



**DeutscheMarques:**  
**Gilmore Museum**  
**7/9/2017**

**QUESTION:**  
Which 356 is  
the real Janis  
Joplin car?

**ANSWER:**

Top one is the  
Janis Joplin car.  
Bottom one is  
Nick Moskatow's  
re-creation.  
(owned by Vic Rivera)



## INSIDE



**6**  
*Next DE  
is Friday,  
August 11*



**8**  
*Picnic &  
Concours is  
August 20*

- 10** *Tom Fielitz: Your Limit or Mine*
- 11** *Ladies Only Drive is September 17*
- 12** *Recap: 2017 Porsche Parade*
- 15** *My First Sports Car (tell us your story!)*
- 20** *Recap: Progressive Dinner*
- 31** *Recap: DeutscheMarques*



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CONTENTS

Directors and Officers . . . . .3  
Calendar . . . . .4  
Editor’s Column . . . . .5  
Driver’s Education (HPDE#3) Event . . . . .6  
President’s Column . . . . .7  
Picnic and Concours Event . . . . .8  
Tom Fielitz’s Column . . . . .10  
Ladies Only Drive Event . . . . .11  
Parade Recap. . . . .12  
My First Sports Car. . . . .15  
Progressive Dinner Recap. . . . .20  
P4 Advertising Rates. . . . .23  
Nominations-Board of Directors. . . . .24  
Tech Talk . . . . .26  
Index of Advertisers . . . . .27  
Help Wanted-SEM Website . . . . .27  
Board Minutes. . . . .28  
Member Anniversaries . . . . .28  
Volunteers Wanted-SEM 60th Anniversary Gala . . . . .29  
Around the Zone Column . . . . .30  
Deutsche Marques Recap . . . . .31  
The Place for Porsches and Parts . . . . .34  
New Members. . . . .34

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**ON THE COVER:** Photos by Nick Moskatow of the Janis Joplin original and recreation shown at the DeutscheMarques car show at the Gilmore Museum.

2017 SEM/PCA CALENDAR

AUGUST

3	Board Meeting
#5-6	Waterford Vintage Races
#6	Troy Traffic Jam
11	DE Waterford - #3
#19	Woodward Dream Cruise
20	Picnic and Concours

SEPTEMBER

7	Board Meeting
8	DE Waterford - #4
15	Ladies Only Drive
17	Drive your Porsche Day

OCTOBER

5	Board Meeting
TBD	Fall Color Tour

NOVEMBER

2	Board Meeting & Calendar Planning
17	Membership Dinner

DECEMBER

7	Board Meeting
TBD	Holiday Party

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

BOARD MEETINGS

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

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

Oh No!  
Not You Again!



BY JOHN KEILLY

Porsche took first overall at the 2017 24 hours of LeMans—for the third straight time. As usual, it was not an easy win for the 919 Hybrid. *Autoweek* and other magazines covered it extensively.

Around the same time, I read *Go Like Hell*, by A. J. Baime, which covered the epic struggles between Ford and Ferrari in the sixties. Ford spent money like it was going out of style and once they got that big block 427 to work in the GT 40 it was game over. Because of my miserable experience with that Fiat 124, I still enjoy watching Ferrari lose. I also take singular delight in watching Mercedes have their way with them in Formula 1.

Closer to home, our driving season is in full swing and we have full coverage of events in the recent past as those well as just ahead.

Our next HPDE of the season is Friday, August 11th. Get your car inspected and come on out for a fun day at the track. Our instructors welcome new students and they can teach you a lot.

The annual Picnic & Concours will be held on Sunday, August 20th at Springdale Park in Birmingham. With the concours and the always excellent food, this is arguably the high point of the summer. Please get your reservations in early.

Tom Fielitz is back, this time with a thought provoking article about driving at the limit. As always, it’s worth reading. Andrew “The Shark” Olsen is taking some time off to deal with mechanical issues with his Cayenne, which he hates—this week.

This year, Parade was a long way from here—Spokane, WA, but a few hearty souls made the trek and we have a photo essay in this issue.

Closer to home, Temple Cumiskey recaps the always popular Progressive Dinner—which was another hit—and Don Kleist recaps DeutscheMarques (which was not an SEM/PCA event).

Also ahead are the Ladies Only Drive on September 15th, Chaired by Patti Door and Drive Your Porsche Day, Chaired, once again, by Howard Gilson. Both are popular events, so again, please reserve your spot early.

Patti is also chairing the 60th Anniversary gala and she needs help. Here’s your chance to get involved and help with what will be a major event.

We’re delighted to have another installment of My First Sports Car, as P4 Associate Editor Mark Vander Eyk shares his experience. I noted with interest that Don Kleist had considerably more luck with his Fiat than I had with mine. We need another story for the September issue. Please send us yours.

We are delighted to welcome a new advertiser, Detroit Wheel Works, located in Royal Oak. Several of our members have used their wheel repair services and have been very pleased. Please support them, and all our advertisers. They make this magazine possible.

Lastly, I’m pleased to report that I’m back on both feet and my Porsche is back on the road. That, after a rather expensive repair stop for front rotors. Then again, what Porsche repair isn’t expensive? Still, nothing sounds as good as that pancake six spooling up in second and third gears.

Your contributions, comments and critiques are always welcome. You can help us make the P4 better all the time!



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# Porsche. People. Power. Passion...

BY MARC MOLZON



As we continue into the summer you may have noticed our new article “My First Sports Car” where our members talk about their first sports car. Many of us have very similar stories—from mechanical troubles to great driving experiences. My first car was a '76 Mercury Capri which I purchased from a family friend, before I turned 16. I then went to work on it with my Dad, repainting it to a metallic black that looked great and ran very well.

