



**HPDE #3 will be held on August 24 at Waterford Hills. Sign up early and get in on the fun!**

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**ON THE COVER:**  
*Four photos from previous DE’s. We hope that these pictures motivate you to sign up for HPDE #3 on August 24*

2018 SEM/PCA CALENDAR

- JULY**  
7 #Gilmore Museum Deutsche Marque  
8-14 Porsche Parade & Caravan – Lake of the Ozarks  
27-29 #Concours d’Elegance at St. John’s
- 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  
15 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

Porsche 70th Anniversary Dealer Party at M1 Concourse June 8, 2018

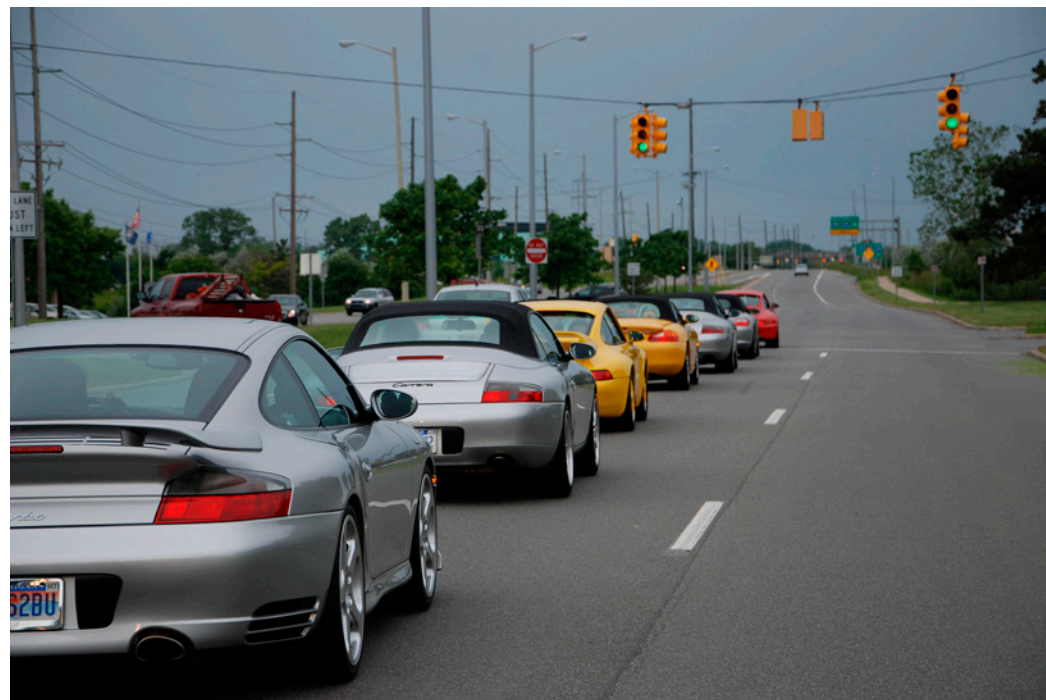
PHOTOS BY GRETUS HOOGESTRAAT







## Caravan to Porsche Parade Lake of the Ozarks, MO



We meet on Friday (**not Saturday**), July 6th 2018, at Faith Christian Assembly  
(25201 Outer Drive, Melvindale, MI)

This is the location where we hold our Street Survival School

First car out at 6:30am, taking I-75 towards Toledo

We stop in Toledo for breakfast at IHOP (6535 Airport Hwy, Holland, OH 43528).

If you prefer Panera Bread, it is close by (7115 West Central Avenue, Toledo, Ohio)

For those living on the West Side might want to take

I-275 straight down to Toledo and meet us there

We are leaving at 8:30am towards Fort Wayne via US 24 West

Passing Indianapolis, we have Lunch in Mooresville (IN) at "Squealers Award Winning Barbeque",  
then continuing to Collinsville, IL 62234 for an overnight stay

Arrival Saturday in "Lake of the Ozarks" around 3:55pm gives us ample of time for the welcome tent  
(closes at 5:00pm)

I reserved a block of 10 rooms at a special PCA rate (\$102 + tax) for our overnight stay on 07/06/2018

**DoubleTree by Hilton (618-345-2800)**

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**Looking forward seeing you on the 6<sup>th</sup>.**

**Gretus Hoogestraat (248 670-1761)**

If you book online, use the link provided in a future email blast.

If you call, mention the group code SEM (**not SEMPCA**)

**Last day to book: 6/15/2018**



# Porsche. People. Power. Passion...

BY **MARC MOLZON**



The driving season is in full bloom now and I hope you are getting your Porsche out and taking advantage of these great driving days. I have been talking a lot about our High Performance Driving Schools and those drivers that started driving in our program and have gone onto amateur racing in NASA, SCCA, PCA and other race groups. This month, after attending the Detroit Grand Prix weekend at Belle Isle, I want to share the pro racing side.

