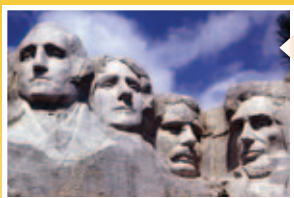




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The P4, Porsche Pushers Private Papers, is the official monthly publication of the Southeastern Michigan Region, Porsche Club of America. Available only by subscription to SEM members as a portion of the annual National membership dues, or to other PCA members at \$18.00 per year. Statements appearing in the P4 are those of the author and may not reflect the views of the PCA, the SEM Board of Directors or the P4 editor. The editors reserve the right to edit all material submitted for publication. SEM/PCA is not responsible for any services or merchandise advertised herein. Permission to reprint any material published in the P4 is granted provided full credit is given to P4 and the author.

ON THE COVER: *Enthusiast of the Year Gretus Hoogestraat with wife Victoria, standing with past Presidents Patti Door, Jerry Door, Jeff Amos, Dave Miller, Dennis Denyer, Howard Gilson (current President), and Dave Burton.*

She’s Flying!



BY MIRANDA CHRISTEN

It’s crazy for me to think that this time last year, I was trying to coordinate this magazine with from 2,300 miles away as I trekked across the United States with my pup, Parker. Many of you have met the exuberant pup of mine at the track or other events where I can sneak a dog in. For those of you who haven’t heard my story yet, I’ll try and make it as interesting as possible. I lost my job in October of 2014 and was at a loss as to what I wanted to do with myself. No one was hiring due to the holidays, and after a month or so of sitting around I decided that I couldn’t sit through a Michigan winter cooped up in the house. I talked to my mother and got the brilliant idea that I was going to visit a handful of friends that I have stationed around the country. We checked my oil, kicked the tires, had multiple breakfasts to say goodbye to everyone, and then Parker and I set off on what was supposed to be a one-month trip.

One thing led to another and I discovered that I had more connections around the country than I thought! My original trip was supposed to be five stops, and it turned into 24 stops over three months of driving. We started in Detroit, then went to Pittsburgh, North Carolina, Charleston, Savannah, Panama City Beach, Pensacola, Biloxi, New Orleans, Shreveport, Little Rock, Denver, Phoenix, West Hollywood, Cobb, Seattle, Vancouver, Missoula, Jackson Wyoming, Rapid City, Sioux Falls, Onalaska Wisconsin, Chicago, Nashville before coming back home again.

My father and other club members tried to talk me into hitting up yards along the California coast for Porsche parts, but with a little Mazda 3 packed to the brim, I wasn’t quite sure where an engine or an exhaust system would fit. It was truly the adventure of a lifetime and I met so many great people along the way. I spoke to a dog walker in San Francisco about her business ethics, there was a woman in Charleston who was quite the historian, and Parker really helped me break this ice with a lot of people. I tried to keep an online journal of it all, but after a while, the miles turned into a

journey to find my own path. My favorite thing to do on the trip was to drive down the back roads and find small places to stop and eat. All the small towns that made me feel like I was “Driving Miss Daisy.” The beautiful sunsets off the coast I found really helped me to realize just how beautiful this world is if you stop and take it in every once in a while. Call me a gypsy or a flower child, but one of my favorite things to do was sit on the beach or in the middle of a city and just watch the world around me. If you’ve not tried it, I highly suggest it! There’s so much to see if you just let it happen.

I would like to thank Michael Cohen, Alex Lundberg, John Keilly, Marc Molzon and all the members who helped me with the P4 while I was thousands of miles away. The time and mile difference made some things tough (especially if I couldn’t find internet!), but I was so happy to have help from the board and members. I couldn’t have done it without any of you!

The latest adventure for Parker and I was schlepping down to Ohio

to look at a new daily driver for me. Sadly it’s not the Porsche I was hoping for, but it is going to get me from point A to point B with relative speed and good miles per gallon. The all-wheel drive isn’t going to hurt in the snow either! Also, the dog has to approve of all car purchases, and a Subaru Impreza is much better equipped to deal with paw prints, nose art on the windows, and hair.

It’s a new year, and a new calendar for the Southeast Michigan Porsche Club. Make sure to keep an eye out on the SEM PCA website, in upcoming P4 editions and in your email to stay up-to-date on all events. Thank you to everyone who participated in the P4, attended events, volunteered, and helped to make 2015 a great year for the club. We look forward to an even better 2016!

If you are interested in writing a column for the P4 please let me know! We would love to have some fresh faces in the P4.



Parker and I with our new Subaru!

2016 SEM/PCA CALENDAR

JANUARY

7	Board Meeting	
16	N. American Int. Auto Show	Michael Soriano

FEBRUARY

4	Board Meeting	
13	Race Car Replicas	Fred Young

MARCH

3	Board Meeting	
19	Gilson Tech	Howard Gilson
TBD	DE 101 Classroom Tech	Steve Carbary
TBD	Lingenfelter Event	Gretus Hoogestraat

APRIL

7	Board Meeting	
TBD	Swap Meet	Dave Burton
23	New Member Gathering	Greg Gallagher
16	Munk’s Tech Inspection	Chris Braden

MAY

5	Board Meeting	
6	Waterford DE	
7	Devil’s in the Details	Chris Braden
12	Driver Ed. #1 – Waterford	Steve Carbary
21	Street Survival School	Don Kleist/ Marc Molzon
22	Spring Tour	Greg Gallagher

JUNE

2	Board Meeting	
9	Driver Ed. #2 – Waterford	Steve Carbary
3-5	Belle Isle Grand Prix – possible Porsche Coral	
*19	Eyes on Design	
*TBD	Motorstadt Car Show	
19-26	Parade and Caravan	Gretus Hoogestraat
25	Waterford DE	

JULY

7	Board Meeting	
TBD	Waterford Hills Family Day	Fred Young
TBD	Munk’s Event – MI Concours	Chris Braden
23	Progressive Dinner	Carlos Carmano
TBD	Gingerman DE	Marc Molzon
*29-31	Autobahn Night - St. John’s Concours	

AUGUST

4	Board Meeting	
5	Waterford DE	
*7	Troy Traffic Jam	
*20	Woodward Dream Cruise	
21	Picnic and Concours	Patti Door
27	Downriver BBQ	Gretus Hoogestraat

SEPTEMBER

1	Board Meeting	
8	Driver Ed. #3 & Party – Waterford	Steve Carbary
10	Ladies Only Drive	Patti Door

18	Drive your Porsche Day	Gary Ambrus
23	Waterford DE	

OCTOBER

6	Board Meeting	
16	Fall Color Tour	Walter Crump

NOVEMBER

3	Board Meeting & Calendar Planning	
TBD	Membership Dinner	

DECEMBER

1	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.

The March board meeting will be held at Gilson Motorsports. Contact any Board member if you wish to attend.

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Drive With Spirit!



