on the board are up for election.
The candidates for the two year term (2021 -2022) are listed below.
Each SEM member and their affiliate member can vote
for up to four candidates to fill the open positions.

Please fill out the form completely or it will not be counted.

Please submit your ballot either in person at the
Fall Color Tour on October 18, 2020
or by mail (must be postmarked by October 25 and received by October 31, 2020)
to
James Garner
37139 Turnburry Drive, Livonia, MI 48152

VOTE FOR FOUR CANDIDATES

Candidate	Member	Affiliate
Gary Ambrus	_____	_____
Christopher Bohr	_____	_____
Walter Crump	_____	_____
Howard Gilson	_____	_____
Lisa Molzon	_____	_____
Lucas Phan	_____	_____

Member Name (print)

Affiliate Name (print)

Member Signatuture

Affiliate Signature

Member Number

Affiliate Number



Drive Your Porsche Day Recap

ARTICLE BY **CHRISSY CROWE**
- DRIVE YOUR PORSCHE DAY AND CHARITY CHAIR

PHOTOS BY **GRETUS HOOGESTRAAT**

This was the first driving tour that I organized for the Southeast Michigan Region of the Porsche Club of America. There were so many things on my mind and so many things I had to consider according to PCA guidelines, especially in current times with the Covid-19 rules. First I was looking for a restaurant near the end location and very quickly I found one, lucky me I thought. Then I found “Classics and Beyond Auto Gallery and Museum”, which is close to where I live. That would be my starting location, lucky again. With the help of Board Member Lucas Phan, the route was done in no time, yes, third strike. From there it went downhill. The restaurant called saying they could not accommodate the amount of people. Back on the hunt for another restaurant. Then “Classics and Beyond Auto Gallery and Museum” said they were closed on Sundays. In a chat with the owners Vince and Brandon they said they were willing to open for a few hours. A few weeks later I found a restaurant that could fit our needs and regulations. I added an in-between-stop for a restroom break and Lucas adjusted the route accordingly. The Friday before the event we drove the route one last time, made minor adjustments and we were good to go.

The day of the event it was sunny with the temperature in the upper 70's. Together with 48 Members in 31 cars including Board Members and Officers Michael Cohen with Marlene Thav, Lucas Phan, Mark Vander Eyk with wife Rene as well as Jim Williams and spouse Laurie made the trip on Sunday morning to the meeting location in Wayne. Everyone enjoyed the nice cars at “Classics and Beyond Auto Gallery and Museum” and the array of refreshments including non-alcoholic beverages, snacks, donuts and a variety of fruit. Thank you to the owners for opening their doors on a Sunday for us and their staff for arranging everything very nicely.

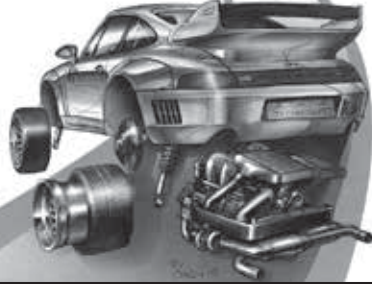


(continued on page 16)

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**ALL SEM AND PCA EVENTS
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NO DRONE ZONE



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Administration

Drive Your Porsche Day Recap Continued from page 14

The tent at "BJ's Restaurant and Brewhouse" before the first car arrived.



Shoemake Family with Son and Daughter in Law



It was a beautiful day and members enjoyed the outdoor dining at BJ's.



48 SEM members in 31 Porsches participated on the Drive Your Porsche Day tour.



3D printed Drive Your Porsche Day 2020 cars for the Pick a Chip winners.

The in-between-stop was at "Lucas Nursery, Greenhouse and Gift Shop". They offered us use of their restrooms. The final location was at "BJ's Restaurants and Brewhouse" in Livonia. We had outside seating reservations under an open tent. The weather complied with the outside seating, it was not too warm or cold. As the cars began to arrive, the staff completed setting up the tables and made everyone comfortable. They went above and beyond their duties. In return they enjoyed the Porsches and were amazed at the number of cars arriving in the parking lot. Thank you to Iciss, our main waitress, who worked very hard and was almost like having three waitresses. Social distancing was practiced and masks were used. Many members were joined by family and/or friends.

The participants had to take part in the "Pick a Chip" game to win a prize. The "Pick a Chip" game went well, winners were Kelly Shoemake and guest plus Pat Ambrus.

Everyone went home with a thank you gift provided by Porsche AG, Stoddard NLA-LLC (Cleveland) and PCA National.

This was my first experience hosting an SEM event. I enjoyed it and am looking forward to next year. I appreciate all my volunteers including Lucas Phan, Gretus Hoogestraat, Chynna Christian, Cindy Cross and Steve Unroe. They had arranged time to volunteer and help keep things together. I couldn't have done it without them.