Growing up, I had a nice 10 turn back road with no houses, traffic or people. Driving to high school every day was one of the highlights of my school day. It was fun to drive and it really handled well. The first generation Capri was actually built in Cologne Germany for Ford. This car had very good handling and a strong small motor with fair brakes. In later years I found out this car was one of the cars that kept the Lincoln Mercury name alive.

I think this would be considered a sports car—but as I mentioned in an earlier article, my true first sports car was my 1971 Porsche 914. By this time I was out of high school and once again went to work on this car, with help from my Dad, to paint it. I had lots of fun driving this car on my back roads. As life continued I made the move to Florida to start my career—and this car was great for Florida; there was a targa top on the 914.

I was very fortunate to have only very minor repairs needed on both of these sports cars. I felt as long as I kept my cars looking good and doing basic maintenance, the car would be happy and keep running well for me—and that made ME happy.

This worked very well for me...until I bought a project Porsche with the sale of my 914; I purchased a 1970 914/6. The parts and repairs on this Porsche raised the prices a lot but this car was GREAT sounding with the triple throat Webber carbs and that Porsche flat six tone that made it all worth the extra costs. The sound and handling of this car always brought a big smile to my



face, as all Porsches do; now I was hooked.

Hope you have a similar story to share with the members on your first sports car and the joy you have driving and/or fixing it.

Join us with some of our members entered in the annual Vintage Races at Waterford Hills Raceway on Aug 5-6th.

If you see these races and want to try running on the track with your car, sign up and bring your car out for our High-Performance Drivers Education on August 11th.

The Troy Traffic Jam is another great car gathering event held on Aug 6th.

Coming up on August 19th is one of the (if not THE) biggest classic car events in the country and we have it in our backyard. The Woodward Dream Cruise has cars from the past, present and future. Millions of people descending upon Southeast Michigan for this great event. You may see your first car restored to its original condition.

We also have our club's Concours and Picnic on August 20th. So get your car shined up and show it off at the Picnic and have some great food and company.

Then on September 8th, join us at Waterford Hills Raceway for our HPDE #4.





Join in the feast and fun with your fellow Porsche club members and their families. Mark your calendar for the Event of the Year. The pictures say it all. The only thing missing is YOUR FAMILY!



## OUR ANNUAL PORSCHE SEM FAMILY PICNIC AND CONCOURS



**Sunday, August 20, 2017**

**at Springdale Park, Birmingham, Michigan**

*Off of northbound Woodward north of Big Beaver, turn right on Strathmore*

Arrival and Car Preparation begins at 9:00 a.m.

Concours Judging begins at 11:30 a.m. Sharp

**Picnic Lunch Served at 1:00 p.m.**

Once again our dedicated cooks extraordinaire, Don Kleist, Tom Grabowski and Patti Door will prepare an excellent meal for our guests. Along with the appetizers, sides and desserts that our members bring and share, it promises to be a wonderful feast. Breakfast is also included for the early birds cleaning their car. Join your Porsche friends for a great day.

The concours is the exterior of the car only but includes the wheels and tires. Various classes give everyone an equal chance of winning a trophy. It is not too early to start your preparation for the event and show your prowess at detailing your car. The concours is worth the price of admission alone, but plan on being a participant rather than a spectator. *It's more fun.*

**\$10.00 per person (\$15.00 after August 9<sup>th</sup>) Children under 16 free**

**Call Patti Door at (248) 661-4362 or [pdoor@sbcglobal.net](mailto:pdoor@sbcglobal.net) to make your reservation and coordinate a dish to pass. Please RSVP early.**

Concours questions? Call Fred Young at (586) 566-3193 or [frederickyong73@gmail.com](mailto:frederickyong73@gmail.com)

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# Your Limit or Mine

BY TOM FIELITZ

We all drive to a self-imposed limit. That is true on the road as well as on the track. Several factors define that limit including our driving skills and our driving experience. Our conscience as well as our moral compass also play a role in how we conduct ourselves behind the wheel of our cars. What we are driving and even whom we are driving with also influence how we drive. It is a fluid dynamic that is always changing and always being influenced. The limits that I place on my own driving styles and habits may be totally different from your own. Our influence over another drivers limits is almost infinitesimal. At certain moments there is some influence offered but not necessarily accepted about our driving limits. Most of us remember our first driving school and how the driving instructor dictated our limits. If you didn't have driving instruction perhaps you had a parent impose those driving limits. Perhaps we chafed back then by not having the freedom to seek our own limits. Our natural instincts were to believe in our own sense of invincibility and infallibility. The dangers of inexperience dictating unacceptable and risky limits are an unacceptably high mortality and accident rate for youthful drivers. If youth can escape their first couple of years without a serious accident their odds of developing survivable and socially acceptable driving limits increases exponentially over time. At some point in our driving careers we will all look back at those indiscretions and wonder how we could be so oblivious to the illogical driving limits we accepted as normal. With age and experience comes more socially acceptable driving limits for most people, but not unfortunately for all drivers.

What is happening with increasing frequency is the observation of questionable driving practices in daily driving. Looking back at my history of driving I am sure I made more than my share of bad driving decisions. I would like to think those days are

behind me. Obviously I should not judge any harsher than I am willing to be judged myself. My concern is that even though I may be driving at a conservative limit someone else might be driving at their limit which I might find totally risky and inappropriate. I don't want to see anyone crash or get hurt but I especially don't want their driving mistake to include me in their consequences. That goes for driving on the track as well.

When we instruct at a driving school the objective is to teach driving at a reasonable limit. The limit is a sliding scale based on many factors including personal skill and experience as well as the physical limits of the car itself. The most common phrase I hear is that the limits of the car are well above the skill limits of the driver. I like to hear that because it tells me that that person recognizes why they are at the school and that they want to improve. With added experience comes added confidence and the driving limit goes up. I will humbly admit that the majority of my students have reached driving limits above my current limit, though not necessarily the limits I used to have. One of my objectives as an instructor is to help the student explore and expand their driving limits. I use my own driving limits as a guide so if it feels dangerous to me I know that we are near the edge of safe driving limits. Recognizing when those limits are being approached is a result of years of experience from reaching my own driving limits.

