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**ON THE COVER:** A group of 911’s parked adjacent Skeethouse turn at Waterford Hills Raceway enjoying the races at SEM/PCA family day on June 10. PHOTO BY LISA MOLZON

2018 SEM/PCA CALENDAR

AUGUST	
2	Board Meeting
5	#Gratiot Cruise
5	#Troy Traffic Jam Car Show
17-19	#Porsche Mackinaw Bridge Crossing
18	#Woodward Dream Cruise
19	SEM Picnic and Concours
24	DE #3 at Waterford
26	#Cruising Hines Drive
SEPTEMBER	
6	Board Meeting
8	60th Anniversary Party at St. John’s
28	DE #4 at M1
30	Drive your Porsche Day
OCTOBER	
4	Board Meeting
21	Fall Color Tour

NOVEMBER	
1	Board Meeting & Calendar Planning
16	Membership Dinner
DECEMBER	
6	Board Meeting
16	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.*

Editorially Speaking



BY MICHAEL COHEN

As many of you know, I have been associated with the P4 for quite a few years. From time to time after becoming an SEM/PCA member in 1998 I would write stories about various vehicle related experiences, including my first HPDE, an interview with Derrick Bell and write ups about various car events. Shortly after retiring from the retail car business in 2010 and looking for something to occupy my time, I came across an announcement from John Keilly, Managing Editor of the P4, advertising for an Associate Editor to replace Eric Chau who was moving on to other things. I wanted to get more involved with the club, and this seemed to be an excellent lead in, so I contacted John and accepted the position. John was an excellent teacher and together we published the P4 for many months. One of our most visible contributions was in 2011, when we increased the glove box size publication to its current more easily readable 8½” x 11” format. In 2013 John was elected President and I became the Managing Editor duties of the P4, a position I held until 2015 when Miranda Christian took over. She did an excellent job but could not devote the time required to be Managing Editor due to holding down two jobs and going to school. In order to relieve her, I took over the P4 again, supported by John Keilly who later moved out of state and Mark VanderEyk. Mark has done a wonderful job as Associate Editor; the magazine would not be nearly as good without his efforts. Also, a big “thank you” to our unsung hero Roger DeLiso of Copyrite Printing who each month makes sense of all the articles and ads that Mark and I send him, with the end result being the P4 that you receive each month.

Due to increasing time requirements for my business, SellYourSportsCar.net and winter travel plans, I advised the Board that I will be leaving the Managing Editor position effective December 31, 2018. Mark will continue on in his current position at the P4, but due to his frequent travels and other commitments will not have the time to run the show. Therefore, the P4 will need some new blood in order to continue to meet its monthly time deadlines and the quality that we have come to expect. This situation presents a great opportunity for a few members to get more involved with the club, its members and its activities and continue to produce and improve the P4. if you have some writing talent and would like to help the P4 move forward, please contact me, Mark VanderEyk or President Marc Molzon; any of us will be delighted to discuss the opportunity with you.

Speaking of changes, Temple Cumiskey will be replacing Leo Wanstreet as Treasurer effective immediately. Temple has had substantial experience in similar positions in other organizations and will be a valuable asset for our club. He replaces Leo who in addition to being a past SEM/PCA President has been our treasurer for many years and has done an outstanding job in that capacity. Good luck Temple and thank you Leo!

In this issue, veteran author and HPDE instructor Tom Fielitz enlightens us about the history of automobile headlights in his article entitled Illumination on page 10. On pages 16 and 17, Lisa Molzon reviews Family Day at Waterford Hills while new member Ronald Guerrieri writes a heartwarming account about his impressions of his first Family Day event on page 32. DE Chair Steve Carbary cleverly summarizes the sometimes rainy HPDE #2 at Waterford starting on page 20.

The next few months will be busy ones for SEM members and car lovers in general. August is Woodward Dream Cruise month. Officially, the cruise is on Saturday August 18, but in reality cruisers are out in force on Woodward avenue daily from now until the 18th. Our big August event is our Picnic and Concours at Springdale Park on August 19, the day after the cruise. This is always a fun filled day for the whole family, starting with concours judging and prizes awarded by our local expert and chairman Fred Young. This is followed by a sumptuous picnic lunch prepared by our dedicated chefs, Don Kleist, Patti Door and resident barbeque expert Tom Grabowski See page 6 for more details. Other August events of note include the Troy Traffic Jam car show on Big Beaver as well as the Gratiot Cruise on August 5 and of course our High Performance Driver Education school at Waterford Hills on August 24.

As you know, we will be celebrating our 60th anniversary with a gala party at St John’s in Plymouth on September 8. This is a once in a decade event so make sure that you plan to attend. There will be a display of rare Porsches, excellent food and drink and a special guest speaker that you are sure to enjoy. A summary of the party details can be found along with information about name tags on pages 12 and 13. A list of early 60th anniversary event sponsors can be found on page 14. Take a look at the exposure you will receive and consider adding your name to the list of committed donors.