Thank You, stay safe and I'll see you next year.



CONCOURS JUDGING SCHOOL ??

Several SEM members have expressed an interest in having a concours judging school. The event would explore the inner workings of the judging process and the criteria for scoring in the concours categories. This would also serve as a gateway to becoming a qualified national judge. Because of the close proximity of the 2021 Parade in French Lick, Indiana it is even more relevant to have qualified judges at that event and even our own picnic and concours.

The event would be held at the beginning of the year. Attendance will be limited. If you are interested in attending, please call (586) 566-3193 or email Fred Young at concours@sem.pca.org.

As always, suggestions regarding events relevant to SEM club members are always welcome. Contact any board member listed in the P4 to forward any event you might have in mind for consideration.

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SPONSORED EVENT

Group Drive to Rennsport Dragon Rally

October 22, 2020

What is the Rennsport Dragon Rally (October 23 – 25)?

The Rennsport Dragon Rally is a collection of Porsche enthusiasts from all around North America, coming together to drive the mountain roads and enjoy their cars the way they were meant to be driven. The legendary Tail of the Dragon and surrounding roads, considered by most to be the greatest driving roads in the United States, are the perfect place to see what your Porsche was designed for.



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For more information on Rennsport Dragon Rally and registration*, please visit:

www.rennsportdragonrally.com

SEMPCA is arranging a drive together to Rennsport Dragon Rally starting location. We are planning on starting the journey in the morning of October 22nd. Hotel group booking and rate are available.

For more information on hotel, drive and event registration, please contact:

- Lucas Phan (lucas.a.phan@gmail.com or 248-787-8611)
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BY **TOM FIELITZ**

I come from that generation of car owners who believes any decently fast car has to be loud to be respectable. I was not always that way. My first three Porsches, a 914-6, a 911S and a 911E all originally had stock single exhaust pipe mufflers and were respectfully quiet and I dare say sophisticated. That came after my first car; a VW Beetle which had a Burch exhaust system that my mother claimed could be heard half a mile away. I was quite proud of that sound and thought that loud exhaust easily contributed to the puny horsepower that car had. It should be noted I have never received an excessive noise citation ever, even though I might have deserved one. I went down the path of loud Porsches after a comment from one of my co-workers. She said my 911E sounded like an angry sewing machine. That was definitely not the image I was shooting for. Porsche sold what was called a rally muffler that had two exhaust pipes out the center of a muffler that was essentially hollow. I presume the doubling of the noise had to produce at least some additional horsepower. After adopting the rally muffler no one ever compared my 911 to a sewing machine. Mission accomplished, although I was back to a car that could be heard half a mile away. But that was not enough for me. When I replaced the original heater exhaust headers with a set of racing headers I went the whole route and adapted a set of megaphone racing exhaust pipes. I had to admit that it was too over the top loud for street use. I managed to stuff two motorcycle silencers inside the exhaust pipes. They were just pipes full of holes wrapped with fiberglass mat. They were still very loud but passable. The only problem was that under hard use the fiberglass blew out and the noise doubled. This was just too much work replacing fiberglass mat and I went back to the rally muffler. I still have the megaphone exhaust and even as I write this I am tempted to put it back on the car just for old times' sake.

When I had a 356 C, I had to substitute a Burch for the original European muffler it came with. It was back to the sound I loved from my original VW. I also owned a

944, which unintentionally had maybe the second loudest exhaust of any Porsche I have owned. The stock rear muffler rotted out and the guy I bought it from substituted a straight pipe. It was LOUD to the point that my wife insisted I put a muffler back on it. It seems it made the neighbors windows rattle and set off car alarms. I was sorry to sell that 356, but I was determined to own a race car for the street so I built a 914-6 GT complete with a 2.8 race motor. I adapted a rally muffler after learning my lesson that megaphones were socially irresponsible. For some odd reason that motor with its racing headers made a very unique loud exhaust note of its own. In fact that is what sold the car. The prospective buyer wanted to know what it sounded like so I put my cell phone on the passenger seat and went for a ride. That sound and a lot of pictures sold the car. I replaced that car and my 944 with a Corvette which had a stock and rather sedate exhaust system. A muffler bracket rusted off and a single stock muffler cost more than an entire aftermarket exhaust system. I remember that very loud performance exhaust system made a wonderful burbling sound on deceleration. Plus, it was extremely loud at full throttle. I could drown out the very loud Mustangs and cause anyone else to back down rather than run next to my Corvette. I equated it to the starting grid of a Trans Am race even though it was a small V8 with stock exhaust manifold and primary pipes. That car was replaced with a 2007 Z06 Corvette with a large V8, but stock exhaust. This car has valves built into the muffler system that open only when the throttle is held wide open. The rest of the time it is quiet enough to cruise and hear the radio.