BY HOWARD GILSON

I hope everyone in the club had a happy, healthy Holiday and New Years. I would like to congratulate Fred Young, Gretus Hoogestraat, Marc Molzon, Michael Cohen and John Keilly for being re-elected to the SEM/PCA Board of Directors. I would also like to congratulate Gretus Hoogestraat on being named Enthusiast of the Year. The club looks forward to organizing fun and exciting, social and educational events for our membership. A big thanks goes out to all the people that have chaired and volunteered for the events for the Southeast Michigan Porsche Club. A reminder, you don't have to be a board member to chair or volunteer to help the club with events. Remember it's not just the cars, it's the people.

The club's first event for the season will be the Zone 4 event at the Detroit International Auto Show. Registration for this event has already past and is limited to the first 200 people. This brings me to events that you may be missing out on. If you do not receive the club's e-blast, please visit PCA.org and add your email address to your membership information (the club only uses the email e-blast for important information to our club members).

It is said that Porsche will have the new 911 Turbo and 911 Turbo S at the Detroit International Auto Show. I was also wrong in one of my past articles stating Porsche might use a 3.4L for the 991.2 Turbo and Turbo S, Porsche is using a 3.8L engine for the Turbo and TurboS. Along with the new 911 Carrera and Carrera S with the new turbo engines. I hope Porsche's display this year has another color than red! Don't get me wrong, Porsche's look great in Guards Red, but I would love to see some retro colors come back. I'm a big fan of the color choices on the 991 GT3 RS's, especially the Ultraviolet.

I would like to thank Eitel Dahm and his family for sponsoring and hosting the SEM/PCA Holiday party last month at the Grosse Pointe Yacht Club. Everyone had a great time and the silent auction was another great success for Jo Brighton Special Olympics.

On February 13th from 10:00 am – 1:00 pm, Race Car Replicas will have a tour of their facilities, please contact event chair Fred Young as this event has a limited space.

If you haven't heard yet, the new facelift to Porsche's Boxster/

Cayman not only comes with a flat four cylinder turbo engine, it also comes with an internal number designation of 718. The 718 was used by Porsche in the '50's with Porsche's successor of the 550 for endurance racing. I think the reduced weight of using the four cylinder vs the six cylinder will make the 718 more agile plus the added turbo will be able to make monster horsepower. Also announced was the pricing change of the Boxster/Cayman, which will have the coupe priced lower than the convertible. I look forward to test driving the new 718 this year.

Well it's official, Porsche has approved the electric Mission E for development. Porsche says they will have a target production

date of 2020 and what I have read is an estimated 600hp, an 800-volt charging system and a range of 310 miles. The funny thing is Porsche has revolutionized the Turbo Charger with the Mission E vehicle by being able to charge the battery to 80% in 15 minutes. Now that's a turbo charger. Lol. This will be one vehicle Tesla should look out for.

Also in the news was the sale of Janis Joplin's custom Porsche 356C. It was appraised to sell for \$400K-\$500K. A typical price for a 356C cab is between \$110,00 to \$225,000 depending on condition, but I read that Ja-

nis Joplin's 356C was valued at \$70,000 and is in need of a restoration. So, my thinking was the art on the Porsche would then be worth \$300K-\$400K. Well, I was wrong, I guess art is worth a lot when you can drive it. The ending auction price was \$1.76 million. Would any artist in the club like to paint my Boxster all psychedelic? I'm not famous, but it would be fun to drive around with artwork on my car and who knows, it could increase the value.

If you are interested in attending the 2016 Porsche Parade at Jay Peak Vermont, there are a few things different with registration this year. You should have received an e-blast about the process to get a registration number and a room reserved. In March you will be able to sign-up for parade events, driving tours, banquets and all the other great events at the Porsche Parade. Please look for the latest information in our email e-blasts.

I hope everyone has a great winter, let's hope for a short warm winter and an early Spring!



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Our Escape to Rushmore

STORY & PHOTOS BY **DON KLEIST**

With help from Nancy Richardson

Nancy and I walked into the crowded restaurant at the Rushmore Plaza Holiday Inn in Rapid City, SD, and were met by the maître de who said he would try to find us a table for breakfast. “You may join us if you want” came a woman’s voice at a nearby table. We joined them and became instant friends with Yvette and Mark from Calgary, Alberta. This may sound odd to many, but to those who have attended Porsche Club of America national events, it is the norm and a major reason why Nancy and I attend. Although we only saw four people from SEMPCA during our stay, we felt like we knew everybody.

Hosted by Nord Stern and the Dakota Regions, Escape to Rushmore was attended by more than 550 Porsche enthusiasts from 38 US states and five Canadian provinces, who arrived in 285 vehicles. This Escape would be the largest and, ironically, the last. Kudos go to Arlyce and Jim Lillegard and their team of volunteers for a wonderful Escape, notwithstanding the weather, which they claimed they couldn’t control. The organizers were told by PCA to expect about 100 cars. Accommodating nearly three times that number meant lots of behind the scenes scrambling, but they pulled it off without a hitch.

Our adventure began with a two-day, 1,250-mile drive to Rapid City. A trip like this reminds one of the fact that we live in a diverse and beautiful country. Along the way we passed by windmill farms, cornfields, dairy farms, huge cattle ranches, flat, rolling, and hilly terrain, and cities of all sizes. Near the end of our trip we drove through rolling hills that reminded me of the many western movies I saw as a kid. Nearing Rapid City, we were greeted by rock formations that were both rugged and striking in their beauty.

Our trip began by driving west on I-94 around Chicago. There we drove with what must have been every semi within 500 miles. I-294 has three lanes in each direction, but the two right lanes were filled nose-to-tail with nothing but big rigs. After passing Chicago we headed north by northwest past Madison, WI, turning onto I-90 west somewhere in central Wisconsin. From there it was almost 700 miles of nearly straight interstate all the way to Rapid City. The scenery was great, but the driving was BORING.



On a great drive.

A saving grace was the 80 mph speed limit in South Dakota. We would have made great time, except there were construction zones for about a third of the way. On our way back home, I saw a road sign like no other. It was a typical yellow diamond warning of an upcoming turn with a suggested top speed for the turn. That suggested speed was 75 mph!

Arriving at our hotel Wednesday afternoon, we found many Porsches already in the parking lot, many getting a good cleaning after the drive to Rapid City. After check-in we headed for the lobby bar, the first pint of Guinness was purely medicinal. Before the bartender took our order we started talking with Cindy and Bruce from San Diego. They came to Rapid City after spending the preceding weekend at the Rennsport Reunion in Monterey. We chatted like old friends catching up on news. What a wonderful way to begin our three-day stay!

Why do people like us buy Porsches? For many, the answer is, “for the sheer joy of driving a Porsche.” The hills of southwestern South Dakota bring out that joy. On the one day of good weather we were fortunate to drive the mountain roads north of Rapid City. Led by a local PCA member in a 991 Turbo, we had quite a day. The roads were nearly deserted and no one paid much attention to speed limits or suggested speeds for turns. We drove several long stretches of some of the twistiest roads I have ever

driven. My 50th Anniversary 911 got quite a workout and I had a grin on my face that stretched from ear to ear.

The first great stretch was the Vanocker Canyon Road, about 18 miles of almost continuous twists and turns. We were fortunate in that we had no traffic and were able to thoroughly enjoy the driving. The next great stretch was up Spearfish Canyon Road. This is another road with turn after turn which we were able to take at considerable speed. Not much in the way of squealing tires, but there was a definite smell of hot brakes when we parked our cars for lunch.