In summary, we have lots going on and we hope to see you at our events. It’s not just the cars, it’s the people (but the cars are pretty cool too).





## Join us for our Annual SEM PICNIC AND CONCOURS

**Sunday, August 19, 2018**

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Off of northbound Woodward north of Big Beaver, turn right on Strathmoor  
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**Arrival and car preparation begins at 9:00 a.m.**

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

Our call goes out to new and old members who have never been at this event. You are in for a real treat. The morning begins with a concours where cars are judged on cleanliness. The judging is the exterior of the car including wheels and tires. Numerous trophies are awarded for a variety of classes and everyone has a pretty good chance of winning a coveted trophy. Take pride in showing off your prized possession.

Lunch consists of dishes brought by members and an excellent meal prepared by our dedicated chefs, Don Kleist, Patti Door and Tom Grabowski, resident barbeque expert. Everyone's pallet is sure to be satisfied. No one goes away hungry. Plus the desserts are to die for. As a bonus, early bird arrivals are treated to a wonderful breakfast.

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***Make some new friends, see some great cars, and have a wonderful day - Join Us!***

# Porsche. People. Power. Passion...

BY **MARC MOLZON**



This month I want to talk about the great milestone that OUR club has reached. This year marks our 60th Anniversary and what a great achievement that is!! I am very proud to claim that our club is one of the first 10 regions in the history of PCA. Today PCA has 14 zones, 145 regions and over 100,000 members and still growing every year.

And I feel it's important to point out all of the great records that Porsche has set and continues to set - as the Porsche 919 just set the fastest time on the Nurburgring. The record was previously held for 35 years by a Porsche 956c and the 919 beat the time held for 35 years by 52 seconds to a time of 5:19.55 hitting a top speed of 229.5 MPH and an average speed of over 145MPH. Wow!! And if you have not heard of the Nurburgring track, it is a 12.9 mile track that many of the manufacturers use to test the limits of their cars. It has with sharp turns, banked turns, long straights and huge elevation changes - all on the same track. And one other bit of proud showmanship by the Porsche 919: At the Spa Francorchamps race course, it made it around the course in 1:41.770 beating the Formula 1 record of 1:42.553 previously held by Lewis Hamilton. These records are great and really show the ability that Porsche has to make cars that are pushing even the highest limits...back to more about our club holding up the great name of Porsche and all the great people we have in our club!

I want to thank everyone that has put their personal time in to run our club and all of our events. And thank you to those that help us grow by bringing friends to events to see what our club is about and show them all the fun social, driving and car show events that we do. If you have attended events and enjoyed them—PLEASE let the people know that are putting on these gatherings. They appreciate the recognition of their efforts. As you know: Volunteers Fuel the PCA. If you have some time and can help us continue to put on these great events please give someone on the board a call or come to a board meeting and we can help you organize and run an event—or get you involved in helping run it. We need our members to keep our fun activities going!

Speaking of assistance—our Board members really help in

making our club run like clockwork! A great thanks to Temple Cumiskey for transitioning into the Treasurer position as Leo Wanstreet, who has been effectively managing our finances for years, brings him up to speed and hands-over the official duties. And thank you so much Leo for handling this for so long. Thanks also to P4 Editors Michael Cohen and Mark VanderEyck who prepare my stories for publication—and prior to them making edits, my wife helps me write these each month. These three

really know how to make someone look good! If you or someone you know likes to write or can help with the monthly creation of this P4—please let me know. We'll need a new editing team in-place before the end of the year, as Michael is transitioning off the publication. Michael and Mark have done a wonderful job on the P4—and it's always exciting to see what new adjustments a different team brings to the table.

I have developed so many great friendships with other members in the club. Not surprisingly, it's really easy to develop friendships with people who have similar interests. I hope you can make it to some of the events coming up, consider helping run some events and develop some great friendships like I have.

Coming up in August we have our annual picnic that has been run for years by Patti and Jerry Door, Tom and Christine Grabowski, Don Kleist and Nancy Richardson, and Fred Young. Our third HPDE is at Waterford on August 24th and I hope you can make it out for our last school at Waterford Hills—our last HPDE of the season is on September 28th at M1 Championship Motor Speedway. And our largest celebration of the year is our 60th Anniversary Gala. You don't want to miss this event at the Inn at St Johns on September 8th with registration at <https://clubregistration.net/login.cfm?CFID=1129203&CFTOKEN=c178822cefdfa01e-15091156-155D-65DD-25D650446C16C706>. Login and register for the party and if you have any trouble we have “how to” instruction on our web site @ [sem.pca.org](http://sem.pca.org)/or call club registration at 512.273.5016.