I totally understand the need to have a loud exhaust on a car and my 911 remains very loud. If I had a new Porsche I would most definitely replace the original system with one of the loud aftermarket systems but to keep with the sophistication of new Porsches it would have a bypass valve on the muffler. Sometimes you still want to be fast, but it doesn't always have to be loud.



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“Viva FLAKBAU”

Birth of a 935 Tribute

ARTICLE AND FLAKBAU DRIVEWAY PHOTOS BY **BRUCE KOPITZ**

History and Build Journal



*Flakbau at the old Packard Plant in Detroit
Photo by Mike Spillane*

“Flachbau” is German for “flat”. Porsche named various 1970’s models “Flachbau” because of their long sloping hoods. These models include the racing 935’s and certain production 930’s. My “Flakbau” is a tribute to the racing 935’s. The ski-slope hood, improbably wide stance, miniscule curb weight and monster power recall competition 935’s, with an added skosh of comfort for street use. This article includes background and build journal for Flakbau.

Like the original 935’s, Flakbau is devoid of PASM, PSM, power steering, or power anything except windows. The shriek of its boxer six is a war cry for zero-assist, old-school race cars. To understand Flakbau, it’s helpful to know the history and evolution of the Porsche 935.

BRIEF HISTORY OF PORSCHE MODELS THROUGH 935

During the period 1963 to 1973, Porsche introduced new 911’s and other models including the 911S, 911T, Targa, 912 and 914. During this time, Porsche also developed and raced the 907, 908, 909 and finally the 917. 917’s earned victories in the 1971 and 1972 24 Hours of Le Mans, the 1971 and 1972 Manufacturer’s World Championship, plus the 1972 and 1973 Can-Am Championship. 907 to 917 race cars were tube-framed, mid-engine specials assembled with few production car parts. Additionally, the 917 boxer-twelve was turbocharged, a revolutionary concept at the time. However, rule changes incentivized Porsche to abandon specials in favor of production-based race cars. Beginning in 1973, and for the following 9 years, Porsche developed race cars based on production vehicles. The first was the Turbo 930.



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The initial Turbo 930 based race car was the 934 or Carrera RSR. Fitted with tiny 2.1 liter motors, the 934 / RSR competed successfully in FIA’s Group 4. Turbocharging, dual ignition and Bosch fuel injection enabled this miniscule power plant to generate 500 hp – more power than the 4.5-liter flat twelve fitted to 917’s just a few years prior. 934 / RSR’s competed from 1973 to 1976. Victories included Le Mans class wins and the 1976 and 1977 Manufacturer’s World Championships.

(the “flachbau” or flat nose look) enabled higher top speeds. Finally, 14” rear rubber and a long, slipstreaming kammback distinguished stage three. Boxed rockers were also fitted to many examples. In a virtuous circle, aero improvements begat suspension and engine upgrades, which begat improved aero, which begat speeds up to 227 MPH and flat-six motors producing up to 895 horsepower. With their whale-like tails and effective but ungainly appearance, stage three 935’s earned the affectionate nickname “Moby Dick”.