On our way back to Rapid City we stopped in Lead, SD. Lead, rhymes with seed, is the site of a spent gold mine that is a huge hole in the ground and many miles of underground tunnels. While active, this mine produced 41 million ounces of gold. Doing the math, that is a bit more than 1,280 tons of gold. By comparison, the depository at Ft. Knox holds 147.3 million ounces of gold. Somebody made a real killing here!

Dense fog or low clouds, wet pavement, and a good smattering of fall leaves made for tricky conditions. Throw in narrow two-lane roads carved into the mountain side, no shoulders, and a steep drop off at the edge. It was at times a scary drive, but my Porsche handled it all with ease and in the end the drive was great fun.

We passed through several one-lane tunnels that were carved out of solid rock and over several pig tail bridges. Here the turns were so sharp that several of the bridges curved back under themselves, hence the name. Other places we encountered very tight turns of more than 180°.

Nancy and I both had the same question, why were these roads even built? They must have been costly and dangerous to build and maintain. There were few homes and virtually no businesses on them, and the roads seemed to go nowhere of any significance. Perhaps if we could have seen the views our opinions might have been different, but they are fun to drive and offered spectacular views. We are glad they were there.

When we came down from the hills and headed back to Rapid City, we found ourselves below the clouds again and in gently rolling terrain. Here we saw lots of wildlife. There were eagles, hawks and owls, several antelope that were resting not more than 50 yards from the road, prairie dogs, and a herd of wild burros that

caused us to come to a complete stop. These burros are descendants from burros once owned by gold miners. They were set free when gold mines petered out and the miners moved on.

No visit to Rapid City would be complete without a trip to Mt. Rushmore and the Crazy Horse Memorial. Most people know about Mt. Rushmore, but fewer know about the other memorial. Crazy Horse was a Chief of the Oglala Lakota Indians who was stabbed by an American soldier in 1887. While named for Crazy Horse, this sculpture is a tribute to the Native Americans of the Black Hills of the Dakotas and their spirit.

Begun in 1948 and funded entirely by private funds, the Crazy Horse Memorial will measure 563 feet high by 641 feet long when finished. To put those dimensions in perspective, George Washington’s head on Mt. Rushmore is 60 feet high. Work continues at a slow, but steady pace, but will likely take decades to finish. The roads leading to the memorials were much tamer than on the other two drives, but offered the chance to see two amazing pieces of art. But again, Mother Nature said “no dice.” At Rushmore all we could see was the scree at the base of the mountains, the Presidents’ heads were shrouded in clouds.

Visibility at the Crazy Horse Memorial was even worse. We were in the clouds and at times the visibility was no more than 100 yards or so. It was so dense that when we left the parking lot we couldn’t see the exit. We ended up going the wrong way on the entry road until we found the way out. We were disappointed at not seeing the monuments, but now we have an excuse to return.

For Nancy and me, the focus of the trip was the drives. But there were social events too. The first evening we enjoyed car show and outdoor buffet in the park next to the Holiday Inn. Mother Nature was kind to us with comfortable temperatures and no rain. Live music played as we examined the cars and enjoyed our meal. The People’s Choice award went to a beautiful silver 356 Speedster. This was no garage queen. It followed us during part of our drive in the northern hills.

Sunday morning we packed the car and headed to the restaurant for breakfast before heading home. Just by coincidence, we sat next to Cindy and Bruce, the first people we met three days earlier. What a nice way to end our stay!

I mentioned earlier that this was the last Escape. PCA Treffen North America is the replacement (Treffen means to gather or get together in German). These events will complement Parades and occur twice each year. They will be shorter and smaller than Parade and will focus on driving much more than Parade does. While local regions will still play a large part in planning, organizing and conducting Treffen, PCA will shoulder the financial risks and negotiate with local vendors.

Treffen Lake Tahoe, September 7-11, 2016, will be the first in the new series. Treffen Hill Country is scheduled for March 30-April 2, 2017, in and around Austin Texas and Treffen Asheville is scheduled for September 20-24, 2017, in North Carolina. I can just hear The Tail of the Dragon calling! See the PCA website and Panorama for more information.



The view of Mt. Rushmore.

MORE PHOTOS ON PAGES 14–15

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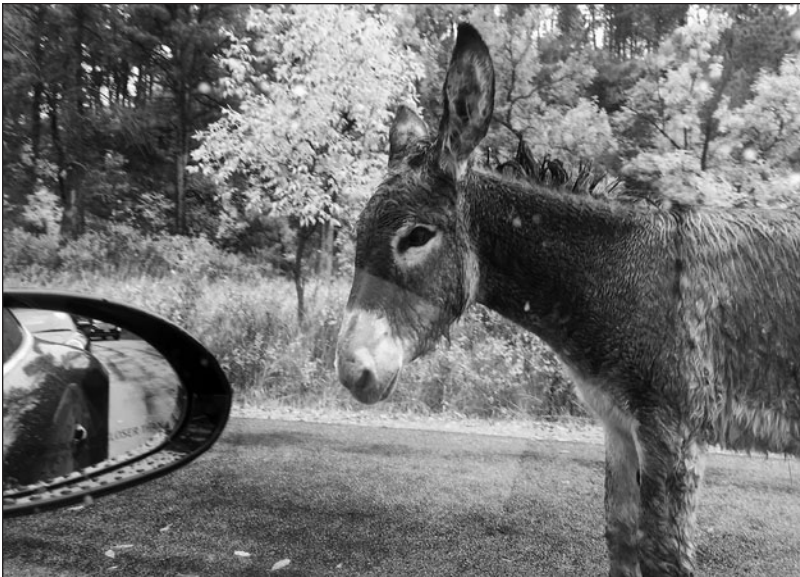
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RECAP Membership Dinner

STORY BY MIRANDA CHRISTEN

In November, SEM PCA members got the opportunity to hear Lindsay Brooke, whose list of achievements is astonishingly distinguished. There was an excellent turnout to hear Mr. Brooke speak on the history of the rear engine car, including Porsche's role in its development. With a long history of rear engine vehicles and designs, the big question is, "Will the rear engine become something of the past, or move with us into the future?"

Brooke told that group that he had to ask himself, "what can a speaker tell Porsche enthusiasts about their own cars, that they don't already know?" Porsche has always been associated with the rear engine car, and it is a history that Brooke has a real passion talking and writing about. During our walk through history, Brooke's gave members a look into the many designers, thinkers, and companies that came together to mix and influence each other's work. Hanz Ledwinka, Ferdinand Porsche, Daimler Benz, Mercedes, Tropfenwagens, and VW are



An excellent turnout for the Membership Dinner!

some well known names of the industry.

Some things that I never knew about the rear engine design was that it began in 1801 and was prominent through 1900. A front steering, rear engine vehicle was standard until 1901 when the Paris to Berlin auto race required a more powerful engine that needed more cooling. There was much more history between the front and rear engine engineering, and in 1982 the Porsche 911 was scheduled to stop production. At this point, Peter Schutz came from Cummins, and he was a man who greatly understood Porsche enthusiasts. He became the CEO of Porsche and convinced management to invest in the 911 and continue production. This brings us to the place we are today with popular 911.