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# Illumination

BY TOM FIELITZ

Apparently at one time I was a bit fanatical about Porsche headlights. I say that because in my garage I have come across three boxes containing three different single headlight units that at one time I used on my 1972 911. Inside were also various halogen bulbs used in those headlights. That caused me to “reflect” upon my history of Porsche headlights. But first let me share a little headlight history that I found on multiple Internet sites.

In the 1880’s cars were fitted with acetylene gas powered lights of various shapes and dimensions some as big as cooking pans. These were hand lit by the driver and hand adjusted for so called high or low beam. In 1898 the Columbia Electric headlights were introduced by the Electric Vehicle Company of Hartford Connecticut. In 1912 Cadillac introduced the first standard equipment electric headlights. In 1917 Cadillac included a manual lever that the driver could use to aim the headlight high or low. In 1927 the foot operated dimmer switch controlled the switch from high beam to low beam and Cadillac pioneered the self dimming headlights in 1952 called Autronic Eye and shortly thereafter the Guidematic. Beginning in 1940 our government mandated the sealed beam which was a two filament bulb for high and low beam fixed in a seven inch diameter reflector. The bulb was held in a housing with screws to aim the height and direction. In 1957 the regulations allowed for four headlights consisting of two five and three quarter inch sealed beams. In 1975 the square sealed beam system was allowed in two 200 mm size or four 165 mm size. Meanwhile Europe enjoyed much relaxed standards allowing for brighter bulbs and reflectors contained in sleek covered units blending into the shape of the fenders. In 1962 in Europe the halogen bulb was introduced with an intense burning filament in a halogen gas filled bulb. The LED lights that are widely used today were introduced by Audi in their 2007 R8 sports car. They also pioneered the LED daytime running lights we see on almost all cars. LED headlights are now used in gangs of individual reflectors managed by lighting computers. The ultimate in lighting was also introduced by BMW on their i8 with laser lights. Laser lights employ three laser diodes that fire into a prism and passed through a phosphorous lens to convert the light from blue to white. The light is directed to a reflector and then to the final lens.

Early 356 Porsches used a seven inch reflectors mounted behind a glass cover. Being a six volt system they were not very efficient or effective. If you look at the early 356 headlight you will notice a separate bulb about the size of a flashlight bulb mounted on the bottom inside the glass cover. The bulb when lit would

give off a glow from the reflector. The intent was that when driven in the city the headlights would not glare on pedestrians. Porsche 911s bound for the US were fitted with a sealed beam bulb in a sugar scoop looking chrome surround. European 911s had halogen bulbs in a reflector mounted behind a glass cover. Any self respecting US Porsche owner flaunted the law and fitted those covered glass units. That accounts for the spare headlights in my garage. The oldest was a French Carello unit that had two bulbs, a big high beam and a smaller low beam halogen bulb. That was followed by a Cibie H1 and finally a Cibie H4 which had a two filament bulb. These were all housed in the Europe only glass covered headlight unit. The final switch was to the Bosch H4 headlight combining a glass cover and separate reflector. This style of headlight stayed about the same but with different types of bulbs until the 996 was introduced with its radical at the time all inclusive headlight unit interchangeable between the 911 and Boxster. Porsche has used a variety of stronger and stronger light bulbs from Projector, Halo, LED, HID, Litronic and now multiple LED. You can be sure that the prices have changed too from \$12 for early sealed beam to well over \$1,000 for current units.

The other innovation when it comes to lighting is in directing the light beam. Significant improvements were made in adding reflective fluting to the glass covers to shape and direct the light beam for maximum distance and width of beam with minimum glare to oncoming traffic. Early cars might have a single light on a swivel that moved with the direction of the wheels. Modern cars can direct single beam projector lights with a movable reflector. With multiple LED bulbs each reflector can be directed to a specific purpose. Of course the other great change is the headlights have become to serve an artistic shape purpose and even an aerodynamic shape purpose such as to direct air flow over the nose of the car. One complaint about modern headlights is that their small size and low mounting height often gives less road illumination and more oncoming glare than previous generations of headlights. I guess this information means that I have never stopped being a headlight fanatic and now maybe you are too.



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COCKTAILS: 7:00PM • DINNER: 8:00PM  
AFTER DINNER SPEAKER

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*Register At [Clubregistration.net](http://Clubregistration.net)  
(Instructions on [SEM.PCA.org](http://SEM.PCA.org))*