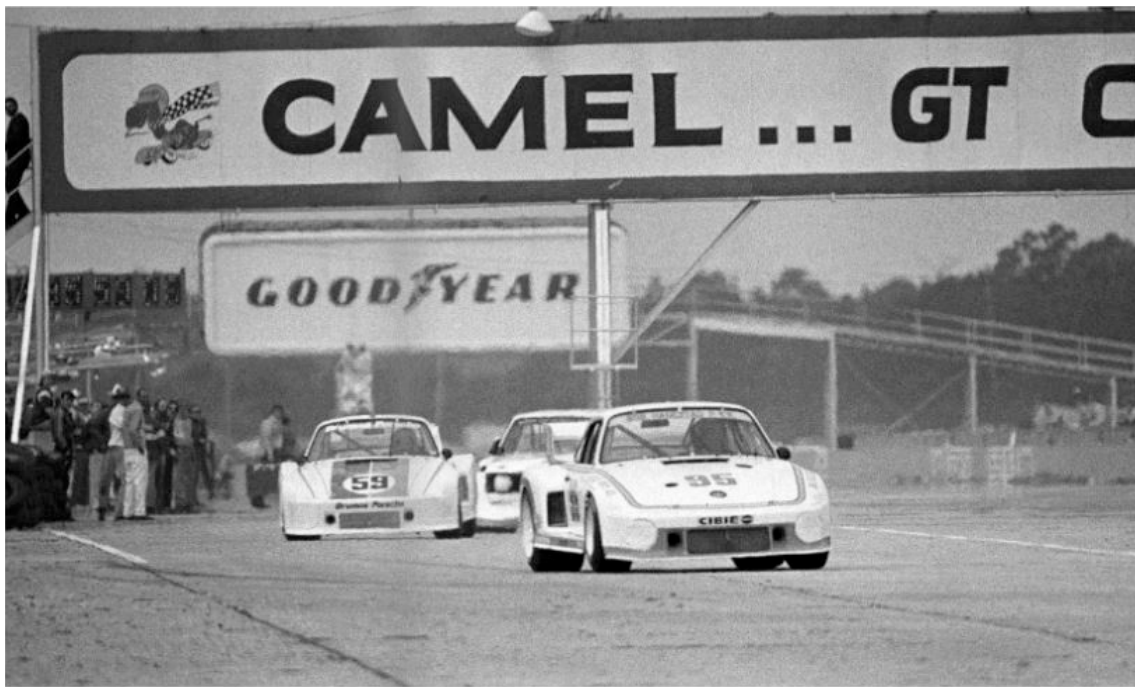
Porsche 934 / Carrera RSR

By 1975, the fully-evolved 934 / RSR was a dominant force in Group 4 racing. In 1976, however, the rules changed. New Group 5 rules (the “Silhouette Rules”) allowed Group 4 participants automatic entry into Group 5. The rules also permitted major upgrades to drivetrains and aerodynamics. The opportunity was compelling: With zero homologation costs, the entire racing budget could be directed toward performance. Calls were made, papers stamped and signed, and the transformation initiated: Over-achieving 934 into giant killer 935.

Between 1976 and 1979, 935 coachwork evolved in three approximate stages. Stage one included lowered and extended front bumper and splitter, slippery side view mirrors, and rear deck with elevated double-element wing. Stage Two resulted from the discovery of a rules loophole: Headlights could be relocated from the fender tops. Placing them into faired recesses in the front bumper



Porsche 935 stage 1,2 and 3 coachwork (top to bottom)



*The start of the 1978 Sebring 12 Hours.
935 #95 driven by Hurley Haywood and Bob Hagestad led for 6 hours and finished 2nd overall. The race was won by
935 #9 driven by Brian Redman, Bob Garretson and Charles Mendez Jr (President of Sebring race track).
Peter Gregg rolled 935 #59 early and DNF'ed*

935's won the Manufacturer's World Championship four consecutive years (1976 to 1979). In 1979, 935 victories included Le Mans overall (the last production-based car to achieve this distinction), the 1,000 Kilometers of Nürburgring, 6 Hours of Silverstone and Trans Am Category 2. 935's placed 1st in the 12 Hours of Sebring from 1978 to 1982, and again in 1984. And perhaps most remarkably, 935's triumphed in the 24 Hours of Daytona from 1978 through 1983 – 6 consecutive years! In total, 935's finished first in more than 150 significant races, or about one overall victory for every 3 races entered.

As years passed, the inability to develop an effective rear diffuser coupled with unfavorable FIA rule changes eroded 935 dominance. Porsche ended the factory 935 program in 1979. Licensee production continued through 1989, including the Fabcar "935-84", the JLP Racing "JLP 4", the Kremer Brothers "K1" through "K3", plus models from Joest, Moretti and John Fitzpatrick Race teams.

The Porsche 935 is arguably the most successful production-based race car in motorsports history. 935 victories continue today in hill climbs, vintage races, club events and more.

FLAKBAU BUILD HISTORY:

"Flakbau" was conceived in August of 1985, when attorney Barry Thompson of Bristol, CT purchased a pristine 1982 911 SC. Only three years old with 3,200 miles, the car had been tucked into a garage every night and never driven in rain or snow. Barry maintained these loving traditions for the next 35 years. As Barry's legal career blossomed, so did his track day ambitions. Barry made the initial plunge in 1993, converting her 911 SC rear quarters to Turbo 930 and installing BBS Gold alloy wheels. In 2001, he upgraded to a 964 twin-plug dry-sump motor. A TPC supercharger followed in 2004. Brembo "Big Red" front brakes, Turbo 930 rear brakes, Wilwood pedal box and Rennspeed pedal covers arrived in 2005. A Safety Devices super-touring roll cage and rear-seat delete were 2006 projects. The spirit of unborn Flakbau began whispering in Barry's ear: "Daddy, I want to grow up to be a 935!". So, in 2008, Barry gave her a Tarrett 935 coil over front suspension and Smart Sway bars. A Billy Boat exhaust and front-mount oil cooler followed in 2010. A G50 transmission, Lobro 930 Turbo half-shafts and turbo running gear were added in 2011. Baby was about to drop: In 2012, Barry installed