This year Pasquale's did an excellent job helping to host this event. The room was perfect for what we needed, and the food was delicious! It was so nice to talk with members both new, and old, to hear their stories of the club, their plans for the winter months, and how excited everyone is about the upcoming year. If you've not had the chance to make it out to a membership dinner, I highly suggest it! Thank you to Lindsay Brooke for joining us, and to Tom McDonald, Marc and Lisa Molzon, and everyone who attended!



Lindsay Brooke, Vic Rivera and Galen Bulles discussing Porsches.

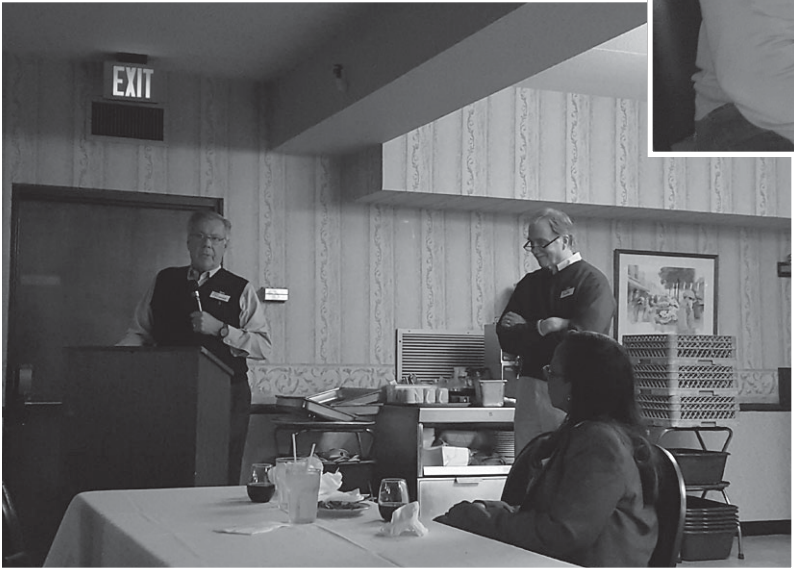
MORE PHOTOS ON PAGE 18



Nancy Richardson and Don Kleist, Mark Vander Eyk and Jerry Door saying their goodbyes.



Dave Miller with David and Kristine Kowalewsky.



Tom McDonald introducing speaker Lindsay Brooke.



A slideshow with photos and designs accompanied Lindsay Brooke's discussion.

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RECAP **Holiday Party**

STORY BY **MICHAEL COHEN**

Thank you Eitel Dahm and Ray Crawford from Porsche of the Motor City for arranging, sponsoring and attending our 2015 Holiday Party along with their families. This delightful event was held on Saturday December 19 at the elegant Grosse Pointe Yacht Club. One hundred eleven SEM/PCA members and guests attended, all dressed for the occasion. This popular annual event was sold out, so be sure to sign up early for next year.

The evening commenced with our outstanding Silent Auction featuring an eclectic array of Porsche oriented items, arranged as usual by past presidents Patti and Jerry Door. All auction proceeds were donated to our local charity, Jo Brighton Program for Special Olympics. Special Olympic Coordinator Maggie Gibson and her husband Cliff and parent representatives Virginia Bartnikowski and Susan Buhay attended the party and were most appreciative of our contribution which is always put to good use for the Special Olympians.

Delicious hors d'oeuvres were passed out during the Silent Auction accompanied by numerous choices from the well stocked bar. This was followed by an outstanding three course sit down dinner. After dinner, our tuxedo attired president Howard Gilson ably presided over various award presentations and announcements, while videos taken by Gretus Hoogestraat were shown on a large screen set up behind him. Among the awards and presentations were the Enthusiast of the Year award to a most deserving Gretus Hoogestraat, a presentation to Maggie Gibson of Jo Brighton, a plaque to Eitel Dahm, our generous host and an announcement of the 2016 Board of Directors.



Enthusiast of the Year Gretus Hoogestraat and his wife Victoria looking festive for the Holiday Party.

Vic Rivera won the use of a Porsche Cayenne Hybrid for a weekend, courtesy of Porsche of the Motor City. Following the awards presentation, the group relaxed and socialized for the remainder of a delightful evening.

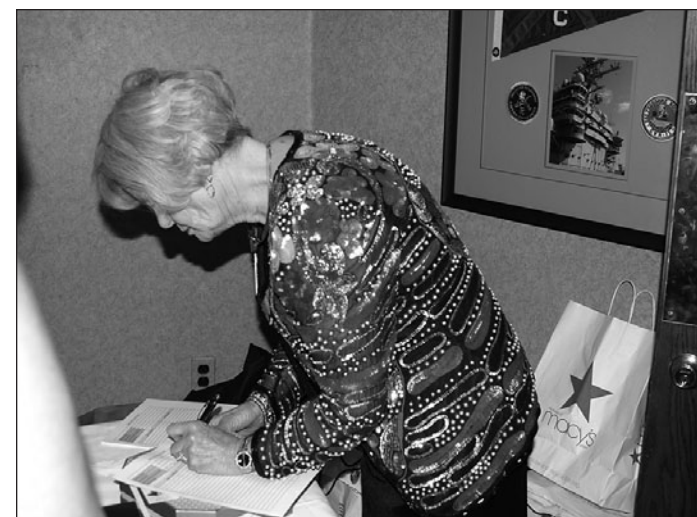
Many thanks to Lisa and Marc Molzon, Eitel Dahm, and all the club members who made this annual event such a success. Thank you also to Robert and Margaret Bogart for your monetary donation to Jo Brighton Special Olympics.



The silent auction room was packed with members raising money for a good cause, bidding on excellent items.



The silent auction benefitting Jo Brighton Special Olympics.



Patti Door doing what she does best!



Howard Gilson shows his appreciation for Eitel Dahm's support of the Holiday Party and the club.



Club members bidding during the silent auction.



L to R, Maggie Gibson, Gretus and Victoria Hoogestraat, Susan Buhay, Cliff Gibson, Virginia Bartnikowski.

MORE PHOTOS ON PAGE 26

THE PLACE FOR PORSCHES & PARTS

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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
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FOR SALE: 17 MM WHEEL

SPACERS (2) - Porsche part number 000 044 500 10 with (10) ball seat nuts - Porsche part number 999 182 006 31. Nuts are aluminum with silver finish. Used on the rear of my 05 Boxster S. Fits other Porsche models. Boxster sold & no longer need these. \$175. Contact Ken Waller@ 248 344-0986 or kwaller@peoplepc.com (11/15)

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Vic and Dr. Lucy Rivera dressed in their Holiday best.



Greg Gallagher, Mike Stanesic, Howard Gilson, and David Pelka placing their bets during the silent auction.



Dave & Deb Miller enjoying a wonderful salad before dinner.



Dr. Lucy Rivera celebrated her birthday with us at the Holiday Party! She's a beautiful 29.



Jerry and Patti Door with President Howard Gilson.



Tom Christen, Paul Kerasiotis and Michael Cohen talking Porsches.



Enthusiasts of the Year Gretus and Victoria Hoogestraat.