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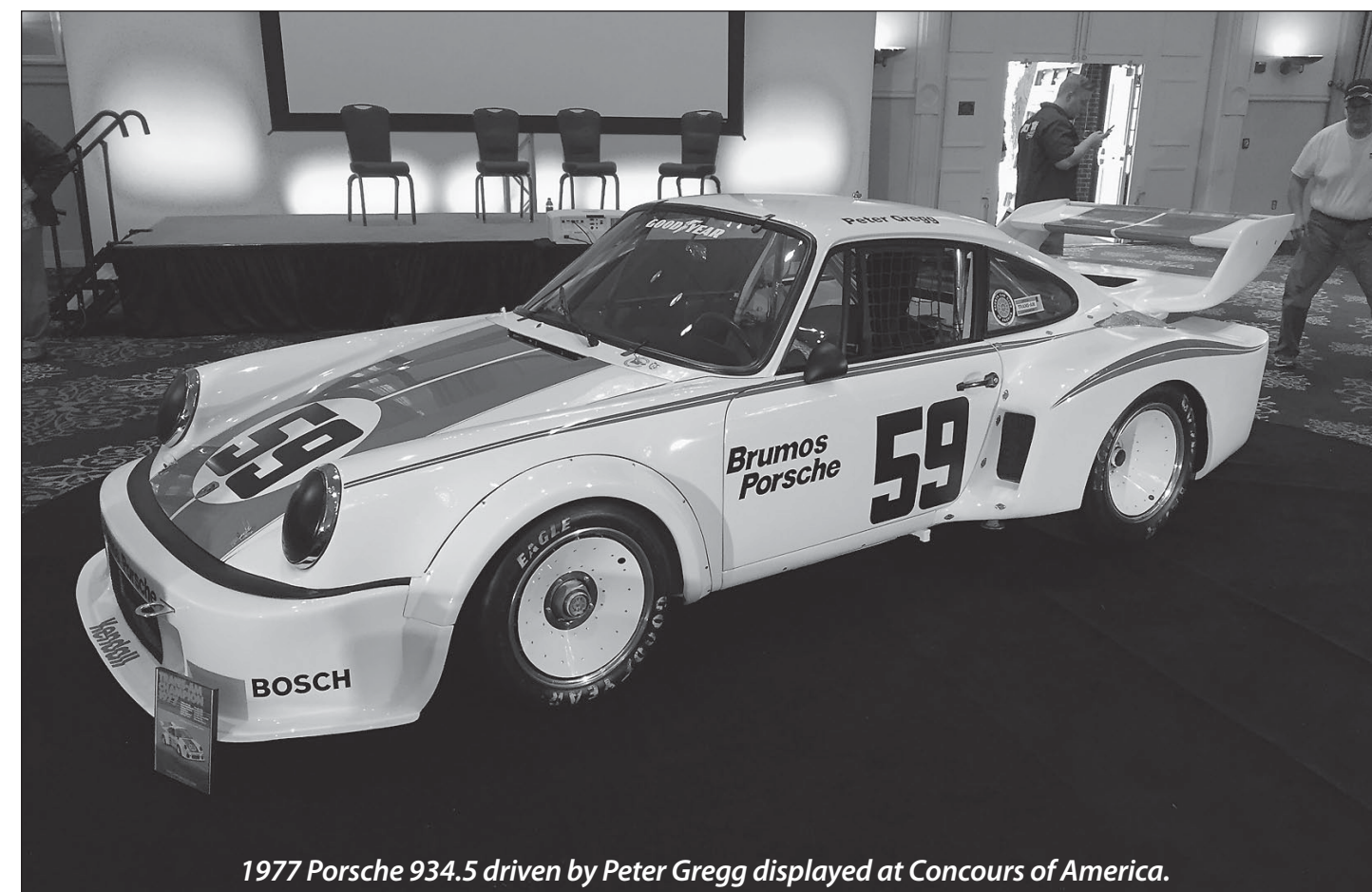
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# *RECAP* **Waterford Hills Family Day**

STORY & PHOTOS BY **LISA MOLZON**

I wish I could report that the sun was shining and it was a beautiful summer day for our annual Family Day at Waterford Hills Raceway, but alas, I cannot. Gray skies, cool temperatures and the visual threat of precipitation followed the torrential rain from the day before and made for a bit of a muddy trek into the raceway from unpaved Waterford Road. It's tough to muster the energy and enthusiasm to head out to the track with your beloved Porsche in conditions like that, but yet several brave members did.



*Our parking corral for Family Day.*

Fred Young, SEMPCA Board Member, Secretary and annual organizer of the Family Day event was first to arrive. He was staking-out the Porsche parking area on the hill when Marc Molzon (SEMPCA President) and I joined him. Fred drove his red 996 and we came in our vintage silver 930. Then, one-by-one, additional members arrived throughout the morning: Michael Cohen (P4 Editor) arrived in his 996 cab, Bill Molzon ("Marc's Dad") in his Cayman, and other members in their 996 cab. Greg Steen, one of our HPDE Instructors, also stopped by between races with his #35 Porsche 944 race car. Also on-track racing were members Tony Mac and Tom Christian (both lend their track experience as HPDE Instructors for the club). Although the conditions weren't quite up to par for Tom Fielitz (HPDE Instructor and P4 columnist) to bring out his Porsche 911, he still came to socialize with club members and watch the races. Another club member, Chris Braden (Munk's Motors owner and breakfast sponsor of our HPDE's) also joined us, sans Porsche, not want-

ing to miss-out on our fun.