(continued on page 30)

an 18 gallon Fuel Safe cell, a fiberglass roof panel and competition lexan backlight. He stiffened the unibody with triangles and a brace across the shock towers. And then he gave baby the DNA she wanted: A CF/FG Rennspeed 935 front clip and 935-style double-element rear wing/decklid. Voila! From under the stark fluorescent lamps, clouds of filler dust and billowing primer fumes emerged "Flakbau". Baby wants a bottle, so Barry piled on the track tasties including Recaro seats and Schroth 6-points in 2013. In 2014, Barry retained Automobile Associates of Canton, CT to rebuild the entire mechanical array to strong street/track specs. By now, of the original car, only tub, rack, dash, doors, front/side glass, hubs and miscellaneous parts were retained. Automobile Associates installed new Porsche and Pauter engine internals, Guard differential, Albins gears, Kennedy clutch pack, lightened Patrick flywheel, Hargett shifter and much more. Since total mechanical rebuild, young "Flakbau" has travelled about 4,000 miles.



Front 3/4 view of Flakbau

Over the span of 35 years, Barry metamorphosed his stock 911 SC into a superhero 935. Flakbau was now a track terror, faster than him. After decades of cash, sweat and tears, Barry was struck with a sobering conclusion: With her irresistible throttle, and himself at the wheel, Flakbau's likely future included a significant wheelbase reduction courtesy of the Armco. Barry made a choice requiring less won't power: He offered Flakbau up for sale.

Back in Michigan, I wrestled with the recurring whimsy of

reverting a race car to street use. I'd reviewed hundreds of ads, and encountered thousands of roadblocks: Lack of title, paper-thin body shells, complete absence of glass, overbuilt mechanicals, irreplaceable parts – on and on. However, one wintry evening, while malingering over delectables in race-cars.com, I encountered an ad for Flakbau. I was floored. I called Barry. He awed me with his vision and engineering prowess. The mechanical tune of the car seemed perfect for my purposes. Further, the stock dash and doors, front/side glass, window lifts and much of the heating/ventilation had been retained. Though in recent years the car was driven only on track, Barry had always renewed the plates. I had to pinch myself! After several months and many conversations, in May 2017, I hooked the hauler onto the SUV and headed for Bristol. Barry greeted me, and swung up the garage door over Flakbau. A high sun scintillated on her wine-red metal flake and gold BBS wheels rimmed in silvery aluminum. Her down-swept nose and rafters-high

wing screamed "DRIVE ME!"

Money somehow floated out of my pocket, and a leather-fobbed set of Porsche keys appeared in my palm. I experienced a sudden urge to escape. I secured Flakbau in the hauler and bid adieux. Incredibly, the dream never ended and I've since maintained friendly relations with Barry. His wisdom and experience have proven essential to Flakbau's continuing development.

Back home, I got to work. My primary, but not sole emphasis was streetability. In 2017, I installed a 616 watt Alpine entertainment system, Italian FIAMM air horns, Michelin Z-rated Pilot Sport 2's, dash-mounted power plugs, and rebuilt the wipers. After a 4-wheel

street/track alignment and corner weighting, Flakbau was ready for her brave new world: The boulevard. But the beat went on: In 2018, I reduced spring rates at each corner by 100 pounds with new Eibachs, rebuilt the JRZ shocks, and revalved them for street/track. I also installed a TPC water-to-air intercooler, rebuilt the gauges, and repaired the HV system. 2019: In went a gas fume containment system, and out went crepuscular incandescent headamps, replaced with projector LED's. 2020: I added a Brey-Krause fire extinguisher mount to the driver's seat, Porsche hood crest, Lloyd's scripted mats, and more.

(continued on page 32)

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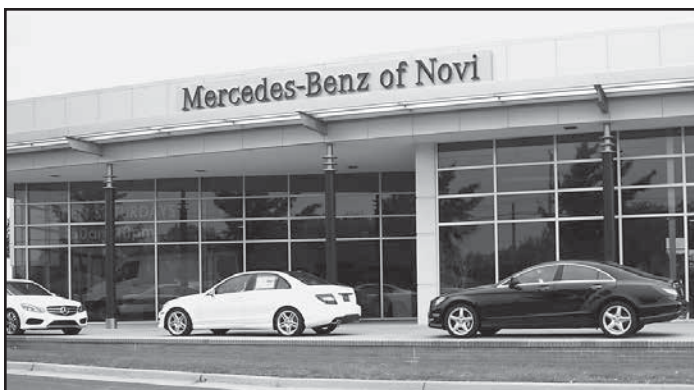
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DESIGN IMPERATIVES:

Exterior design of Flakbau was guided by the original 935's. Barry was additionally influenced by specials including the Ruf CTR, the Ruf SCR, the Gunther Works 400R, and the DP Motorsports Red Evo. Customs from Singer Design were also reviewed.