The ultimate question is how do we find our own driving limits? Hopefully we don't find them by overstepping those limits and creating disasters for ourselves or even worse, a disaster for another person. I have been in a student's car when a mechanical issue caused a near disaster and it is not a fun experience. On a few occasions a student drove above their own limits and lost control of the car, and again it is not necessarily a fun experience. But on the track that kind of mistake is a learning opportunity and usually doesn't have serious consequences. If the student can recognize the cause of the mistake they most likely will not repeat it. I certainly hope that mistakes while driving on the road are also recognized as learning opportunities and a chance to not repeat that mistake again.



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Friday, September 15**

Time and location to be determined

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# *RECAP* **2017 Porsche Parade**

STORY & PHOTOS BY **PATTI DOOR**



*Concours d'Elegance at the Spokane Parade*

It's now ten days since we left Detroit and journeyed to Spokane, Washington for the 62nd Porsche Parade. The SEM/PCA chapter had 28 people scheduled to go, but only 11 finally made the trip. Those on the trip included, myself and Jerry Door, Howard Gilson, Christine and Tom Grabowski, Victoria and Gretus Hoogestraat, Mary and Chris Martella, Karen and Ron Roland.

The Parade is PCA's annual, weeklong event enjoyed by several thousand of your national and international PCA members. This year we gathered in Spokane, Washington. Nearly 2500 Porsche enthusiasts and their families gathered in Spokane, a record number.

The Parade participants enjoyed driving tours and a gimmick rally to explore eastern Washington's mountain vistas and high desert. The activities also included the Concours at Riverfront Park, an autocross, a time-speed-distance (TSD) rally, and a technical/historical quiz to test your competitive spirit. When the participants wanted to step away from driving, Spokane is a walkable city with award-winning eateries. The Cork District has tasting rooms, craft breweries, and boutique shopping. The children, too,

enjoyed the week, making model Porsches and had their own model Concours. They also kept busy with other activities including, radio-controlled car racing and an ice cream social (adults joined the ice cream social too!).

I am the Chair of the PCA's hospitality committee, and my days were busy. I give away door prizes every day. On Thursday, I had to draw a name for a model engine kit. It was a Boxster engine that was given by the Porsche Museum. I drew the name out of the box, and it happened to be Tom Grabowski from our region! I sent him a text message and said that he had a job to do, putting together his \$200.00 model kit. He was thrilled. The kit lights up and the pistons move up and down. I was told that if you wire it wrong, it won't run.

Also, that week, we attended a small reception for two of our members who married this past May. Chris and Mary Martella held a cocktail party at Table 13. Invitees were people who have become their Porsche family over the past five years. Congratulations to Mr. and Mrs. Martella.

Last year our region cleaned up on trophies, but not so this year. The exception however was Ron and Karen Roland, who

took home the first place prize for restoration, a group level achievement award. The trophy they won, is called the Zuffenhausen Award. I entered the art shop competition and received an honorable mention and a third-place trophy. The art contest has become much bigger, and I need to up my game next year.

On the flight home, all of us were quiet because after ten days in Spokane and many wine banquets, participating in events and

just hanging with friends from all over the US, it had us quite exhausted!

Next year the Porsche Parade is at The Lake of the Ozarks in Missouri. In 2019, we will be in Boca Raton, Florida. I'm sure we'll have many more from SEM/PCA will join us for the trip. Porsche enthusiasts should experience at least one or more Porsche Parades. Won't you join us next year?



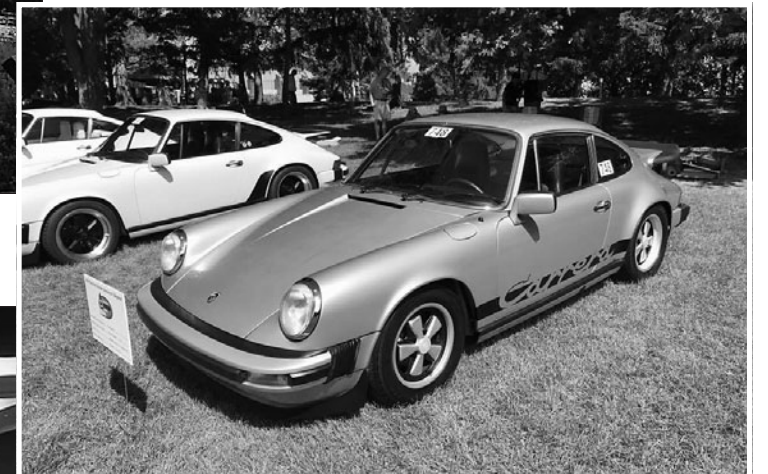
*Welcome to the Spokane Porsche Parade*



*The clock tower and river at the end of a busy day*



*Chris and Mary Martella with Howard Gilson*



*Air cooled 911's rule*



*The hospitality room managed by Patti*





A paper flower creation by Patti



Puzzle time



Patti Door spending quality time with her granddaughter Madison at the Parade



Tom Grabowsky shows off his engine kit prize



Mary Martella (SEM) and Jerry Arens worked at one of the gimmick rally stops. Everyone on the rally said it was lots of fun.

# My First Sports Car...

(an invitation to tell your story)

BY MARK VANDER EYK

After finishing my freshman year of college in 1966, I needed a car to commute to my summer job pre-wiring new homes and apartments for Michigan Bell Telephone Company. I always admired the Triumph TR3 and dreamed of getting one someday. One of our neighbors had been in the Air Force for three years and upon his discharge bought a new British racing green TR3. Another neighbor had their grandson living with them while he attended Wayne State Medical School and he drove a red TR3. When I came home from school in the spring, I started looking for a car in the Royal Oak Daily Tribune and found a 1960 TR3A for sale. My father and I went over to take a look at it, much to my surprise it was owned by one of my fellow Dondero High School alumni. The car had a fresh coat of bright red paint, appeared to be in good condition and drove well, so we bought it for \$700.