The day was filled with racing excitement, camaraderie, complimentary paddock-area access secured by Marc for our members and a lengthy lunchtime parade lap session that most members took advantage of. After all, our cars are appealing to the eye plus fully functional and at home on the track.

Our sleek cars provided just about as much interest as the races themselves. Everyone from race spectators to raceway workers came by to admire and compliment our vehicles. I think we may have found a few potential new members ... and I hope the spin-out by one racer, in front of the hill where we were perched, wasn't due to him being distracted by the line-up of Porsches. (Though one could hardly blame him if that was the case...)

After the past couple rainy Family Days, we are certainly due a gorgeous summer Michigan day for next year's event. Hope to see you there!



*Bill Molzon's very cool Cayman S.*



*Greg Steen brought his 944 race car to our corral area for us to see.*



*President Marc and Lisa's 930 Turbo (Margaritaville?)*



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# RECAP: HPDE #2

## Good Things Come... Still Holds True

BY STEVE CARBARY

The club hosted its second Driver Education event on June 23rd. Those following along may recall that our first two events this year, DE 101 and DE#1, had less than favorable weather. Well, as it turns out, this Friday was starting out in the same direction. We arrived at the track dodging the slightest of raindrops and scanning our weather apps, hoping for the spirits of all things blue skies and sunny to smile upon us. To be honest the forecast was 50/50 or 40/60 at best, depending on your favorite flavor of weather service. But, we here in Michigan are hearty souls and can make the best of any weather situation. Nobody was going to stop the fun day we had planned.

So we continued along with the usual procedures with a mixture of rain coats, umbrellas (sometimes up and other times down), and smiles. One of the things we do at the beginning of every track event is a walking lap of the track. This gives everyone who wants to go a chance to see the track up close and at a slower speed. You can typically notice something new every time you do this, so even our experienced drivers will join the walk. On this day though, at the time we had on our schedule to do the lap, the rain came on fully. Marc Molzon, our Chief Instructor, looked at me (as I was planning to guide the walk) and joking asked if I was ready. We laughed as I 'politely' told him that it wasn't going to happen at that moment. We waited for a brief time and the rain let up. The radar looked like we had some time to get it in, so I grabbed those wishing to follow and started on a rather quick tour as we needed to make up some time. Apologies to anyone who may have been feeling like they had to work to keep up. Those familiar with our track events know me and how I can be rather enthusiastic, I was on a mission to get us back on schedule.

The track walk was completed and the clouds were becoming less and less prevalent. The drivers meeting, car preps, and first sessions were clear of rain, but the track remained damp. Fans of racing may know that cars driving on the track will dry it, but it can take some time. Then it happened. Just after the first track sessions for our Beginner, Intermediate, and Advanced student groups ran... the sun came out! It was just before lunch too, so this was a great time of everyone to dry out and enjoy what was quickly becoming one of the warmest days we had seen so far this year. We offer the chance for anyone who wishes to do parade laps during lunch, several cars went out just to enjoy the sunny drive I think.

The afternoon was full of sunlight and fast cars. Everyone got a chance to put all the skills they practiced at slower speeds on the wet track that morning, as well as our first DE, to good use on the



A collection of Porsches in the paddock.

dry track. I know people can be very apprehensive about driving on a race track in the rain. I completely get that. It's not what you think of when you spend money for a day at the track. But, those types of days are not only fun but extremely educational (as the name implies). I can promise you a great time, even on a wet track, and you will most likely learn even more on those days. Then, when the track is dry you will be that much better!

Several sessions for all the run groups continued on the wonderful and challenging Waterford Hills Road Racing Course with its various corners and elevation changes, tempting all drivers to see what they could do with their cars. Heating up the tires and brakes was a new and exciting experience for many. I heard more than a few comments about how different the cars felt in the dry. Most of these came with big smiles as well. This was our Saturday event at Waterford, so we were able to keep the track open until 6 pm with each group getting one more run session than our typical Friday DE's.

As I stood in the sun warming myself like a lizard on a rock, I couldn't help but think 'Good things come to those who wait'. After all, I think we deserved a day like that seeing how our first two were.

(P.S.—Oh, and just when we thought we were in the clear and congratulating ourselves on the spectacular afternoon we were having...out of nowhere it opened up and poured on us again for about two minutes at 5pm...then back to clear blue skies for the rest of the evening. Was that just to poke at us or something? And did I mention my sunroof was open when that started?)