Gretus Hoogestraat is shocked by all the events he's participated in and helped with this year!



Michael Cohen, Paul Kerasiotis and Robert McClelland enjoying themselves before dinner.



New Members Richard vonDaggenhausen, Calvin and Sonia Cajigal, Angela vonDaggenhausen



Riya Lindackers and Vic Rivera mingling before the night gets underway.



Rick and Rita Christian



Steve and Lucy Carbary



Lisa Molzon and Riya Lindacker looking fabulous for the party.



Lucas Phan with his wife Glennie and daughter Emma posing for their Holiday photo.



The Holiday Party is a great time to connect with friends old and new.

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IN THE SHARK TANK

Care and Feeding of Sharks

STORY & PHOTOS BY **ANDREW OLSON**

PART ONE

As the sharks settle in for the long winter nap, it is time to start planning the winter maintenance strategy. Shark maintenance can be quite expensive and overwhelming if you're not experienced. The local Michigan 928 Owners Club is well versed in taking on many of the regular maintenance items without incurring so much of the cost.

In this multi-part series, I will describe some of the common tasks that are well suited for the do-it-yourselfer and some of the tips and tricks we use to help minimize the cost and actually improve the vehicle.

One of the more daunting tasks is the 928's timing belt. The timing belt is the Shark's aorta. If it pops... your shark is likely a goner. The 928 has the dubious distinction of having one of the longest timing belts of any production car in history. Measuring over



A new factory waterpump might be in order if you've never changed yours.

six feet in length, the 928's timing belt can be a bit of a challenge. It is generally recommended to change the timing belt every 60,000 miles or 5 years. I personally think that's a little too often, but I'm always doing something on my car, so I'm always looking at it anyway.

There are several write-ups on how best to tackle the timing belt on a 928, the first being the factory



Here is a cam gear that is just beginning to wear. This can be recoated to save a lot of money.

workshop manual. My personal favorite can be found at this web address: <http://tinyurl.com/po88q9y>. In this procedure, the author

re-uses the stock tensioner and gears. We have found that the stock tensioner design is less than optimal and very antiquated. We've also found that the gears are often failing or on the verge of failing. There is also a preference for the brand of belt. Let's take each of these one at a time.

TENSIONER:

The stock 928 tensioner is a bit of a Rube Goldberg contraption. It is used to set the initial static tension at a particular level, and then it has a stack of 20 "Bellville" bi-metal concave washers (see picture). The idea is that as the engine heats up and expands, the concave washers flatten out with heat to allow the tensioner to deflect and de-tension the timing belt. This overly complex system requires frequent checks and is prone to failures, which is why the factory put a warning system inside the car.

Finally about four years ago, a smart guy in the Pacific northwest developed a replacement tensioner that, aside from the bracket, uses off-the shelf Audi parts to provide a dynamic tensioning system for the timing belt. It is known as the "PorKen-sioner" and can be purchased from 928s-R-Us in Texas (tell them I sent you). This setup has been tested over a million road miles in various climates and has shown to be extremely reliable. All the local 928 owners are converting their cars to this system. I just converted my "Coke Car" over a few weeks ago. The best part is that it costs less than a rebuilt factory tensioner

and about a quarter of a new Porsche tensioner which is now around \$1,200!

WATER PUMP:

Water pumps don't fail very often on 928s, but when they do, the results can be catastrophic. Therefore it is recommended that you replace the water pump when replacing the timing belt. I think that's a good idea if you are having someone else do the work, but if you're doing it yourself, I think every-other time is fine. Just be prepared to dive in should you find an ominous leak or see strange engine temperatures.

There are a number of water pumps available from \$89 to \$1,000. You get what you pay for in my opinion. I think it is probably best to ask a reputable 928 parts vendor what they currently recommend as supplies go in and out. Whatever you do, don't buy it off Ebay.

TIMING BELT GEARS:

Each 928 has two cam gears and one oil pump gear that are made from an aluminum-magnesium alloy. They come



Here we have the driver-side cam gear. It is important to check the gear conditions when doing a timing belt.



Here you can see on this engine stand how far the timing belt needs to travel.

their belts, and the only other known maker is Continental. Continental belts are perceived as being stretchy and compliant. This is a quality that is not favorable in a timing belt as it can affect cam timing. The Gates and Porsche brand belts are highly regarded and are less prone to stretching.

With some of these simple tips you can take a \$3,000+ job and do it for less than \$600 (if you don't replace the water pump) by doing it yourself. If you need to have the work done, contact me or come to one of our beer nights and we can point you in the right direction.

The 928 crew has a monthly beer night on the second Wednesday of each month from 7 PM to 10 PM at Sneakers Pub located at 22628 Woodward Ave., Ferndale, MI 48220. Everyone is welcome to join. If you would like to get on the 928 mailing list, drop me a line at andrewmolson@yahoo.com or call/text me at 734-837-7908.

from the factory with a hard-anodized coating. After about 80,000 miles, we have found this coating begins to fail. Once the coating is gone, the gears can wear very quickly and start to cut into the belt.

Replacement gears are about \$1,000 for a set of three gears. If you catch them early enough, you can have them recoated with a dry-film lubricant that will withstand the long-term abuse of a timing belt. The cost to recoat the gears can range from \$40 to \$120. However, if the original coating is too far worn such that the profile of the gear has changed, then no amount of coating will fix them and they will need to be replaced.

TIMING BELT:

There is a lot of chatter in the 928 community about which brand of timing belt is best. It is widely thought that Gates is the supplier to Porsche for



The updated PorKen-sioner uses Audi parts and a custom bracket to modernize the setup.

SAVE THE DATE

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Never Buy a Black Car

STORY BY **TOM FIELITZ**

The title may sound a little biased, but I just came in after six hours in the garage waxing a black Corvette. Those who know me associate me with my 1972 sepia brown 911 and sepia is another one of those controversial colors. In a moment of weakness I bought a 2007 Black Z06. We will get back to those choices after a brief history of car paint and car colors.

Automotive paint color is one of the more emotional topics related to cars. Everyone has an opinion of which is the best color on any specific model of car. Most Porsche enthusiasts associate silver as the most authentic color since it was the official factory paint color from the very beginning of their racing history.

Count Eliot Zborowski is credited with the first assigning of a national car racing color starting with the Gordon Bennett Cup races of 1900 through 1905. He assigned yellow to Belgium, white to Germany and red for the USA. Much later, the English cars adopted green, French took blue and the Italian cars appeared in red.

In 1932, Mercedes race cars were known as the silver Arrows and Auto Union also adopted silver though not as paint but as polished unpainted body panels. A popular story is that Mercedes were not painted in order to meet weight restrictions but weight limits were not adopted until several years later. Polished unpainted panels were simply the norm for aircraft and the German manufacturers who adopted aircraft techniques in building their light weight cars.

Painting production line automobiles has an equally interesting history as told in many web sites including bodyshopbusiness.com/a-history-of-automotive-paint which explains modern paint processes as well as historic. The earliest cars from 1900 were hand painted and paint could take up to 40 days to apply. Although Henry Ford is quoted as saying you could buy any color of Model T as long as it was black, it was only because black paint at that time had the shortest drying time. Other colors such as red and green are often found on Model T cars.