When we got the TR3 home and looked it over more closely, there were a few things that needed attention. The first thing we noticed was that there were some wiring problems (i.e. when you switched the left turn signal on, the right one would flash, etc.). Behind the front apron there were a number of plug-in wiring connectors. I believe the previous owner must have done some disassembly when the car was painted and did not get everything put back together correctly. The problem was solved by driving the car down the street and parking it next to the neighbor's TR3, so we could compare and match up the wiring. Also, the lower driver's seat cushion was pleated leather and a couple of the panels were worn through at the fold. My father took the cushion to the local shoemaker and he replaced the defective panels with new matching red leather. Lastly, there was a trip to Sears to purchase a new set of "sports car" tires. During that first summer I continued to make further improvements to the TR3. The wimpy little rubber shift knob was replaced with a more substantial genuine walnut version with a blue and white Triumph badge embedded in the top, plus a set of Lucas "flamethrower" driving lights were added.

The TR3 turned out to be an exciting choice for a first car. It handled well, had good braking and performance was spirited with a 4 speed manual transmission and a 100 BHP 4 cylinder engine. Most of all, it was great fun to drive. It was classic Brit-

ish motoring; wind in the hair, rain in the face and bugs in the teeth. There was a full set of instrumentation to monitor with a large speedometer and tachometer directly in front of the driver. In the center of the dash were fuel level, coolant temperature, oil pressure and voltmeter gauges. Looking back, the TR3 had many quaint and quirky features. First of all was the low cut doors; you could literally pick-up your morning paper from the driveway without getting out of the car. There was a pop up cowl vent in front of the windshield, a starter button (common now), manual choke, side curtains, and the interior door releases were cables in the door pockets you pushed or pulled on. The TR3 did have a radio that someone installed along the way, but reception was so poor it was essentially useless. The road, wind and exhaust noise did not help the situation either. The radio sat on top of the transmission tunnel without a bracket and was only held in place by the wiring. Occasionally, on a hard turn it would slide part way off onto the driver's or passenger's foot. Contrary to "Lucas lore", my TR3 was very reliable. I drove it to and from work for three summers, one winter at college, many weekend trips to Caseville and even a jaunt to Mid-Ohio for a Can-Am race. It never let me down.



There was a tubular framework that the convertible top snapped over and it folded down into the jump seat area when not in use. The side curtains fastened to the inner door panels and had sliding Plexiglas windows. The TR3 had a tonneau cover and that is all I used most of the time, seldom putting the top up and side curtains on. If it was cold you put a stocking cap on your head and cranked up the heat under the cover. When it rained the cover shielded most of the passenger compartment, so if you just kept moving briskly you did not get too wet. Although the heater had a couple of manual doors that could be closed off in hot weather, you had to turn the heater cock off on the engine to really keep the passenger compartment comfortable.

Sometime during that first summer the muffler gave out. I remember taking the TR3 up to a small Fiat dealer/sports car repair shop on Woodward Avenue for repair. I do not recall if we had any discussions with the repair shop about what to replace the muffler with or if we just left it up to them. When I came back to pick the

(continued on page 16)



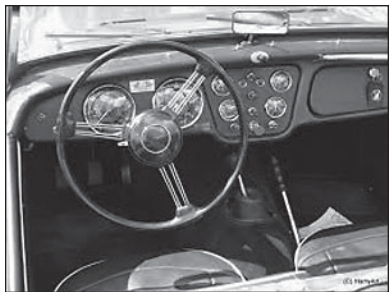
**My First Sports Car** (continued from page 15)

TR3 up, it had a new Fisher Abarth exhaust system with twin chrome tailpipes that sounded fantastic! I grew up in Royal Oak near the Grand Trunk and Western railroad. Whenever I went to or from my girlfriend's house (and now wife-Rene), I had to pass through the railroad viaduct on Catalpa. My routine was always the same; stop at the stop sign, turn right and then go through the viaduct wide open throttle in 1st gear. That Abarth exhaust would bark so loud I am sure it could be heard a mile away.

By the third summer, I was entering my last year of college and had visions of landing a big bucks job and ordering a new 1969 Chevrolet Nova SS. The TR3's body was starting to rust through in a few locations. That summer I was working 9 AM to 9 PM six days a week at a boat store in Detroit. So, I spent most of my summer Sundays patching up the body with Bondo. One of the boat store customers owned a body shop and offered to paint the



*Giving sisters and their friend first ride in my TR3A-Spring 1966.*



*Typical Triumph TR3A interior.*

car for \$100 if I did all of the disassembly and preparation work. So, at the end of the summer the TR3 had a new bright red paint job and I sold it soon after for \$900.

In the mid 70's I had the craving for another TR3 and found one advertised locally. The car was in primer and had all of the trim and lights removed. The owner had trouble locating the title, but I still gave him a deposit and took the car home while he searched for it. After a couple of weeks it became obvious that there was no title, so I returned the car and by then he could not seem to find my down payment money. I told him I was going to keep the trim pieces and lights as collateral until he could come up with the down payment. Never heard from him again! I would not mind getting another TR3 to keep my Porsche company in the garage. I still have the driving lights, repair manuals and collateral.