MORE PHOTOS ON PAGE 22

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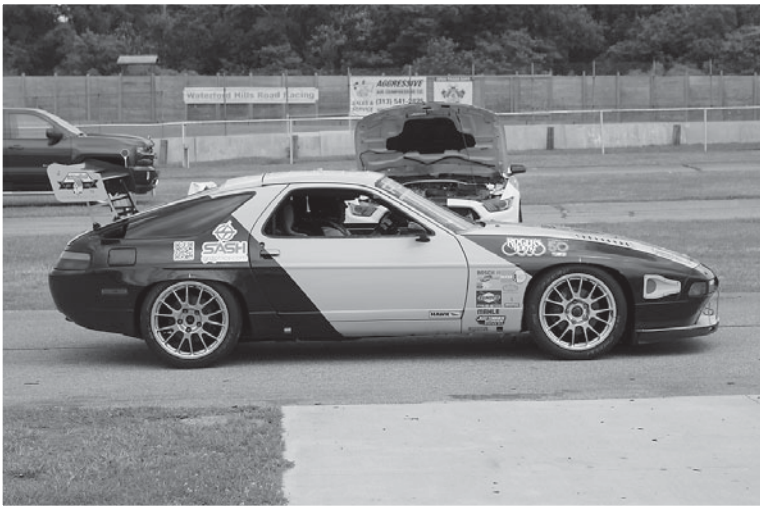
DE chair Steve Carbary and instructor Andrew Olsen yuk it up.



Instructor Merritt Scott Collins with student Tom Crumlish.



Instructors Johnny and Frank Agrusa with their track cars.



John Dorscht's awesome blue and yellow 928 race car.



Robert Kennedy on the track in his 997.



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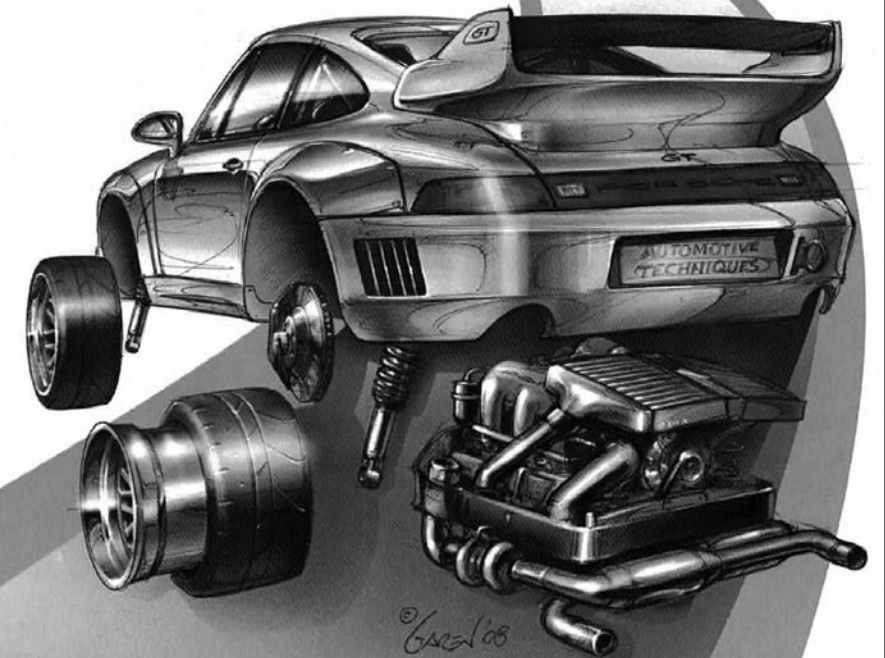
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## Around The Zone



BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE

Dear Zone 4,

The Porsches are on the road, on the track and enjoying the heat and sunshine in Zone 4 we have new banners to display at our events this year. I ended May with the traditional weekend in Indianapolis for the Indy 500 with my brothers and cousins. Then on into June where the Indycars head up to Belle Isle for the Dual race weekend, joined by the IMSA WeatherTech Series. The Car Corral was a bit hit on Friday, June 1st and even more so on Saturday June 2nd. 29 Porsches arrived via Police escort from The Henry hotel. Was a thrill to see traffic stopped for us as we drove over 100 Corvettes waiting for us to go by. Once on the island we all enjoyed the hospitality tent where Lynn Friedman, our Car Corral queen, was waiting for us with donuts and coffee. Later we enjoyed lots of great racing.

The next weekend I was in Cincinnati for the Ohio Concours weekend. Saturday morning, June 9th—Love your Sportscar Day for Porsche worldwide—I was honored to be on a panel for the seminar at Porsche of the Village called Porsche: A Sporting Life. Moderated by Cam Ingram, I was joined by his father Bob Ingram, the legendary Brian Redman, and my good friend Ray Shafer from the Porsche Experience Center in Atlanta. For 90 minutes, we shared our favorite Porsche stories and answered questions from the crowd of over 170.