For improved longevity and performance, Barry installed components fitted to many of the final privateer 935's: 964 motor, G50 transmission, Guard LSD, Albins gears, Kennedy clutch pack and more. For superior throttle response, a TPC supercharger and intercooler replaced the single-stage turbo. For

the sexiest street aesthetic, Barry selected 935 Stage 2 coachwork for nose, cabin and flanks. Like every 935, Flakbau is custom in many details.

PERFORMANCE:

My addition of the water-to-air intercooler resulted in a calculated 425 flywheel hp and 390 lb ft of torque. Prior to final mechanical rebuild and intercooler installation, Flakbau turned impressive 58.5's at Lime Rock. 0 to 60 arrives in 2 gears and about 3 seconds.



(continued on page 34)



(clockwise from the top)
1976 Porsche-Kremer-DP Motorsports 935 with destroyed 964 motor and G50 transmission, Ruf SCR, DP Motorsports Red Evo, Gunther Works 400R and Ruf CTR ("Yellowbird")

A Speedster's Path to Glory

Special Report by HOWARD GILSON



Speedster's Path to Glory
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SEM HPDE Rocks at M1



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Rear 3/4 view of Flakbau

DRIVING IMPRESSIONS and USE:

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transaxle are light-speed. The brakes are capable of separating passengers from their last meal.

Trips to the party store elicit multiple thumbs-up, cell vids, stoplight inquiries and other enthusiastic responses. At Woodward Cruises and coffee klatches, Flakbau stirs more interest than Ferraris, Lamborghinis and McClarens. These are brutally sexy and exotic cars, but 13,000 Ferrari 458's were produced, and another 13,000 similar 488's. Flakbau, alternately, is timeless, sexy and rare. Only 948 street versions were handcrafted by Porsche ("Sonderwunschprogramm" option M505), and several dozen by Kremer. These were silhouette cars only: Stock 930's under the skin. An unknown, though probably about 100, racing 935's were constructed. Flakbau's DNA traces to the latter group.

Like the Alfa Romeo Tipo 33, the Lamborghini Miura and Frank Sinatra, Flakbau is both iconic and contemporary. Her lines are fierce but sensual, with XKE echoes and hints of Lister and AC Cobra. The wail of her flat-plane six infuses every drive with Le Mans thrills, and every driver with the spirit of Steve McQueen. Every session behind her wheel is as invigorating – and intimidating – as the first. Viva Flakbau!



*Viva Flakbau!
Photo by Mike Spillane*

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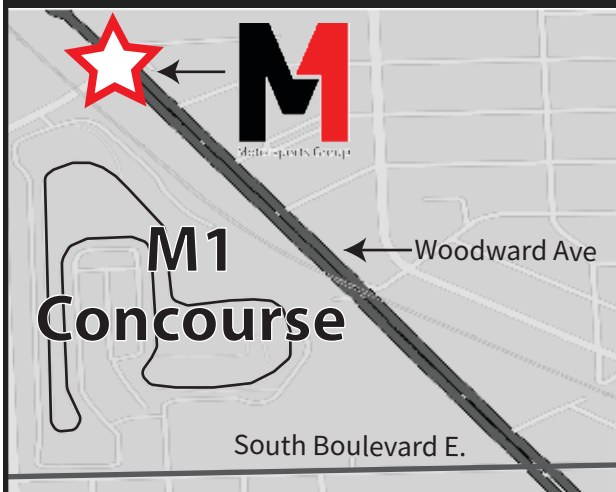
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SEPTEMBER 3, 2020

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

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

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

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

Financial: Because of Jim William's absence it was moved by L.M. and L.P. to table the financial report until the October meeting. Motion passed.

Membership: Lisa Molzon - Primary membership is 722 and associate is 410 for a total of 1132. The new member count is up.

Insurance: Steve Carbary - Secured for The DE and Drive your Porsche Day. Needed for the Ladies Drive.

P-4: Mark VanderEyck - Mark went over the October content. There is a new advertiser this month. The P4 newsletter won 2nd place in the PCA national newsletter contest.

OLD BUSINESS

August 7: DE #3 - Lisa Molzon - There was good weather and a higher attendance than the previous DE.

August 16: Picnic and Concours - Patti Door and Fred Young - Attendance was lighter than usual due to concerns about the virus and the weather. A wonderful breakfast was served and concours trophies were awarded. Everyone that attended seemed very pleased with the event.