The biggest jump in auto painting came in 1924 with the introduction of the spray gun and nitrocellulose lacquer. The introduction of alkyd enamel in 1929 extended paint's durability and appearance. A big surprise to me was that metal flake paint finishes first appeared in 1940 with small aluminum flakes. Metal flake paint finishes were available in even the very earliest Porsches.

Heath Hurlbert owned a 1952 America Roadster that was a green metal flake called Radium Green. In 1956, GM started to use acrylic enamel which could be baked dry to shorten the process. In 1960, Ford adopted acrylic stoving enamels which had a shinier surface. The chromate paint of the 1960s used heavy metal chemicals for a more durable surface.

Another big advance in auto finishing came in 1970 with polyurethane enamel which used a catalyst to speed the drying process. Hurlbert used a paint known as Imron to paint his 911. Imron was developed for beer distribution trucks to give a permanent wet look that was impervious to stone chips. What Hurlbert also discovered was the fumes were highly toxic and you had one chance to apply the color.

The surface could not be rubbed out or polished and any imperfection such as fish eye or dust was permanent.

By 1978, high solids acrylic enamel gave more chip resistance. In 1982, clear coat finishes gave a permanent wet look. The next big change in painting came as the result of environmental impacts. Traditional solvent based paint processes released serious toxins and air pollutants. The water-borne primers of 1987 eliminated the aerosols released to the atmosphere and in 1989, the process was developed for the base coats as well. This became industry standard in 1990 as a part of the Federal Clean Air Act.

Today we have metallic polychromatic mica chips which allow the user to shift paint colors. The next big thing in car finishes will be the plastic wrap that can be applied on top of any finish and is changed or refreshed with very little effort.

Black cars have that wonderful ability to make car seams and gaps disappear. A well polished black paint appears to have depth and to bring out curves and shapes through reflective properties. Black is almost like chrome when it comes to reflecting the sky or any other color around it. Conversely it reveals dirt and water spots plus any paint flaw or polish residue. Waxes that only leave black powder residue have been developed just for black cars. If you own a black car, you will spend an inordinate amount of time to keep the paint finish looking clean and blemish free. Never buy a black car unless you are a paint fanatic.

My sepia brown 911E was not a color choice as much as it was the last new car available in 1972. For some odd reason, Porsche shipped more 911E models in sepia brown to the midwest dealers. Three of my PCA friends owned sepia brown 911Es before I bought mine.

When I first modified my car with Carrera RS flares and spoilers, Glasurit struggled to supply matching factory paint. In certain lights and at certain angles, the colors did not match. It wasn't until decades later that I finally polished through the surface of the paint.

My brother in law, who owns Expert Collision, convinced me I needed a total repaint. He uses Sikkens paint because they have the AkzoNoble spectrophotometer process which can blend paint to match any color. He used a protected portion of original paint color to blend a perfect sepia brown and then covered it in clear coat. Instead of the heavy orange peel finish from the factory, it now has a totally smooth and highly reflective finish of a modern show car paint job.

The pundits say that the color of the car reflects on the personality of the owner. I say that the color reveals who is willing to spend inordinate amounts of time devoting attention to the least functional part of a car.



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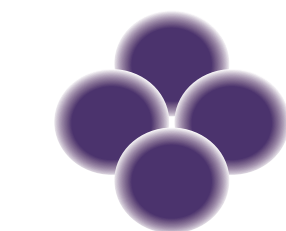
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Around The Zone



BY MICHAEL SORIANO, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

Happy New Year! I hope that everyone enjoyed the Holiday Season and is ready for another thrilling year in PCA. In December, I was notified that I have been appointed to another term as your Zone 4 Representative and am excited to continue the work I started during my first term.

It's the beginning of a new year, and as event calendars are being put together, why not reach out to the region leadership and offer to assist with an event. As is true with any organization, the more you put into it, the more you get out of it. Although most of us have our cars tucked away for winter, during the next few months, several regions host social events and tech sessions to help members continue to be able to enjoy the PCA camaraderie.

The first Zone 4 event of the year is the always popular Porsche Preview Event at the North American International Auto Show, where this year the 2017 911 Turbo and 911 Turbo S will make their world debut. The event will be held from 7 a.m. to 9 a.m. on Saturday, January 16, 2016. PCNA graciously opens the entire display to us, allowing us exclusive access before the show opens to the public. For those travelling from out of town, we have secured a Room Block at The Henry Autograph Hotel in Dearborn, MI. In addition, there will be a Welcome Dinner on Friday evening as well as a dinner on Saturday evening for those staying a 2nd night. Last year the Welcome Dinner sold out as did the Room Block. Please make sure to RSVP for the dinner and book your room as soon as possible. Registration is required and this event sells out quickly. The 200 tickets for this event will be sold on MotorsportReg.com beginning at Noon on January 4, 2016.

Be sure to check your local region's website and newsletter as well as the Zone 4 website <http://zone4pca.org> for the latest details on the many events close to you that are being planned. Also, consider attending other regions' events, such as:

- **ARPCA's** Business Meeting is on January 14
 - On January 14, **Maumee Valley Region** will hold a dinner at Spicy Tuna
 - **Zone 4** NAIAS Welcome Dinner at The Henry Autograph Hotel in Dearborn, MI on January 15
 - January 16 is the **Zone 4** NAIAS Exclusive Preview Event at Cobo Center in Detroit, MI
 - **Ohio Valley Region's** Annual Chili Party at King's Automall is on January 16
 - January 23 is **Eastern Buckeye Region's** Holiday Party
 - **Central Indiana Region's** Rolex Daytona 24 HR Race Party is January 30 in Columbus, IN
- I look forward to having the opportunity of meeting each and every one of you at events throughout the upcoming year. If you have any questions or comments please feel free to contact me at MSoriano.ZoneRep@gmail.com
- Thanks, Michael
- **Mid Ohio Region's** Board Meeting will be held on January 4
 - January 5 is **Rally Sport Region's** Club Meeting at Karl's Cabin Restaurant in Plymouth, MI
 - **Southeast Michigan Region's** Board Meeting is on January 7 at Gilson Motorsports in Troy, MI
 - January 11 is **Motor-Stadt Region's** Board Meeting at Spagnolo's in Okemos
 - **Western Michigan Region's** January Dinner Drive is January 13
 - January 13 is **Michiana Region's** Business Meeting at Colombo's in Elkhart, IN

Have a story
you'd like to see?

Let us know!

Email P4@sempca.org
for more information.

ASK THE

**These questions and answers are based on actual events.
Please e-mail your questions to the P4 editor (mjchrist30@gmail.com).
They will be forwarded to the MC and answered in the next issue.**

The advice presented in this column is based on the expertise of the author alone. There may be other approaches to the issues described. SEM/PCA does not endorse any specific approach to a vehicle problem.

BY **CHRIS BRADEN**, TECHNICAL EDITOR

Q: I am pondering my choices in regards to the IMS bearing issue. I would like your opinion on the different options and why one more than another. —James

A: The ceramic bearing was a good fix at the time it became available. The ceramic bearing is much stronger than the original ball bearing and, in contrast to the original sealed bearing, it is an open bearing with no seals, these bearings are lubricated by splash. It is recommended that they be replaced every 75,000 miles or six years. I no longer recommend this.