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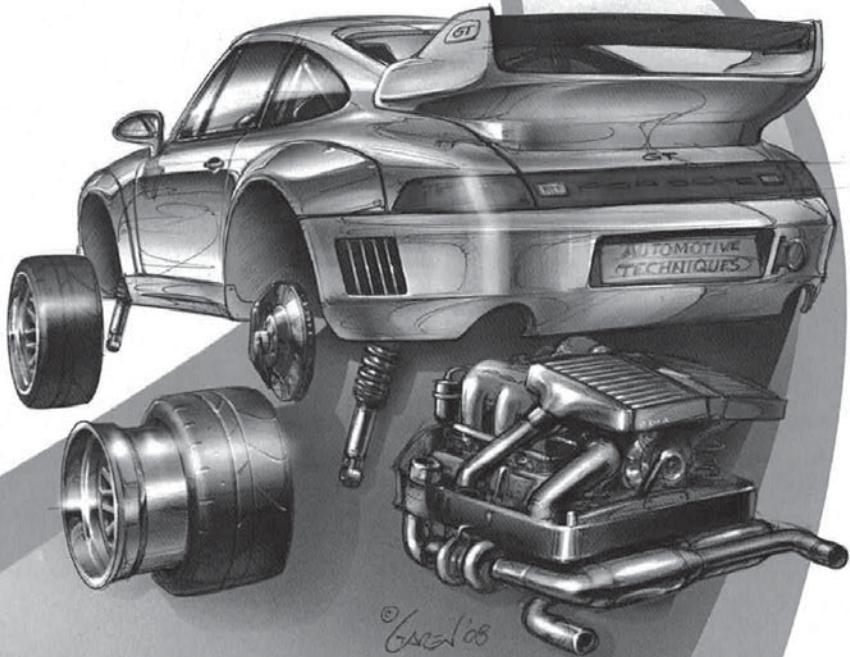
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# RECAP 2017 SEMPCA Progressive Dinner

STORY BY **TEMPLE CUMISKEY**

PHOTOS BY GRETUS HOOGESTRAAT



*Our cars at rest at the Cumiskey's (appetizers)*

Sunny skies, warm weather, very nice hosts' homes, great food, and good roads made for a fantastic event. There were 55 members and 31 cars enjoying the festivities which started out at Temple and Joanne Cumiskey's house in Waterford. Located on Woodhull Lake, the panoramic view from the deck created a relaxing atmosphere for enjoying appetizers and libations to start the event. After an hour (or so) of eating, drinking, and chatting about favorite Porsche cars and performance, everyone started their engines and filed out of the driveways, through the subdivision, and onto the next stop—much to the enjoyment of the neighbors watching the parade of Porsches.

Marc Molzon selected his favorite route through the Oakland, Livingston, and Washtenaw countryside with those winding roads perfect to enjoying driving clean and shiny Porsches. Gretus Hoogestraat successfully led this one hour-plus trip to the home of Tim and Maggie Otto in Northville—our next stop for the main courses of the dinner.

The Otto's home was more than ample to take us all in with its grand party basement and large backyard area. The dinner menu was buffet style consisting of Italian themed dishes of salads, vegetables, and pasta to go with the Rustic Chicken Cacciatore and Braised Pork Ragu. Also to be mentioned was the outside pool and patio where additional people sat and ate. Adjacent to all of

this was a spectacular garden that Maggie maintains, giving folks a place to stretch after consuming all of that fine food. Let's not forget the lovely pond that was there for viewing and also the cigar gazebo—enjoyed by the guys.

Once again, it was time for the next stop—dessert at the home of Leon and Ileana Lewis in Canton—but not before a 20 minute country drive through western Wayne County—led by Tim Otto. Everyone arrived at the Lewis' to the display of Leon's three Porsches and his bright red Lamborghini—all lined up in his driveway (talk about car envy). After filing past the cars, everyone descended to the spacious multi-level rear patio (with fireplace) to consume the choices for dessert. There were assorted sweet treats, sliced fruit, a white raspberry cake and Ileana's own specialty—pistachio cake. Chatting and eating accompanied with a few drinks took place until it was time to leave for home.

The 2017 Progressive Dinner turned quite the hit and an event to be remembered. Many thanks again for the hosts—the Cumiskey's, Otto's and Lewis' for setting this all up for the Club to enjoy. Also to be mentioned are the members of the planning committee—Howard Gilson, Marc Molzon, Gretus Hoogestraat and Maggie Otto. See y'all next year for another fine event.

**MORE PHOTOS ON PAGES 22 & 24**

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Members relaxing on the Otto's patio (main course)



Gretus Hoogestraat snaps a photo of Bob Amano at the Cumiskey's



l to r: Bob Newill, new members Denise and Roger Tayoe with Chris Braden



Checking out the Otto's beautiful gardens

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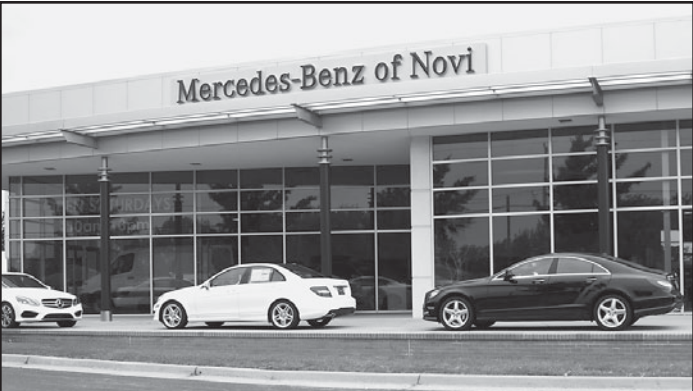
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Gary and Pat Ambrus chat with Zone 4 Rep Michael Soriano and wife Lisa, Victoria and Gretus Hoogestraat



P4 editors Michael Cohen and Mark Vander Eyk discuss business as wife Rene looks on



The Cumiskey's backyard backing up to the lake

## Nominations Now Being Accepted For the October 2017 Election of Directors

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# TECH TALK

The following are reprints from Panorama. Questions are submitted by PCA members and responses are formulated by members of the PCA technical committee.