The Trans Am series started the weekend off on Friday with their "American Iron" high horsepower cars roaring down the track and shaking the ground with some great competition in their group. Then the Weather Tech IMSA series came out for some practice with cars from the Daytona Prototype and the GT Daytona classes running at the same time. Unfortunately, the GTLM cars do not come to Detroit as they are in France preparing for the ultimate endurance race at LeMans. The next group on the track was the Speed Energy Stadium Super Truck Series and they are really something to see! Huge steel jumps are brought out onto the track for the trucks go over while racing (this is a sight to see with these trucks flying through the air). The next group out was the Verizon Indy car series for practice.

To make the whole race experience better, there are many great things that are available for us to do as Porsche Club members. First of all, we have the PCA Car Corral available to us to park on the island—and since parking on-island is limited to only a few car clubs, this makes for a breeze when arriving and especially when leaving for the day. We can thank our Zone 4 Rep, Lori Schutz, for going to PCA to line up Lynn Friedman, PCA Car Corral Coordinator, and secure this for Porsche Club members to enjoy. And, not only are we all able to park our Porsches together in an exclusive parking area next to the track, a Corral tent is set-up right next to our cars in which there is a large screen TV for viewing the race coverage, tables and chairs, refreshments, raffles and some Porsche goodies. Additionally, a motorsports team tour and Porsche racecar driver appearances were coordinated by Lori, Lynn and IMSA for us. It was a great social event for Club members from all around Michigan and surrounding states – some members came prepared with picnic lunches and enjoyed eating al fresco with the cars as part of the experience. Many thanks to our SEMPCA members that volunteered to work at the Corral parking cars and registering attendees: John & Jason Khami, Don Kleist & Nancy Richardson, Mary Beth & John Panganiban, Robert Blau, Gary & Pat Ambrus and everyone else pitching-in to lend a hand!

The day was going great when we headed over to the Wright Motorsports trailer, tents, and their two GT Daytona entries in the Paddock area for a guided tour from the owner: John Wright. He explained about the set-up, the hard work and preparation it takes, as well as some of the financial aspects to run a race. One of their drivers had bumped a wall in the previous practice session, so the team was very busy focused upon rebuilding the car as they had their qualifying session coming up in 45 minutes. To add a bit more excitement to the day, as we were in

the trailer on the tour, severe weather seemed to be headed toward the island and we received notification that the remaining track sessions for the day were cancelled and everyone must leave the Island immediately. We came out of the trailer and the grandstands were all empty and most cars had already left the island. This was very strange as the weather didn't seem to be getting worse and wasn't even raining—but it's Michigan, so you never know how things might change in the next hour. Oh well, this ended the day at the track and we headed home.

The next morning, Gretus Hoogestraat Vice President of SEM PCA and Lori Schutz had organized a police-escorted drive for members of SEMPCA from The Henry Hotel in Dearborn to Belle Isle. This started off very well with three State Police Cars escorting our 28 cars like we were the President or something - guiding us on a direct route to the Island parking. One of the highlights of the drive (something every Porsche owner was thrilled about) was when the State Troopers were guiding us down the Lodge onto Jefferson Avenue under Cobo Hall, there were all these Corvettes in the right two lanes stopped at the red traffic light. (Important Note: In a police escort, you don't stop at traffic lights—the trailing police car will speed up to block intersections to allow all cars to continue without interruption.)

So, as we Porsches were all guided through traffic and red lights, we received very confused (and many envious) looks from the stopped 'Vette drivers as they tried to figure out why we were getting this special escort right past them. Very nice!! This continued down Jefferson at each traffic light to Belle Isle—a fast direct route to our reserved parking spots at the Porsche Corral.

Another highlight was that IMSA and Lynn were also able to get us a few PCA drivers from the Wright Motorsport team to share some stories and experiences from the track at a private presentation at the Corral for just us. We had Patrick Long, Christina Nielsen and Wolf Henzler all come to the tent to share their stories. Wow! What a treat! Now it was getting close to IMSA race time and the excitement of the day continued with some great side-by-side racing in all classes with the Whelen Cadillac taking the overall win just beating out the two Penske Acuras due largely to great pit strategy. The two Acuras in GT Daytona placed first and second beating out the Lamborghini; the two Wright Motorsports Porsches finished 9th and 11th in class. I hope you made it down to Belle Isle the first weekend in June to see and experience the whole weekend or that you caught the Indy races on TV—or saw the highlights of the weekend on the news. Be sure to mark it on your calendar for next year—hope to see you there!

Meanwhile, we have some more great events coming up: Porsche Parade is July 8-14 in Missouri: Lake of the Ozarks. Early in August we have a couple cruises happening before the annual Woodward Dream Cruise on August 18th; on August 5th are both the Gratiot Cruise and the Troy Traffic Jam. And be sure to SAVE THE DATE for our Club's 60th Anniversary Celebration at St. John's in Plymouth on September 8th.



# Celebrating

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### PORSCHE RACING LEGENDS SEMINAR

PRESENTED BY BOSCH

Saturday, July 28

10:00 am

The Grande Ballroom  
at the Inn at St. John's - Plymouth, MI



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A special driver forum will be held featuring Redman, Haywood and Elford, all of whom drove for both the Werks teams and privateers in period. Between them, they scored major victories for the marque at Daytona, Sebring and Le Mans and contributed to multiple world championships. All have fabulous stories to share and are gifted storytellers. They will be on hand for the entire three-day event. Author and former Autoweek editor George Levy will moderate Saturday's gathering.