The next day was the Concours at Ault Park, where the theme was the Seven Decades of Porsches. The Schutz Speedster joined nearly 100 Porsches on display on the center lawn. Was quite a tribute to the marque. On the following Monday I attended the monthly meeting for Mid-Ohio Region, and on



The Schutz Speedster at Ault Park with Lori Schutz and Rick Riley.

Tuesday for the Ohio Valley Region

and shared stories of my father's days at Porsche.

Then following weekend, back in Michigan. Saturday morning, June 17th, I joined Western Michigan Region for a Tech Session hosted at EuroAutowerks. Tim Thatcher, our host, gave a talk on alignment and other warnings of what to look out for to avoid mechanical failures. Then lunch! On Sunday morning, I joined the Rally Sport Region at Grattan Raceway for their drivers meeting. They had fantastic weather for a great DE.

See you soon at a region event, Happy motoring!

Lori



Ray Shafer, Brian Redman, Cam Ingram and Lori Schutz at the Ohio Concours Seminar



## ***Business Meeting Minutes*** (6/28/18) by Fred Young

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

**Call to Order:** 7:00 p.m. by President Marc Molzon

**Minutes:** Moved by W.C. and H.G. to approve. Motion passed.

**Financial:** It was moved by F.Y. and P.D. to approve the June financial report. Motion carried.

**Membership:** Walter Crump - Membership remains steady at 697 primary and 381 associate members.

**Insurance:** Marc Molzon - Approved for the DE and Tour. Insurance is still needed for the caravan to Parade.

**P-4:** Michael Cohen - July P4 is in production.

### **OLD BUSINESS:**

**June 10: Waterford Hills Family Day:** Fred Young - Sparse turnout probably due to a rain forecast. The guests enjoyed free pit passes and parade laps at lunchtime along with exciting racing.

**June 23: DE #2 at Waterford:** Marc Molzon - 38 signed up with 21 instructors. It was a great turnout. DE-101 seemed to help attendance. G.H. and W.C. moved to comp integral part of volunteer team. Motion carried.

**July 7: Deutsche Marque:** Fred Young - Due to the conflict with Parade nothing formal is planned with SEM this year.

**July 8-14: Porsche Parade and Caravan** - Gretus Hoogestraat - Leaving Friday for Parade.

**July 27-29: Concours D'elegance of America:** Fred Young - A good number of tickets and car corral parking passes were sold. Promises to be a great weekend event honoring Porsche cars.

**August 19: SEM Picnic and Concours:** Patti Door - Final preparations will be made after Parade.

**September 8: 60th Anniversary:** Patti Door - Cars for display are

being arranged. The program is being worked on and coasters are to be ordered. The committee will meet at the end of July.

**September 24: DE #4 at M-1:** Marc Molzon - The last DE of the season will also visit the garages and will have brats and refreshments for participants.

**September 30: Drive your Porsche Day:** Gary Ambrus - Date changed to the 29th.

**October 21: Fall Color Tour:** Walter Crump - Date changed to the 21st.

**November 16: Membership Dinner:** Dave Miller has volunteered to chair the event.

**December TBD: Holiday Party:** It was moved my H.G. and G.H. to give a deposit if the possible venue works out along with the menu. Motion carried.

**Charities:** No report.

**Webmaster:** Erik Ohrnberger suggested links on the website for articles of interest to members.

**Goodie Store:** No report.

**Event Reports:** Fred Young - Needed for Waterford Family Day.

### **NEW BUSINESS:**

Leo Wanstreet and Temple Cumiskey suggested a new program to manage club finances. It was moved by P.D. and W.C. to approve. Motion carried.

On a Zone 4 Conference Call Marc Molzon said agenda items discussed autocross, DE and tour guidelines, and call in voting.

Fred Young reminded members to vote for the SEM newsletter in the contest on the PCA website.

**Meeting Adjourned at 8:22 p.m.** - Moved to adjourn by W.C. and M.C. Motion passed.

**Refreshments and Location:** Thursday, August 2 - Mark VanderEyck at Gilson's; Thursday, September 6 - Marc Molzon at Gilson's

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My First Waterford Hills Family Day

by Ronald Guerrieri

I arrived home from what I would have to say was a day with the longest lasting smile I have ever had. It started when I got over the anxiety of driving down a dirt road and met some fantastic members of the SEMPCA. I was invited to go to the pit area with them and all the fun started when they noticed a driver in a van coming into the pit area. The driver, as it turned out, was a fellow SEMPCA member and one of the racers. I was like a student that stayed in the back of the class, but then decided to go to the head of the class and learn what I could. Everyone was open to my

excitement and questions. They were more that glad to answer them. As a new member to the SEMPCA, I am so glad I joined this group. I have to thank Marc Molzon and his wife Lisa, as well as Fred Young for making me feel at home and helping me manage my pace maker moment. I felt I was surrounded by like-minded people with a passion for the Porsche brand and belief in the PCA motto: “It’s not just the cars, it’s the people.” How true that statement is. Thank you all for energizing my soul and for the Porsche brand and their owners.