September 13: Porsche Drive - Chrissy Crowe - The starting location will have snacks and a tent is reserved at the restaurant for after the drive.

September 19: Ladies Drive - Patti Door - It will be a drive to Milford with lunch and shopping.

October 18: Fall Color Tour - Lucas Phan and Walter Crump - The route is being finalized.

October 22: Rennsport Dragon Rally - Lucas Phan - There are 15 cars signed up for the drive. The route is all planned with stops for an approximately eight hour drive.

November 6: Membership Dinner - Gretus Hoogestraat - A restaurant is needed.

December 12: Holiday Party - Patti Door - All set.

Board Election: Gretus Hoogestraat - On August 31st the nominating committee approved the list of candidates. Bio's and ballots will be in the October P4. Ballots will also be at the Fall Color Tour.

NEW BUSINESS:

Future events: Fred Young - A tech session is tentatively in the works for early next year at one of the area's premier body shops. Also a survey will be included in the October P4 for those expressing a desire to attend a concours judging school.

Charities: Chrissy Crowe - No report.

Webmaster: Gretus Hoogestraat - Secure website is updated.

Event Reports: Fred Young - Needed for the picnic

Board Candidates: Chris Bohr went over his desire to be more involved in the club and why he is running for the board. Gary Ambrus stressed his activity in the club and why he wished to help by also being a candidate.

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

Location: Gilson Motorsports usually on the first Thursday of the month.

= Not an SEMPCA Event

Respectfully Submitted: Fred Young - 9-11-20

*Subject to ratification at the next Board Meeting



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

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Did you take a look at our online Goodie Store? Go to <https://sem.pcawebstore.org>
It is hosted directly by PCA. If you have questions or suggestions contact Chrissy at
GoodieStore@sem.pca.org / (678) 661-1146

SEM/PCA Member Anniversaries - October 2020

Thanks to the SEM/PCA webmaster Erik Ohrnberger, we are pleased to now be able to recognize membership anniversaries each month.

Congratulations to all who have a membership anniversary this month!

Anniversaries are noted by the date the primary member joined PCA. Please let us know if we've made an error or omission.

YR Name(s)	YR Name(s)	YR Name(s)	YR Name(s)
OCTOBER			
55 John & Carole McConnell	16 Alex Kindsvater	6 Thomas & Carol McDonald	3 John Nikolas
47 C & Marilyn Mally	16 Deon & Donna Middlebrook	5 Don & Melissa Snyder	2 Stephen Parker
42 Richard & Beth Rubinstein	16 Stephen Malerman	4 John Hutchcraft	2 Norman Tereshinski
39 John & Sandy Chambers	14 Steve Carbary	4 Richard Wilson	2 Peter & Nicole McElroy
31 Michael & Suzanne Gilson	9 Gretus Hoogestraat	& Linda Bonner	2 Scott Barr
28 Richard Berg	& Cache Crowe	4 Michael Benson	2 Richard Blomberg
27 James & Mary Stevens	9 Michael & Colleen Baldwin	3 Alex Crowther	2 Larry Farida
26 Bryan & Charles Salah	8 William & Imelda Christian	3 Raymond & Denise Vasser	1 Mark Kujawski
25 Doug & Natalia Milligan	8 Russell Poinsetta	3 Richard Nadjarian	1 Bernardo & Lourdes Sia
23 James & Angie Tasiopoulos	8 Barry & Karen Eckel	3 Sean Zecman	1 Eric Verdoodt
22 Gregory Steen	7 Bob Stanglewicz	3 William Walter	
& Susan Parent	7 David & Darcy Anne Fischer	3 Judith Hicks	
22 Wayne & Arlene Everett	7 David Black	3 Robert Heebner	
22 David & Mary Hinz	7 Michael & Tracy Meguiar	3 Albertina Simone	
21 Jerry & Mike Zaccardelli	6 Jim & Adriana Angelidis	3 Dave Bachleda	
19 James & Laurie Williams	6 Mahendranath Reddy	3 Richard MacDonald	
19 Jack & Todd Luhtanen	6 Michael Jackson	3 Mike Latcha	

THE PLACE FOR PORSCHE & PARTS

*SEM/PCA members may advertise Porsche vehicles, or related parts or services—
either “For Sale” or “Wanted”—for three months at no cost.*

*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 P4, c/o Michael Cohen, 25545 Hereford Drive, Royal Oak, MI 48067
Submit all ads to michael@sem.pca.org*

FOR SALE: 2001 PORSCHE 911 TURBO.

22000 miles. Seal gray. Excellent condition. 6 speed manual. \$53,000.
Contact Michael@sellyourporsche.net
or call 248-227-8604 (7/20).