### PORSCHE RACING LEGENDS SEMINAR SATURDAY, JULY 28 - 10:00 A.M.

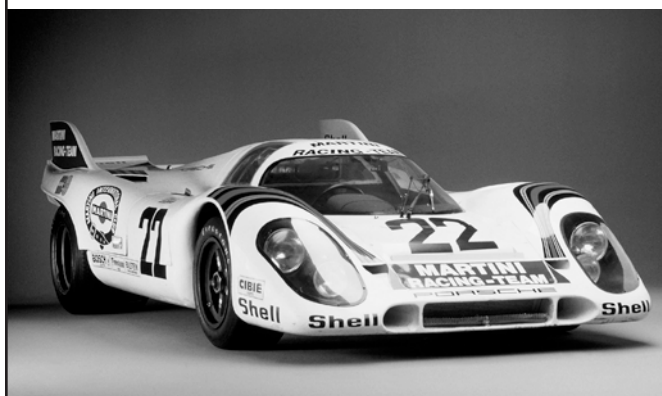
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# *RECAP* **Street Survival School - Bettering the Odds**

STORY & PHOTOS BY **DON KLEIST**

**M**ore American teenagers die in automobile accidents than from any other cause. And many, if not most accidents, can be prevented. According to the National Safety Council:

- The chance of one crash in the first three years of driving is 89.2%. Even worse, the chance of two crashes in the first three years of driving is 52.5%.
- Each day, nearly 1000 teens are treated in an emergency room for injuries suffered in a motor vehicle crash.
- Each week 113 teenage drivers in the U.S. are involved in fatal crashes.
- About 2/3 of teens killed in car accidents were not wearing a seat belt.

If these statistics aren't enough to make one wish for the return of horse and buggy transportation, I don't know what is.

There are many reasons for these glum statistics. Primary among them are distracted drivers talking on cell phones or to other vehicle occupants, texting, fiddling with iPods, eating, etc., not wearing seat belts, lack of skill and experience, and poorly maintained vehicles, to name a few. Compounding the problems, many teenage drivers think their driving skills are much better than they actually are.

Since we are unlikely to return to horse and buggy days, mitigating the reasons causing the dangers is the best we can do: hence, Street Survival School. Developed by the BMW Foundation, the charitable arm of the BMW Car Club of America and Tire Rack, a company well known to many of our members, these schools grew from similar schools conducted by individual BMW Club chapters. These schools aim to teach teens safe driving through both classroom instruction and driving exercises that simulate real world conditions.

SEMPCA hosted its sixth Street Survival School on Saturday, May 19, 2018, at the Faith Christian Assembly in Melvindale, MI. A small, but enthusiastic group of teens learned and experienced both the theory and practice of safe driving. Marc Molzon and I



*The 2018 Street Survival School participants.*

served as co-chairmen, Marc led the driving exercises and I gave the classroom presentations. Marc's wife, Lisa, handled the administrative duties that helped the school run smoothly.

The teen students, and some of their parents, endured classroom presentations of about an hour each in the morning and afternoon. I discussed the responsibilities of the driver, the dangers drivers face, how to sense the environment, anticipate situations, and how to manage these situations as they arise. I focused on individual skills like braking and steering. I even told the students how to set their rear view mirrors so that there is no blind spot.

But enough about the classroom. The real learning environment was the parking lot in front of the church. The building originally housed a K-Mart, so you can imagine the huge rectangular parking lot we used. We divided the students into three groups and conducted three concurrent exercises, with the groups rotating between exercises.

The first group drove an emergency braking exercise. Some of the students had never experienced what happens when the anti-lock brake system, ABS, engages. We had them accelerate in a straight line, then apply the brakes as hard as possible. We wanted them to engage the ABS and feel the chattering that occurs when the ABS engages.

The second group drove a slalom course. Here, the objective

was to experience vehicle dynamics in a controlled environment. We told the students to drive at speeds at which they felt comfortable, but to increase their speed as they gained experience. We marked the course with orange traffic cones and asked them to weave through the cones. Even with a clearly marked course, there were many times when cars hit cones. This might seem an easy exercise. But it takes serious concentration to drive this course successfully as speed increases.

The third group drove a skid pad, a circular piece of pavement made slick with cracked corn. The objective here is to have students experience the feeling of their car when it is near or beyond its limits of traction. We do this on a slick surface so that students can gain the experience, but at relatively slow and safe speeds. This is also one of the highest rated driving exercises. It's a lot of fun to toss a car around at a place where running into something is not a concern!

Then came a group picture and a break for lunch. The afternoon started with the second classroom presentation. Here, I focused on combining the individual skills learned in the morning.

We staged another braking exercise, but this time it was braking and turning at the same time. This is straight forward for cars equipped with ABS, a bit harder for cars without ABS.

The second afternoon exercise involved sudden lane changing. Students accelerated their cars in a straight line while watching for a flagman to indicate which lane to turn into, left or right. Then the students had to react by steering their car into the indicated lane and stopping. These are the most difficult of all the driving exercises. Almost all students knocked over cones and in some cases, even turned the wrong direction!