## ENGINE

Model: 911 Turbo, Year: 2002, Mileage: 57,000

Q: I smoke tested the intake system on my 2002 Turbo and can see that it is leaking from somewhere under the Turbo intake manifold, but above the engine. My guess is that the gasket needs to be replaced. I have been told that the engine needs to come out to replace it. I would prefer to avoid dropping the engine if I can to just replace a silly gasket. Any ideas on how I can replace the gasket without dropping the engine? Or, any other ideas on what could be leaking from around the Turbo intake manifold?

A: First make sure that the leak is downstream of the throttle body. If it is, I suspect the rubber sleeves that connect the manifolds to the plenum and the plenum to the connecting tubes. If it is indeed the manifold to head gaskets, I would recommend engine removal. If you decide to go that route, inspect the coolant tubes and fittings while the engine is out of the car.

R: The problem I was having was a vacuum leak upstream of the Turbo inlets (in the Turbo intake manifold system). A local shop was able to replace the gasket and fix the leak without dropping the engine. They did however need to pull apart the car a bit to get at it. The shop needed to drop the engine down about 2" plus remove the fuel filter, intake assembly, throttle body Y-pipe and alternator.

## ENGINE

Model: 911 Turbo, Year: 2003, Mileage: 14,000

Q: How can I check if my radiator needs to be cleaned of debris on my 996 Turbo? I have a friend with a 7,000 mile 997 Turbo who just needed to replace the radiators because he was told they were not being cleaned. What does the debris do to destroy the radiator?

A: Just get down low in front of the car and look in there. If there is debris collecting in there, you will see it-piles of leaves, trash and stones. I have even seen dead frogs and of course tire marbles if you track the car. What damages the radiators is when the fins get bent. They can be "combed out", but they never quite return to new

condition. Porsche has made the price of replacement radiators very reasonable. The other way to tell if you have a problem is if you see engine coolant temperatures above mid-scale.

## ELECTRICAL/ELECTRONICS

Model: 911, Year: 1997

Q: My 993 power window switches are constantly breaking. It is a mechanical failure inside of the switch. Are there any companies that make a switch out of metal or some other material that will not break as often?

A: I believe there is an aftermarket switch that is cheaper than the genuine Porsche parts, but it is not as robust. My recommendation is to use the Porsche parts. I am very gentle with mine and only drive my 993 roughly 2,000 miles per year. My switches are the original Porsche parts, but they still break every 2-3 years. It is good to keep some spares around. I just went on eBay and bought several to keep in my glovebox. They are easy to change yourself. If you go to Rennlist.com there is an article showing how to repair the window switch by replacing the plastic tab that normally breaks with a metal one. I have a friend that did it to his switches.

## OTHER

Model: 911, Year: 1971

Q: My 1971 911T Certificate of Authenticity (COA) lists USA equipment, but I have not been able to find a list or documentation of what that includes. I am trying to return my 911T to its original USA factory specifications, do you know what that equipment consists of?

A: The USA equipment, as compared to rest of the world (ROW), consisted of sealed beam headlights, red taillight lenses and amber front lenses, four-way flashers, VIN number plate on the "A" pillar, soft switch knob covers, non-retractable seat belts and gas tank venting through a charcoal canister. The mechanically fuel injected E's and S's passed emissions as is, but the carbureted T's required some trickery with the Zenith carburetors on deceleration. The soft window Targa had to have the rear seat delete option.



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## Index to Advertisers – August 2017

### PLEASE SUPPORT OUR ADVERTISERS

Andree Riley/National Realty .....	9
Autocore Performance Group.....	29
AutoMark Collision Center.....	17
Automotive Techniques .....	16
Burton Brothers General Contractors .....	9
Classic 9 Leather Shop.....	9
Clear Auto Bra .....	11
Cloverleaf Fine Wine.....	27
Copyrite Printing .....	9
CrossRoads Plaza .....	23
EDMG Porsche of the Motor City.....	18-19
Fred Lavery Porsche .....	35
Hans Auto Electric .....	11
Marsh & McLennan Agency .....	17
Mercedes Benz of Novi/Eric Wheeler.....	23
Motor City Auto Spa .....	9
Munk's Motors.....	21
Nikolas Motorsport.....	Back Cover
Paul's Auto & Boat Interiors .....	9
Porsche of Ann Arbor.....	25
Porsche of Farmington Hills.....	2
SellYourSportsCar.Net .....	33
Steve's European Automotive.....	23
Vintage Munk's .....	11
VR Performance .....	27
Wheel Works Detroit.....	33

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SEM Board Minutes (6/29/17) by Fred Young

In attendance: Board Members: Marc Molzon, Gretus Hoogestraat, Fred Young, Patti Door, Michael Cohen, Walter Crump and Howard Gilson. Officers: Mark VanderEyck and Steve Carbary. Absent with notice: Leo Wanstreet, John Keilly and Greg Gallagher.

- Call to Order: 7:00 P.M. by President Marc Molzon.
- Minutes: Moved by W.C. and G.H. to approve. Motion passed.
- Financial: Tabled until August.
- Membership: No report
- Insurance: None needed.
- P-4: Michael Cohen – Out on time.