A plain bearing is the same type of bearing that is used in virtually all other bearing points in the engine. There are no balls or rollers; it simply relies on a film of oil between the two moving parts. This fix receives its lubrication by pressurized oil from the oil pump through an adapter on the oil filter flange. The advantage of this design is that it never needs service again. It is a “life of the engine” modification, but it is more expensive and some say, unnecessary. Regardless of opinions, I think this is an excellent option.

The direct oil feed involves a standard ball bearing which replaces the original sealed bearing. This is an open bearing which not only receives splash lubrication; it also has the advantage of oil pressure directly fed to the bearing. This too should be a life of the engine cure since has two lubrication sources. This option has the advantage of being less expensive.

To further complicate things, there is a controversy between the two providers of oil-fed bearings which centers on where the oil supply is taken from. I am told that there is a port on a secondary oil galley of the engine that provides cool filtered oil to the bearing on the direct oil feed kit. This same port is used by supercharger and turbo kit providers to lubricate their components as well so this makes sense to me. The other provider utilizes oil pressure from the oil filter area where an adapter is used and they claim that their idea is better. So there you have it, my humble opinion. —MC

Q: My 944 odometer no longer works and I wonder how tough it is to fix. Is it the kind of thing I can do myself? I can buy the drive gear on line for about \$20.00. —Dave

A: On many older cars, older 911's VW's and BMW's, the speedometers could be taken apart and serviced. The components were robust, in many cases they were made of metal, and it was fairly uncomplicated work. In the 80s, things got tricky. The housings



started to be made of plastic, the plastic got brittle with age and it tended to crack and disintegrate as it was taken apart. This is probably why the gear broke to begin with. The ones I have taken apart are often split into multiple small pieces. You do have to remove the needle from the speedometer itself and it is fragile and the online videos look scary to me. But, if you are very handy and adventurous, and if you liked assembling model cars, boats, planes etc, you will feel right at home. If you begin to take it apart and things start to crumble as you do it, stop and call in a pro. There was an excellent source locally called Specmo, but they no longer do this kind of work so you are left with west coast sources unless you can find a Porsche shop that does this kind of thing. –MC

Q: My 2005 Carrera is fast but I want it faster. I know about exhaust systems and I plan to do that. I was thinking about chip tuning but I understand that there are limitations about what I can get just by chipping. I realize that you will probably suggest buying a turbo, but I am not ready for that. I love this car! What other choices do I have? —Mark

A: The exhaust is a must in my book. Even if it were purely for just the sound, I would do it. Just don't overdo it or your stereo will no longer thrill you and the only thing you will hear is the exhaust. The chip is a good idea as well. The problem is, Porsche motors are already optimized for excellent performance. I do recommend chips, but don't expect a substantial boost in horsepower or torque but I still think it is worth it.

For a real difference, consider a supercharger from VF Engineering. I recently test drove a Carrera with a supercharger and it was a blast! The supercharger is belt driven and it is mounted on the driver side of the engine with an intake pipe that runs from right to left with the air filter located on the passenger side. The set up that I saw was pretty slick and it worked great.

The advantages of a supercharger are numerous. In the case of your car, here are a few: No turbo lag since a supercharger is always spinning, no significant modifications to the car itself to handle the additional power (although you may tend to fry your clutch if you are not careful), lower insurance rates than a turbo and finally, that great supercharger sound. The downside is cost and accessibility to the engine compartment. Even with the added cost, the power increase is impressive and the net result is near turbo performance without selling your car. –MC

SEM/PCA Member Anniversaries - January/February 2016

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

Congratulations to all who have a membership anniversary this month!

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

YR Name(s)	YR Name(s)	YR Name(s)	YR Name(s)	YR Name(s)
JANUARY 2016	15 Joseph & Veronica Jakubus	3 Todd & Reggia Goldman	25 Edith Szabo	7 Ahmet Ongun
	14 Edward & Debbie Reiss	2 Andrei Duma	25 Robert & Loretta Serge	6 Dennis Rickard
47 Ronald & Karen Roland	14 Fred & Patricia Tarver	2 Eliseo Carrillo	25 Tibor Szabo	6 Jason Rickard
45 Paul Gardy	13 Jared Rundell	2 Gary Sylvester	24 David & Debra Miller	5 Glenny Tjahgaji
45 Ronald Hughes	13 Nikki Kaller	2 Jason & Kristen Pace	24 Dennis & Susan Szeremet	5 Lee Kellert
34 Peter Schmitt	12 David & Dawn Wright	2 Maximillian & Alexandra Akemann	19 Ben Salvador	5 Lucas Phan
33 David & Suzanne Secord	12 James Seeling		19 Claudia Pisa	4 Alfred Mueller
33 Tom Gasser	12 James Seeling Jr	2 Scott & Jill-Maria Ferrier	19 Mark Brewer	3 Apostolos Kerasiotis
32 Douglas & Margot Marston	11 David & Mary Wood	2 Theresa Recchia	19 Myrna Mendez	3 Billy Crowe
32 Peter & Lori Mauthe	11 John & Karen Crusse	1 Charles Pearce	18 Anthony Mac	3 Charles & Carol Etterman
32 Taylor & Lanita Dunham	8 Crippa Pietro Paolo	1 Jason Stein	18 Ernest Mac	3 Elena Kerasiotis
27 Jack & Shelley Hundertmark	8 Francesca Zonca	1 John Hatton	18 James & Norine Watson	3 Glenn Haege
26 Daniel & Constance Conrad	6 Michael & Deborah Paine	1 Kevin Miller	17 Geoff Rouke	3 Jim Angelidis
23 Leo & Linda Wanstreet	6 Robert Jurado	1 Sharon Luckett	17 Greg Rouke	3 John Field
23 Lydia Draper	6 Steven & Diane Ault	1 Steve Shepherd	17 Thaddeus Shegos	3 Judy Hudson-Field
23 Richard A. Branka	6 William & Donna Pankratz	1 Ted & Beverly Henke	16 Christina Amalio	3 Roger & Katie Meiners
19 Robert & Peggy Bogart	5 Carlos & Veronica Carmona		16 David & Barbara Peterson	3 Victoria Wade
18 Brian & Cindy Chiara	5 Richard McClelland		16 Mark & Elizabeth Peters	3 William Crowe
18 Michael & Donna Krausman	5 Susan Budsys	FEBRUARY 2016	16 Tony Amalio	2 Namrata Varty
18 Peter & Tracy Stuyck	4 Peter Sinclair		14 Frank & Elizabeth Tilli	1 Brian Brady
16 Clifton & Marti Patton	4 Sam Haidle	39 Jeff Langren	13 Joseph & Marilyn Kokoszka	1 Christian Becker
16 Jeffrey & Pamela Feurt	3 Albert & Anita Stephens	39 Mark Langren	12 Eric & Shari Dobrusin	1 Jeffrey Panzoff
16 Patrick Coleman	3 Christopher Young	37 Peter & Rita Heydon	11 Mack & Marilyn Gaut	1 Mary Fleischhauer
16 Terrence & Anne Marie Gallagher	3 David Black	29 Scott & Kim Elliott	10 Paul Creasy	1 Peter & Jody Schoeps
15 Anthony & Linda Hulls	3 Kenneth & Kristen Lingenfelter	27 John & Pamela Chatley	10 Thomas & Jean Baumgarten	1 Steve Janssen
	3 Sandra Smith	26 Raymond & Joann Johnson	9 Chris & Elaine Braden	1 William Roscoe

Welcome New Members!