What makes this so difficult is that the students must observe a stimulus, determine what the stimulus means, determine how to react, then react by steering their cars. All of this must be done in a split second. It's hard, but a good simulation of actual driving situations.

The third afternoon driving session involved a figure-8 course where cones marked two circles of different diameters, one slick with cracked corn and the other plain pavement. The intent was to present the students with constantly changing driving conditions. This exercise was a lot of fun and showed that driving really takes intense concentration.

While the students went back into the classroom for the final wrap-up, the instructors set up an small course. This final exam was the "put it all together" exercise, and for many, the most fun. But as I was wrapping up the classroom activities, Mother Nature decided she wanted to play. After a cloudy day with a couple of stray light sprinkles, she gave us a downpour. From the viewpoint of learning driving skills, this was the ideal condition in which to learn car control. But at the time it was difficult to think that way.

Watching the students drive the autocross course, it was hard to imagine that they were the same drivers who began the morning exercises. You could tell that these drivers had gained both skill and confidence.

I firmly believe that the students who drove home after the school became more aware drivers whose driving skills had improved dramatically. I am sure that these students will use their newly refined knowledge and skills as they drive and will help make driving safer for all of us. As a volunteer, this makes me feel great about volunteering my Saturday.

## **RECAP: Annual Teen Street Survival Driving School**

by Lisa Molzon

**O**ver the past few years in running the Tire Rack Street Survival School for teens, it has been a rewarding experience to work with new drivers and help further prepare them for driving on the open road. This year was no different—it continues to be one of the most fulfilling efforts with SEMPCA.

It never gets old—each year it is so much fun to see the kids arrive bracing themselves for a day of 'school' on a weekend (ugh—mom, do I HAVE TO go?) only to find that they actually enjoy all they are learning and doing behind the wheel. From the principles and explanations of "why" in the classroom sessions to the hands-on driving through specifically-designed courses which will get the tires screeching and the students focused through repetition in front of their peers, the day is filled with valuable life-skills driving lessons.

In talking with parents and grandparents, it's interesting to hear their perspective:

"My daughter has been in several accidents in the past year—without any injuries and determined to be the other drivers fault each time—and I would like her to gain confidence in driving and develop skills in avoiding accidents."

"We came from the Lansing area and feel this is a great opportunity for my son to further learn about driving safety and

gain this type of in-car coaching driving experience in the minivan he drives every day. This was well-worth the drive to see him learn and enjoy the day."

"I brought my son a few years ago and we found it very beneficial. Now that my daughter is driving, I wanted her to take this class as well."

Many thanks to: Don Kleist for the annual classroom sessions, Marc Molzon for heading-up the hands-on driving course sessions, Howard Gilson/Steve Carbary/Andrew Olson for leading and running the three course set-ups, and the 13 other club volunteers that dedicated their day to this event!

Each year in May, we offer a day of classroom instruction plus hands-on driving in monitored closed courses with an in-car instructor for teens through the age of 21 with unrestricted licenses. (Think of it this way: if the student is able to drive alone/unaccompanied to the facility, then they are eligible to be registered for this event.) If you have a child, grandchild, niece, nephew, neighbor, etc.—this is a great opportunity for them to expand upon their driver's education programs and safely learn more about how to handle their vehicle when they are faced with the random/rare unexpected situations. Keep this course in mind next year for any teens that you may know.





## Join us for our Annual SEM PICNIC AND CONCOURS

**Sunday, August 19, 2018**

**At Springdale Park, Birmingham, Michigan**

Off of northbound Woodward north of Big Beaver, turn right on Strathmoor  
316 Strathmoor Rd., Birmingham, MI 48009

**Arrival and car preparation begins at 9:00 a.m.**

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

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

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.

**\$10.00 per person (\$15.00 after August 10th) Children under 16 Free**  
**Call Patti Door at (248) 661-4362 or [pdoor@sbcglobal.net](mailto:pdoor@sbcglobal.net) to make your reservation and coordinate a dish to pass. Please RSVP early.**

For concours questions call Fred Young at (586) 566-3193 or [frederickyong73@gmail.com](mailto:frederickyong73@gmail.com)

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Instructor Andrew Olson braving the rain.



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# RECAP Spring Tour 2018

STORY & PHOTOS BY **GRETUS HOOGESTRAAT**



*We assemble our Porsches in the Courthouse Bar and Grille parking lot prior to dinner.*

This year the weather gods were with us. No downpour and not cold like last year, just a few sprinkles here and there. We had 32 registrants totaling 54 people to go on 1 hour and 40 minute drive starting in Auburn Hills. Like last year for Walter Crump's "Fall Color Tour" and my Spring Tour we met at my place of work. The parking lot is big enough and bathrooms are available, good to use them before we hitting the road.

We went west towards GM Proving Grounds and ending up in Plymouth at the Courthouse Bar & Grille. I sent the Google Map directions via email to the members that signed in. This allowed, especially Solo Drivers, to concentrate on the road and not reading the printout while driving. This way they could use their SmartPhone for the Spring Tour and follow the route with the GPS feature.