FREE!! 914 ENGINES.

One is a 1.7 from a 70 914 the other I believe is a 2.0.
Both are short blocks - no heads and both are stuck. I assume that the
internal parts and the crankcases are usable.
I also have rebuilt unused 2.0 heads, downdraft manifolds and carbs that
are for sale, I’m open to offers on them.
Contact Brian Murphy 248-872-1176.
Located in Holly.

FOR SALE: 1988 PORSCHE 911 CARRERA CABRIOLET: Black
with outstanding custom green tartan plaid seats and matching accents
throughout. Vehicle is in mint condition. 93,000 miles. Must see. \$52,250.
Contact michael@sellyourporsche.net or call 248-227-8604 (10/20)



FOR SALE: 1987 PORSCHE 928 S4 TRACK CAR: Yellow and Blue.
Heavily modified, very fast, very reliable. 1:15 seconds at Waterford Hills.
Supercharged. 600 hp. Modified body, gutted interior with full roll cage,
modified electrical, suspension, brakes, much more. 2 parts cars and extra
parts available. Pictures, videos and documentation of mods available.
\$59,500 plus \$15,000 for parts cars and parts.
Contact michael@sellyourporsche.net or call 248-227-8604. (10/20).



Welcome New Members:

Eric Hagendorff
Rafat Hattar
Richard Kollins
Bryan Kowalski
William Kraus
Romel Llarena
Phillip Orzechowski
Gregory Schatko
Patrick Smerecki
Darko Stojanovski
Daniel Thomas
Joe Vitale

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Around The Zone



BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE



Hi Zone 4 Friends and Family,



August was a great month for Zone 4 – our High Performance Driver Education program is getting back into high gear, albeit somewhat adapted to COVID restrictions, with solo only events for Southeast Michigan, Rally Sport and more. Mid-Ohio and Northern Ohio Regions teamed up for the 25th Annual Porsche Club Race / DE weekend at Mid-Ohio Sports Car Course. A commemorative photo and special swag were the highlights, in addition to a very well executed weekend.

While the National Porsche Parade was cancelled, the National Awards were presented in an online video event. Zone 4 was well represented with the following winners. Congrats to these regions! And a special congrats to **Amber Door for the Zone Rep Award** for her many years of service and contribution to PCA. (<https://www.youtube.com/watch?v=TXMI2jFTb-Q&feature=youtu.be>)



Best Newsletter Cover

Class II: der Rückspiegel — Maumee Valley Region

Class III: Über Alles — Western Michigan Region

Class IV: Rundschau — Allegheny Region

Best Newsletter

Class II: 2nd: der Rückspiegel — Maumee Valley Region

Class IV: 2nd: P4 - Porsche Pushers Private Papers — Southeast Michigan Region

And,

2020 Public Service Award

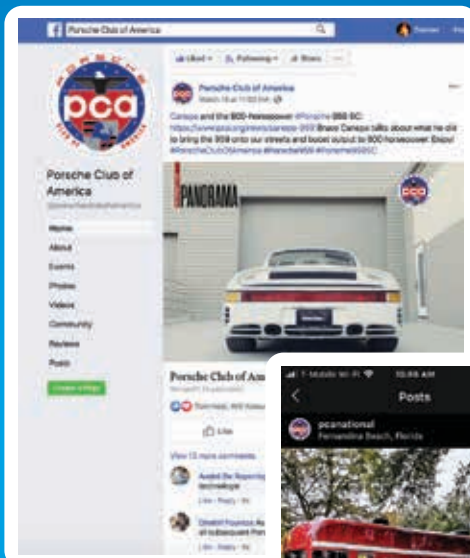
Honorable Mentions - Central Indiana Region

Thanks so much - Your VERY Proud Zone 4 Representative - zone4rep@national.pca.org

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In addition to the huge regional social media presence, the club is active at the National level, too. Join us for our daily posts on Facebook, Instagram, and Twitter.

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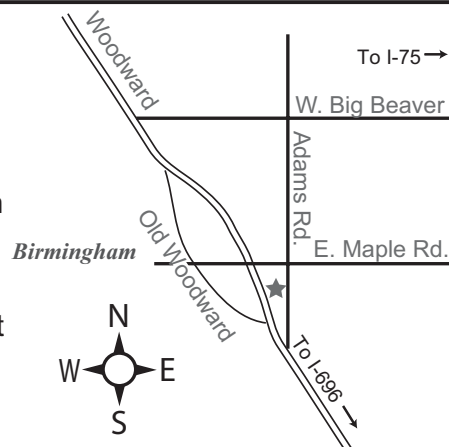
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