Heramb Dandekar

Frank Dionisopoulos

Gerry & Robin Hargrove

Roy Kethe

Bruce & Kay Weber

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***SEM Board Minutes** (11/12/15) by Patti Door*

In attendance: Board Members: Howard Gilson, Gretus Hoogestraat, Patti Door, Greg Gallagher, Michael Cohen and Walter Crump. Officer: Miranda Christen. Absent with notice: Fred Young, Marc Molzon, John Keilly and Leo Wanstreet

Call to Order: 8:26 P.M. by President Howard Gilson. The 2016 Plan-ning Meeting was held prior to the regular meeting.

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

Financial: Leo Wanstreet – Leo sent the board a financial statement. A motion to approve was made by P.D. and W.C. Motion passed.

Membership: Greg Gallagher – Our membership is up by 42, with 613 primary members and 465 affiliates. Greg will organize a new mem-ber “Shout Out” in the spring.

Insurance: Greg Gallagher – No insurance needed.

P-4: Miranda Christen – Miranda reported that the November/Decem-ber P4 is out. The fact that she had more articles than room in this issue was good, and she hopes people will continue to send material for the magazine. Several of our members went to Escape 2015, and an article about it will appear in the next issue.

OLD BUSINESS:

October 18: Fall Color Tour: Walter Crump – Walter reported that he was pleased with the Color Tour. We had 68 cars and everyone said they enjoyed the route as well as the restaurant we dined in. The Board of Directors asked Walter to do this event next year and he said yes.

November 20: Membership Dinner: Howard Gilson – It was report-ed that we are all set for the membership dinner.

December 19: Holiday Party: Howard Gilson – The Holiday Party

is all set. Greg is checking on centerpieces to see if our venue provides them. More silent auction items are needed. Patti Door needs them before the event so bid sheets can be made up.

Event Sponsorship Report: Greg Gallagher – Greg presented the “Event Sponsorship Policy” and we decided that a few more changes are needed which he will do this month and bring back to the table at the December meeting.

60th Anniversary Committee: Patti Door – Patti reported they have not had a meeting yet but several of the committee members are looking at venues to host this event.

Club Treasurer Position: Tabled until the December meeting.

Club Race: Howard Gilson – It was pretty much the opinion not to have a Club Race this next year because it is no longer profitable. Marc Molzon will look into the possibility of having a two day Driver Educa-tion at Gingerman raceway.

Charities: Gretus Hoogestraat – No report.

Web site: Gretus Hoogestraat – Gretus will contact Eric to see if we can do our calendar in a different way so it would be easier for members to update it on their phones.

Goodie Store: No report.

NEW BUSINESS: - None

Meeting adjourned at 9:45 P.M. – Moved by P.D. seconded by G.H. Motion passed.

Refreshments and Locations: December 3: Gilson Motorsports – Miranda Christen

***SEM Board Minutes** (12/3/15) by Fred Young*

In attendance: Board Members: Howard Gilson, Gretus Hoogestraat, Fred Young, Marc Molzon, Michael Cohen and Walter Crump. Officers: Miranda Christen, Steve Carbary and Erik Ohnberger. Absent with no-tice: John Keilly, Patti Door, Greg Gallagher and Leo Wanstreet

Call to Order: 7:00 P.M. by President Howard Gilson.

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

Financial: Leo Wanstreet – Leo was out of town and finances will be addressed at the January meeting.

Membership: Greg Gallagher – We have 612 primary and 404 associ-ate members.

Insurance: Greg Gallagher – No insurance needed.

P-4: Miranda Christen – Articles are needed by December 18th for the upcoming issue.

OLD BUSINESS:

Board Elections: Howard Gilson - The incumbents were re-elected. Results will be announced at the Holiday Party. The other candidates are to be thanked for their willingness to participate and serve in the club.

November 20: Membership Dinner: Marc Molzon – 56 members at-tended to listen to Lindsay Brooke give an excellent presentation on rear engine cars throughout the ages. The restaurant had good food and service.

December 19: Holiday Party: Marc Molzon – 71 people are signed up so far. Menu choices are needed by the 14th of December. Howard will send out an e-blast reminder.

February 13: Race Car Replicas: Fred Young – The tour is in place. It should be of interest to our members with a variety of cars on view.

March 19: Gilson Tech Session: To be determined

March TBD: Lingenfelter Collection: Gretus Hoogestraat – Will firm up a date for a charity event.

Driver Education: Dates will be scheduled at Waterford Hills as soon

as possible. Gingerman and Grattan tracks were addressed as possible sites for an additional DE.

April TBD: Swap Meet: To be determined.

April 23: New Member Gathering: – Greg Gallagher, to be determined.

May 7: Devil’s in the Details: Munk’s Motors

May TBD: Street Survival School: Howard Gilson – Needs to be scheduled.

June 19-26: Porsche Parade: Gretus Hoogestraat – A plan for mem-bers to caravan is in the works. A two day trek is possible with an over-night in Syracuse, NY. Registration details were also discussed and an e-blast will be sent to members explaining the process.

Event Sponsorship Report: Greg Gallagher – Will review in January.

60th Anniversary Committee: Patti Door – No report.

Charities: Gretus Hoogestraat – No report. It was moved by W.C. and seconded by M.C. to invite 3 persons from the Jo Brighton Foundation to give a short presentation on their charity at the Holiday Party.

Web site: Erik Ohnberger. The website is in good shape and he will make a few minor changes and updates. The DE portion needs an update for ease of registration. Commercial advertising and possible revisions were also discussed

Goodie Store: No report.

NEW BUSINESS:

Driver Education: Steve Carbary – Different methods of payments were discussed in regards to Club Registration. Marc Molzon will inves-tigate the various options available.

Meeting adjourned at 8:45 P.M. – Moved by M.M. seconded by W.C. Motion passed.

Refreshments and Locations: January 7 – Gilson Motorsports – Howard Gilson. February 4 - Gilson Motorsports – Marc Molzon

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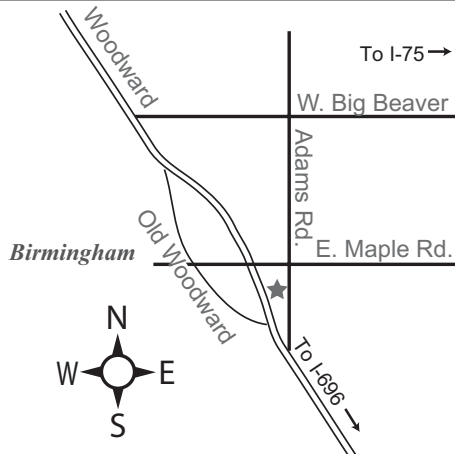
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