Arriving about 4:45PM the cars could park at the coned up parking lot; therefore we could park all together. We had some car

talk in the parking lot before we finally went inside to enjoy our dinner. It was a family style dinner with beef, chicken and fish. Unfortunately at the end of the year the owner retires and the restaurant will be torn down to make room for an apartment complex. Overall it was a nice drive, the turned out was great and was very well received by the attending members. I actually got some email and phone calls from members thanking me to organize this event.

Thanks to all who decided to make this a memorable afternoon and evening of driving, food, and camaraderie. This is truly what makes our Club so great and I hope you will attend other SEM/PCA events throughout the year.

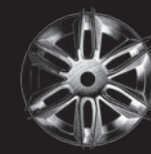
Thank you and I'm looking forward to have the opportunity of meeting you at one our events throughout the year.

Please feel free to contact me at [Gretus@sempca.org](mailto:Gretus@sempca.org)

**MORE PHOTOS ON PAGE 18**

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# RECAP The Detroit Belle Isle Grand Prix

BY **DON KLEIST**

PHOTOS BY NANCY RICHARDSON, LISA MOLZON & MICHAEL COHEN

If you are reading this article you are a car person. As such, you enjoy all things about your cars; talking about them; showing them off; cleaning them, and most of all, driving them. And like me, you likely have memories of great drives that you have been on. For me there are many.

From my days growing up in Portland Oregon there was the Columbia River Highway east from the city. I still enjoy this drive with all the waterfalls, including Multnomah Falls.

During college I drove from Princeton, New Jersey to Dartmouth in Hanover, New Hampshire to play rugby. That was mid-late October and, although I didn't think of it that way at the time, that was my first Fall Color Tour.

While working for General Dynamics I was involved in a test conducted at Fort Hunter Liggett in central California, south of San Francisco. If there was time, we would take the long route back to the airport, SFO. We headed south to Murro Bay and took California Route 1 up the coast past the Hearst Castle at San Simeon and through Big Sur to Carmel and Monterey. This might be the most beautiful stretch of coastline anywhere in the world.

More recently, Nancy and I attended the last PCA Escape in Rapid City, South Dakota. The twisty, mountain roads in this area are a great reason to own a Porsche!

I added to my list of memorable drives on Saturday, June 2,



Lead by a police escort, we cruise past the Uniroyal tire on I 94.

2018 with a drive from Dearborn, Michigan to Belle Isle State Park in Detroit and the Detroit Grand Prix races. You probably wonder what made this drive special. It was the Michigan State Police. They gave our 20+ Porsches an escort, lights flashing, on freeways into Detroit and along East Jefferson Avenue and over the bridge leading to Belle Isle. There was heavy traffic on Jefferson, but we just sailed through red lights, hardly slowing down.

While on Jefferson, we passed at least 100 Corvettes on their way to watch the races. They waited at red lights, but we sailed on by. There were reports of unsavory hand gestures aimed at us by Corvette drivers. Too bad! They should realize that Porsches rate much higher than lowly Corvettes. ;-)

Our destination was the PCA Corral, a tent and parking area about 50 feet from the racetrack. The grassy field was host to about 55 Porsches of all varieties.

There was activity on the track throughout the day, both practice, qualifying and actual racing. It was not a good day for Porsches. Two 911s entered the IMSA race, a newer mid-engine 911 and an older rear-engine 911. They finished 21st and 23rd out of 26 entries. There were three retirements, so you can tell that the 911s were at the back of the pack.

Our thanks go to Lori Schutz, our Zone 4 Rep and Lynn Friedman, Chairperson for PCA Corrals, for setting up the Corral and arranging for our police escort. This truly was a drive to remember.



Our police escort leads us by the Corvettes.

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# A Pictorial Recap of the Belle Isle Grand Prix



Vice President Gretus Hoogstraat chats with an attendee outside the Porsche Corral tent.



Patrick and Wolf answer audience questions.



Porsche factory drivers Christina Nielson, Patrick Long and Wolf Hensler visit us in the tent.



The Porsche race drivers pause to watch the high flying trucks racing on the video monitor set up in the tent.

MORE PHOTOS ON PAGE 26



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Prototype (DPi) racers staged before entering the track.



GTD class Lamborghini driven by Madison Snow and Bryan Sellers to a 3rd place finish.



Lansing's 3GT Racing teams 2 Lexus RC F GT3's.



The Jordan Taylor/ Renger Van der Zande KonicaMinolta Cadillac DPi-VR prototype.