OLD BUSINESS:

- June 10: DE Waterford #2: Steve Carbary – Everything went well with over 50 participants. Good feedback was received.
- June 11: Cars ‘R’ Stars: Fred Young – 5 member’s cars were featured with hoods in the rear and received a commemorative plaque. 2 other members received a trophy in a judged class. It was a great show with a variety of cars. 10 members attended the breakfast arranged by Gretus Hoogestraat.
- June 24: Progressive Dinner: Howard Gilson – Positive remarks were noted about the event. Our gracious hosts are to be thanked for opening their homes and serving as hosts.
- July 8: Deutsche Marques: Fred Young – Several members are slated to attend.
- July 9-15: Porsche Parade: Gretus Hoogestraat – A number

- of SEM members will be there. Stoddards will sponsor a Zone 4 Party.
- August 20: Picnic and Concours: Patti Door, Don Kleist, Fred Young – Everyone has their list of duties.
- 60th Anniversary Party: Patti Door – Waiting for a firm date in September 2018. Feature cars will be displayed on site. Guests are limited to 125 persons.
- Web site: DE information on the web site will have to be added.
- Goodie Store: Gretus Hoogestraat – No report.
- Event Reports: Needed for the Progressive Dinner.

NEW BUSINESS:

- Marc Molzon said Haggerty Insurance has expressed an interest in our club. Marc will explore options.
- The board election is coming up in October. Candidates will be urged to submit their biography if interested in running. An ad will be placed in the P4.
- Future Events: Michael Cohen mentioned a possible event at a pedal car museum.
- Meeting adjourned at 8:20 P.M. – Moved to adjourn by W.C. and P.D. Motion passed.
- Refreshments and Locations: Thursday, August 3 – Gretus Hoogestraat – Gilson’s



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# SEM/PCA Member Anniversaries - August 2017

*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)
46	Thomas & Jane Fielitz	13	Robert Gross Tony Bahu	4	Shirl & Richard Carlisle
44	C & Marilyn Mally	13	Deon & Donna Middlebrook	3	Timothy Hartge
44	Michael & Cathie Mitchell	13	Jeffrey Smith	3	Gary Claudio Beverly Steffens
43	Wilfred Steinke Lynn Greene	13	Arnie Tracht Ryan Tracht	3	Michele Letica
34	John & Toni Frankowski	13	Paul Spevetz	3	Greg Miller
32	Jerry & Patricia Door	13	Eric & Jackie Anderson	3	Mark & Nancy Kuzczak
28	John Babchek Fola Brooks	12	John & Janet Borshch	2	Brad Seitzinger
27	Douglas Holloway Debra Seffinger	10	Terry Hart Donna Glick	2	Florian Lex
27	Charles Randau Chad Randau	10	Robert & Paula Cleland	2	Christopher Conrad
26	Roberto & Regina Boffi	10	Gustav Nerath	2	Morris Velilla
24	James & Mary Stevens	10	Kevin & Michelle Vogler	2	Edward Shehab
24	Edward & Angela Wuerth	8	George & Joyce Helms	2	Mark Rosenkranz
22	Doug & Natalia Milligan	8	Christian & Julia Schenke	2	Jim Larkin
21	Pierre Gosselin	7	Erik Feinauer	1	Joe Yaker
21	Alexander Pollock	6	Michael Wilson Joshua Wilson	1	Richard Adams
19	James & James Clarahan	6	Jack & Suzanne Haynes	1	Thomas Fodell
19	Michael Cohen	5	David & Kristine Kowalewsky	1	Patrick Ayoub
17	J George	5	David & John Thornton	1	Richard Reibel
17	Bud Nusly	5	John Agrusa Frank Agrusa	1	David Apsey
16	Robert Schmitt Taylor Raufus	5	John Kish	1	Glenn Griesmann
15	& Kelly Larry Kelly	4	David Rule Craig Rule	1	Alan Lowenthal
14	Christopher & Rachel Thatcher	4	Clay Dean	1	Dennis Drenikowski



# Here Is Your Opportunity To Get Involved

We are planning our 60th Anniversary Gala and we need volunteers

If you are interested in helping to plan the party of the decade, contact:

**Patti Door**  
[pdoor@sbcglobal.net](mailto:pdoor@sbcglobal.net)  
**(248) 207-7617**





# Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

*Greetings PCA Zone 4 Members,*

The summer months offer Zone 4 members a variety of opportunities for enjoying their cars as well as fellowship and camaraderie. I was recently able to attend a unique event that fabulously combined both of these aspects and made for a wonderful day. The event was Southeast Michigan Region's Progressive Dinner. On a beautiful Saturday afternoon, a large group of us met at a member's lakeside home for appetizers. After a safety meeting, we were given directions to the next stop. We took a 45 minute drive through some winding twisty roads before arriving at the 2nd stop where our entrée was being served. We all enjoyed the delicious catered food along with lively conversation. Many members sat outside by the pool, while others strolled through the beautifully manicured gardens. After another meeting, we were given directions to the next stop where dessert was being served. Upon arrival we were greeted by the owner's 911 turbo in graphite blue metallic, his orange GT3 RS and his Guards Red GT4, plus another exotic car lining the driveway. It was a fantastic evening, and I thoroughly enjoyed spending time with a wonderful group of people.

In addition to driving tours and DEs, many regions host autocross events. Michiana, Eastern Buckeye, and Mid Ohio Regions host autocross events nearly every month through September or

October. Autocross is a great way to test and sharpen your driving skills for a very nominal fee, and it gives you a wonderful opportunity for a day socializing with other PCA members. There are also a number of car show events coming up including the Red Barn Spectacular at the Gilmore Auto Museum, Red Brick Reunion in Oxford, Carmel Artomobilia, and Rallye Porsche Milford in Southern OH. As we continue to enjoy our very busy driving season, there are a number of wonderful events being offered throughout the zone. Please remember to check your region's website and newsletter, as well as the Zone 4 website <http://zone4.pca.org> for the most up to date list of events available to you. I hope you will expand your horizons and travel to some of the outstanding events being held throughout Zone 4; such as:

- **Rally Sport Region's** Club Meeting at Karl's Cabin is August 1
- August 4-6 is **Allegheny Region's** DE at Pitt Race
- Join **Western Michigan Region** on August 5 for the Red Barn Spectacular at Gilmore Car Museum
- **Mid-Ohio Region's** Instructed HPDE at the Indianapolis Motor Speedway is August 11-13
- August 12 is **Maumee Valley Region's** Tour to Findlay
- **Michiana Region's** Autocross at TireRack in South Bend is August 12
- Join **Ohio Valley Region** members on August 12 for the Switzerland County Tour
- August 13 is **Eastern Buckeye Region's** Autocross at Kent Trumbell
- **Northern Ohio Region's** Annual Rib Burn-off is August 19
- August 20 is **Southeast Michigan Region's** Annual Family Picnic and Concours
- **Central Indiana Region's** Carmel Artomobilia Charity Car Show is August 26
- August 26 is **Motor-Stadt Region's** Gimmick Rally: Getting to know Clinton and Gratiot County

I look forward to having the opportunity of meeting each and every one of you as I visit each region throughout the year. If you have any questions or comments please feel free to contact me at [MSoriano.ZoneRep@gmail.com](mailto:MSoriano.ZoneRep@gmail.com)

*Thanks, Michael*

# RECAP Deutsche Marques: German Cars at the Gilmore Museum

STORY & PHOTOS BY **DON KLEIST**

White, wooden fences, well maintained buildings and neatly trimmed lawns that seemed to go on forever, these are the sights that greeted us as we arrived at the Gilmore Car Museum in Hickory Corners, about 15 miles northeast of Kalamazoo. For a moment I thought I was approaching a horse farm in Kentucky. It was an impressive sight out in the middle of nowhere. In reality, Nancy and I came to Gilmore for the 6th annual DeutscheMarques Car Show.

On Saturday, July 8 more than 300 proud owners of German-made cars displayed their beauties on the grounds of the museum. There were about 85 BMWs, 72 Porsches, 60 VWs, 50 or so M-Bs, 40 odd Audis and two Opels. In addition, Janis Joplin's psychedelically painted 356C convertible was displayed beside SEMP-CA member Vic Rivera's reproduction of her car. They looked almost identical. The Joplin car sold at auction for \$1.76 million in 2015. I suspect Vic might be willing to part with his for a mere half of the auction price. A short history of the Joplin car can be found at <http://autoweek.com/article/auctions/janis-joplins-porsche-356-brings-16-million-auction>. For those interested in how Vic's reproduction came about, visit <https://dedeporsche.com/2011/04/03/porsche-project-recreation-of-janis-joplins-psychedelic-painted-1965-porsche-356c-cabriolet/>. They are both interesting reads. (Sorry for the long URLs. There is no way to shorten them in print.)

The display arrangements had cars of the same marque parked as a group. The Porsche group included most models, 356s, 914s, many 911s, a 928, a 944, Boxsters, Caymans and a Panamera. I don't recall any Cayennes or Macans. Mother Nature cooperated by sending a sunny day with moderate temperatures, low humidity and gentle breezes. In short, a perfect day for a car show.

Event organizers conducted a judged competition within each marque. Unlike the Concours at Porsche Parade, the judging criteria were unpublished and rather loose, more like what the judges liked, rather than according to set criteria. Awards were given for Best Survivor, Best Daily Driver, Best Car of each decade from the 1970s thru the 2010s and a Best in Show for each marque. SEMP-CA member Lewis Yonce won the Best in Show-Porsche for his white 991 Turbo S. His received a crystal plate and his victory will be recognized on a trophy kept at the Porsche of Grand Rapids dealership. SEMP-CA board member Fred Young and his red 996 took home the award for the best daily driver (???). Didn't I say the criteria were somewhat loose?

A few words about The Gilmore Car Museum; the complex



*LtoR Trophy winner Fred young, Vic Rivera, trophy winners Vivian and Lewi Yonce, Nick Moskatow, Don Kleist*

consists of a cluster of buildings set in out-of-the-way Hickory Corners, Michigan, population 322 or so. The Museum holds about 400 cars of all types, brassies, Duesies, Rolls-Royces, Indy 500 race cars, a Tucker 48, and even a silver 1930s Mercedes-Benz that spent WW II and the years until the Berlin Wall came down buried in it's owner's garden in eastern Germany. In short, something for all car enthusiasts,

In addition to the main museum building that primarily houses cars, other buildings hold special collections. Some are presented as replicas of car dealerships, one a 1930s Shell gas station, another an old fashioned diner. Yet another building is devoted to hood ornaments, or as the museum calls them, "Mascots." And The Gilmore Car Museum is the only place the world where you can see the only movie set to ever leave Walt Disney Studios – the one-of-a-kind studio set and car from the 1967 Walt Disney film, The Gnome-Mobile. Visit <https://www.gilmorecarmuseum.org> for more info.

Mapquest tells me that Hickory Corners is 163 miles and a 2 hour 46 minute drive from my condo in Shelby Township. Therefore a one day trip out and back is possible. But Nancy and I prefer to go to Kalamazoo in the afternoon, spend the night there and have a more leisurely visit to the museum the next day. And we like to dine at the Bell's Brewery, good food and great suds. Yummm!

**MORE PHOTOS ON PAGE 32**

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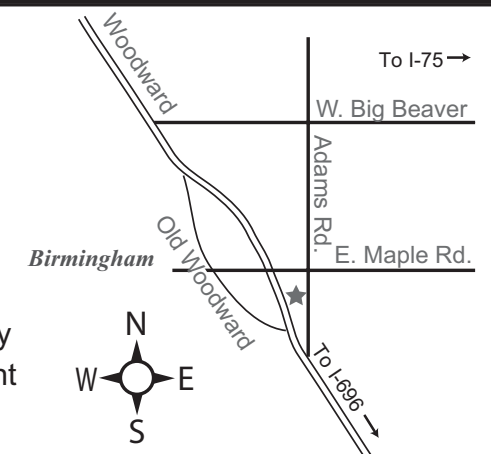
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