SEM/PCA Member Anniversaries - August 2018

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)
47	Thomas & Jane Fielitz	11	Terry Hart & Donna Glick	3	Morris Velilla
45	Michael & Cathie Mitchell	11	John Keilly	2	Alan & Kristi Lowenthal
44	Wilfred Steinke & Lynn Greene	11	Kevin & Michelle Vogler	2	Patrick & Amy Ayoub
35	John & Toni Frankowski	11	Gustav Nerath	2	Thomas Fodell
33	Jerry & Patricia Door	10	Gary & Alicia Ganaway	2	Richard Adams
29	John Babchek & Fola Brooks	9	George & Joyce Helms	2	David Apsey
28	Douglas Holloway & Debra Seffinger	9	Christian & Julia Schenke	2	Dennis Drenikowski
28	Charles & Chad Randau	8	Erik Feinauer	2	Joe Yaker
27	Roberto & Regina Boffi	7	Moungi Slim	1	Nick Coburn
25	James & Mary Stevens	7	Michael & Joshua Wilson	1	Paul Carthew
25	Edward & Angela Wuerth	7	Jack & Suzanne Haynes	1	Dennis Cooperson
22	Alexander Pollock	6	David & Kristine Kowalewsky	1	Werner Boelstler
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20	Michael Cohen	6	John & Frank Agrusa	1	Ronald Guerrieri
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**FOR SALE: PORSCHE PARTS:** 1-pair full power seats (black) from 987/997 (Boxster, Cayman, 911). New condition \$1,000 pr.1- 912/911 Steering Rack. 2 – replica Abarth 4 pipe exhausts. Stainless steel (large pipes). Prototypes. New. Never used. \$600 ea. 15”x7” phone dial wheels w/caps. Bill Hallandal – (231)377-9310 home; (231)676-7780 cell (5/18)

**FOR SALE: REBUILDABLE 996 ENGINE** long-block core. This is a running engine, however, blows white smoke at start-up, no noise, no IMS or engine failure. The engine is out of a 2000 911 and has an original 40,000 miles. Good core, \$4500 obo. Sold as is no warranty or guarantees. Call Tim 248-514-0987 or email hartge944@gmail.com.

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**FOR SALE: Four 2016 Porsche Boxster S Wheels:** OEM part #67441S: Front 8” x 19” Rear 9½” x 19”. Includes center caps. Hyper Silver As new condition. No road rash. Asking \$1,800 OBO. EmailBillmolzon@gmail.com for photos. Phone: (248) 625-9399 (7/18)

**FOR SALE: 2014 PORSCHE CAYENNE S:** Meteor Grey Metallic with black interior. All wheel drive, 4.8 liter V8 engine generating 400 horsepower and 369 ft lbs of torque, heated steering wheel, heated and ventilated seats a panoramic roof, front and rear parking assist with reversing camera, 19” alloy wheels, 14 way power front seats with memory, convenience package, keyless entry. One owner, housewife driven Cayenne, well cared for and properly maintained. Clean Carfax, only 39,000 carefully driven miles. Being offered for sale because the owner needs a larger vehicle to accommodate a growing family. WP1AB2A26ELA56748. \$39,900. Contact Michael Cohen at michael@sellyour-

sportscar.net or 248-227-8604 (8/18) Michael Cohen fastkarz2@aol.com 248-227-8604

**FOR SALE: 1997 PORSCHE BOXSTER:** Two time national Porsche Parade first place Concours winner (street class). Rare opportunity to buy first year time capsule. Arctic Silver, Boxster Red leather, manual transmission. Becker CD radio, 6 speakers Hi Fi sound, 17” turbo twist wheels, colored wheel crests, cruise control Clean Carfax. Near perfect. 50,000 miles. \$17,950. Contact Michael@sellyoursportscar.net or tel. 248-227-8604 (8/18)

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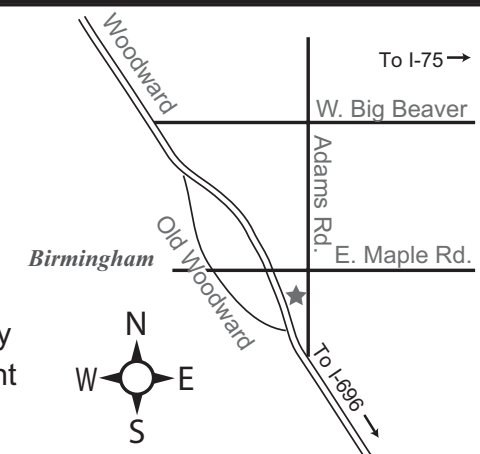
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