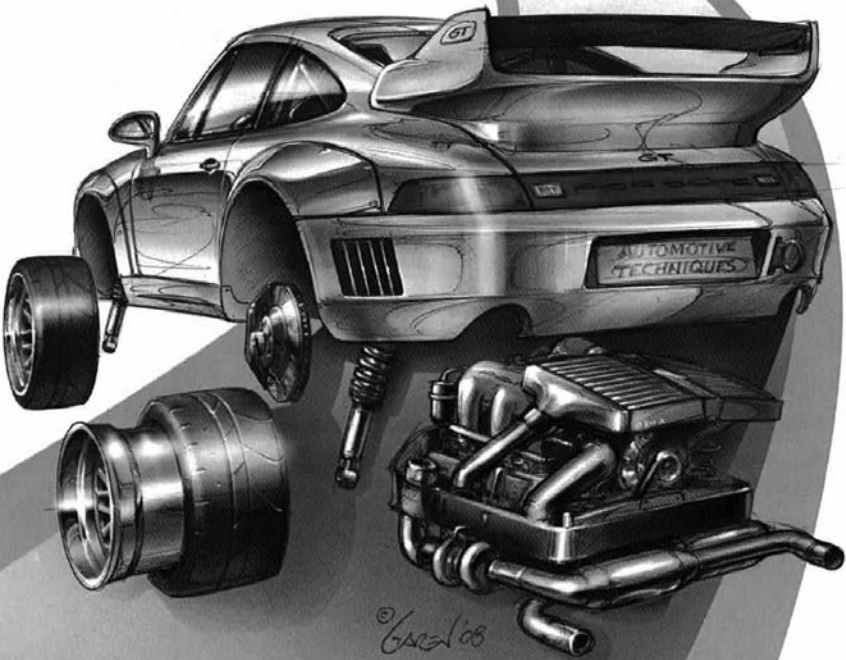
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# Driving in a Dream to M1 Concourse

BY JOHN KHAMI

*“If you can dream it, it can be done.”*

—WALT DISNEY

**M1** Concourse in Pontiac, Michigan is the go-to spot for auto related events in Michigan. How could a dream, a concept of separate garages where collectors store their cars, live with them in the same unit sleep next to or above their favorite models have caught the imagination of so many in a few years. It is a project unlike any other in the country. Brad Oleshansky, the founder and CEO of M1 Concourse agreed to an interview.

Brad has worked on cars since his Dad had a 1923 Model T Hot Rod. A 1932 Ford Phaeton was the next project and in High School, Brad had a 1955 Chevy Bel Air. He attended Ithaca College in New York and wanted to be in the film industry. Moving to Hollywood, Brad wanted to make movies.

“But instead of making movies, I ended up making coffee,” Brad said with a smile. “So I went to law school and for 12 years I was an entertainment lawyer representing companies like Disney and Sony. But I still liked cars and wanted to feed that interest.”

In 2004 he returned to Michigan as Chief Operating Officer of Big Communications, a successful pharmaceutical marketing company. Brad’s idea of working in a garage with other garage owners nearby continued to grow. Brad sold the company and spent months of research where he focused his interest on a concept he discovered called, “Car Condos.” Designed around storage, the greater attraction for Brad was in building a community full of people with the same passion for all things automotive.

The idea was simple. “The garages would be used on the weekends like people use their places when they go up north,” Brad said. “There would be private owners for private uses. But I wanted it to be more.”

*But where?*

Sterling Heights? The East Side? Further west? The target area turned to Woodward Avenue, Michigan 1 or M1. A site in Pontiac was mentioned and Brad hesitated. He toured the property several times and his imagination took off like his old Bel Air. A racetrack, meeting rooms, restaurants, a central public meeting area. Brad could see the uses around him, where the track would be located, the garages, the buildings and pads around the land. His dream of Car Condos with a racetrack would be along this Woodward site in Pontiac.

“The city supported the idea and embraced the concept,” Brad said.

The site was and is on the corner of South Boulevard and Woodward. A company called Rapid Motors in 1905 used it.

Three years later Rapid Motors merged with Reliance Motor Trucks and another group called Crescent Motors. In 1908, the three companies became General Motors Truck. For the next century, GM used the site for manufacturing, testing and quality assurance. The foundry with a thick basement floor of four feet remained along with the powerhouse building to the North. The 87 acres were on Woodward with M-59 and I-75 expressways a few miles to the south.

General Motors declared bankruptcy in June 2009. The land was available through the U.S. Bankruptcy Court through Chapter 11 of the U.S. Bankruptcy code.

“I had to pitch my idea for Car Condos to the feds,” Brad said. “They wanted me to meet their criteria of increasing the tax base, creating jobs by making a good development. When we looked at this site, it was covered in concrete. We needed approvals and clearances from the EPA (Environmental Protection Agency) Oakland County and of Pontiac.”

Brad got it done and acquired the property in 2014.

The State of Michigan declined to assist with financing, as the concept was new and unproven. However, Brad devised a plan to pre-sell the first 80 units, representing \$15,000,000 of the \$20,000,000 of capital needed to build Phase 1 of the project, including all of the site work and the 1.5 mile track. Buyers signed a purchase agreement with a 1/3 deposit of the purchase price into escrow at Comerica bank. If all 80 units were not sold in 6 months, Oleshansky would return everyone’s money.

Brad embarked on 6 months of promoting the concept at car shows, public events and car dealerships.

“I had a large scale model of one of the garages built and moved that around from event to event pitching my idea. Once a few buyers committed, more followed and by the end of the 6 months I was only a few units shy of the goal,” Brad said. “Fortunately, my partner committed to purchase the remaining units, which I was able to promptly sell right after the deadline.”

“In June of 2015, we started by crushing the concrete on the property. That took six months including the underground work. We used what we crushed everywhere we could including under the track and at the pads. We left two and a-half acres alone because it was the foundry basement floor. It’s four feet thick. Today we use it as the skid pad where we have vehicle testing, auto-cross and public events like cars and coffee.”

“When we broke ground, car people came out to our property. It became a place for people to gather, to meet and greet and that was all before we built the first units. That’s when we knew the interest was strong.”

*(continued on page 30)*

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Driving in a Dream (continued from page 28)

“ We don’t cut corners,” Brad said. “We give 30 year warranties on our buildings that are pre-engineered. We have metal roofs, double glass windows on the garage doors. Ceilings are 21 to 23 feet tall and the spaces are 38 feet deep and two stories high.”

There are 16 units with rooftop patios and at this writing; one of those units remains available for purchase. The individual units range in size from 500 to 6000 square feet. There are double units and some units are set up so you drive in one door and out the other.

In three years, \$45,000,000 has been generated in sales for 170 garages. Prices begin at \$150,000 for the smaller units. Interiors are built-out per user. Owners pay homeowners association dues, property taxes and utilities. There is U.S. Mail delivery and owners can sleep in the units but cannot use the garage as a legal address. Owners gain access to the Champion Motor Speedway through the M1 Motorsports Club which has a one time initiation fee of \$20,000 and annual membership fee of \$3,750. Club members receive 6-7 hours per week of track time.

Today, M1 Concourse is the largest Car Condo Community in the world. It includes 15 buildings with the individual units. Additional units are planned for 2019. The 30 foot wide course has

a length of 1.5 miles and includes 11 turns. Tire barriers are set in the corners with an LED Flag System used on the track. Closed circuit monitoring is everywhere on the property with a secure, gated entrance for the owners. The official M1 Concourse sponsors are Champion, Hagerty Insurance and Dodge.

The next phase of development includes an auto-centric and entertainment focused retail village with public access directly from Woodward Avenue. Tenants will include restaurants, car dealerships, auto service providers and other auto related businesses.

“People are happy coming here because they have a place to enjoy their passion for all things automotive,” Brad said. The best part of the business is being surrounded by people who are enjoying the fruits of their labor and also providing access for the general public. If you have a \$500 classic or a \$1,000,000 modern supercar, M1 is for everyone.”

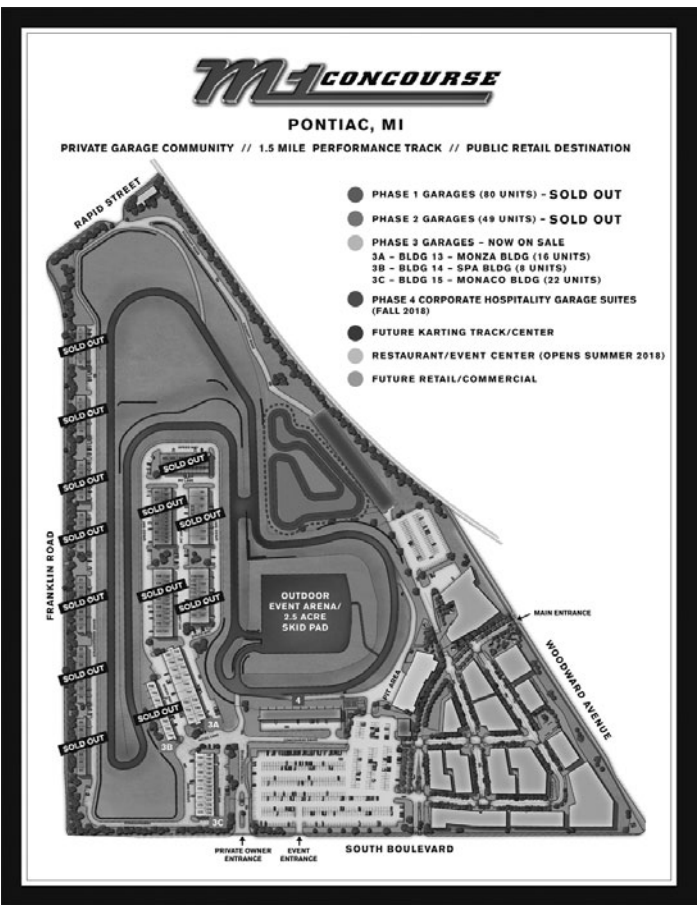
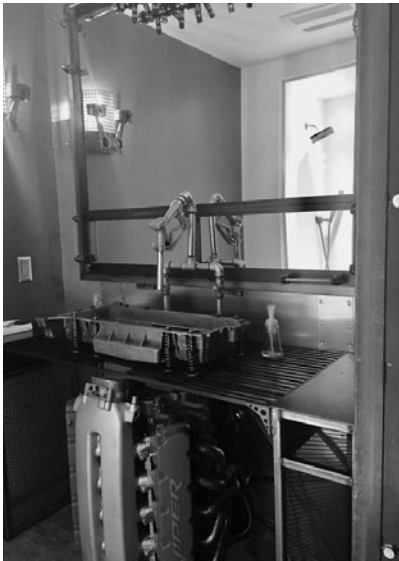
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*This vault door protects Brad’s:*

1. Plans for the M1 village
2. His bathroom
3. Photos of the restaurants to open at M1

*And the answer is...Brad’s bathroom with a Viper engine for the stand and an oil pan for the sink.*



Overhead of the M1 concourse with the 1.5 mile race track including the hairpin turn in the lower left, the site of the future retail village with a banquet room to seat 500 and the proposed main entrance off Woodward when the village opens. The Garages are identified.



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# Racing Legends

BY TOM FIELITZ

Perhaps more than any other car manufacturer, Porsche has inspired and encouraged the private individual to race variants of production Porsche cars. From the very earliest years Porsche legions of owners took their street versions of cars on race tracks around the world and usually with great success. Where other companies spent vast amounts of capital to establish a racing heritage Porsche even tried in some cases to discourage racing. The first 911 models were raced before Porsche thought they would be competitive and might even cast a black mark on the Porsche reputation. Of course that was not the case and the first 911s imported often went straight into racing with almost no development. For decades, the 911 racer developed home grown racing packages against factory supported competition. Up until the early 70's there were no factory sold 911 race cars. Porsche did offer private owner race cars from 904 to 962. After the Le-Mans program ended Porsche decided to produce 911 RSR race cars almost on an assembly line fashion and let private teams continue the winning heritage of Porsche with very extensive factory parts and engineering support. Porsche again was virtually unique in sharing race development with customers and in offering parts and maintenance support right at the race track. Private teams could run races with minimal parts inventory. When Porsche re-entered the top tier endurance racing ranks with the 919 they also fielded a factory only version of the 911 RSR separating private from factory entered 911 race cars.

This private racing success has spread the passion for racing to every Porsche owner. Ferrari may be known for "tifosi" who follow every racing exploit with dedication but they do not come close when it comes to owning the car they are dedicated to support. Everywhere Porsche has raced they attract huge crowds of supporters often arriving in Porsche cars. The Porsche car parks at race tracks dwarf the turn outs of almost all other makes combined. Perhaps that is because the cars that are raced are so close in performance and heritage to the road cars of the enthusiastic race fans. The Rennsport Reunions are further evidence of this racing passion and the legion of fans that are devoted to every era of Porsche racing. As amazing as it is to see hundreds of Porsche racing cars gathered at one time it was equally impressive to see thousands of road going Porsches driven to the event. The dedication of the Porsche owner is reflected in how the cars are preserved by their owners.

More evidence of how Porsche owners become part of the legions of racing enthusiasts is in their choices of models. Another one of the characteristics of Porsches that set them apart from most sports car makers is how many of their offerings are so closely aligned with the cars they race. From those first 356

Carreras to the latest GT3 RS the public has been able to drive on the street a car that performs at the highest levels of racing. Beginning with the 911S an ordinary person could drive a car with characteristics close to a full out race car. I owned a 1969 911S for a while and got addicted to that level of performance early. I also learned that when you want that performance it comes with a price. That early 911S motor produced its horsepower just as a race engine would, at high rpm and with great suddenness. At the peak of the power range it was thrilling. Below that power range it had even less power than the lower tuned base model. My 1972 911E was detuned from the peak power of the 911S motor but managed to have useable power for drivers of less than race car driver talent. Naturally the addiction kicked in and the 2.4 E motor was replaced with a 2.7 Carrera RS motor and the car once again became the race car for the street. As if that wasn't sufficient I also owned a 1970 914-6 GT with a 2.8 RSR race motor originally built to run in the Daytona 24 Hour race. That car did become too much race car for street use and ended up spending too much time in my garage and required a trailer to use at the track.

Those with big budgets have had some amazing near race car production line Porsches they could buy. Cars as amazing as the GT1 with a pure bred race motor were truly race cars that never saw street use. The Carrera GT was another amazing offering with performance that was impossible to exercise on public roads. The GT3 was so close to a race car that Porsche created GT3 Cup race series for amateur racers worldwide. The 918 is another super performance car that would require an accomplished race car driver to explore its limits. Perhaps more indicative of Porsches acknowledgement of the Porsche racing enthusiast is that it has established driving schools here and in Europe.

A car with racing heritage was well as real production car racing potential demands driving skills well beyond those of owners of other sports car brands. The legions of owners that drive street Porsches with race level performance continue and expand the heritage of Porsche as builders of extraordinary cars for extraordinary drivers.



  
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## Don't Let Good Tires Go To WASTE!!!

By Steve Carbary



This is a date code from a tire. It was produced the 45<sup>th</sup> week of 2013

The anti-aging chemicals used in the rubber compounds are more effective when the tire is "exercised" on a frequent basis. The repeated stretching of the rubber compound actually helps resist cracks from forming. The tires used on vehicles that are driven infrequently, or accumulate low annual mileage, are more likely to experience cracking because long periods of parking or storage interrupt "working" the rubber. – Tire Rack

### And

All tires (including spare tires) manufactured more than ten (10) years prior should be removed from service and be replaced as a precaution, even if such tires appear serviceable and have not reached the legal wear limit. – Tire Rack

So if your car, especially if it is a Porsche, is perhaps a 2013 model or earlier model; **DON'T LET THE TIRES GO WITHOUT PROPER EXERCISE!!!** Or maybe it's getting close to or past that 10 year mark and the tires still have a fair amount of tread on them; **DON'T LET IT GO TO WASTE!!!**

You paid for that rubber, exercise it properly or at least use it all up. We can help with that, bring them to a Driver's Education Day. Your Porsche and your tires will thank you.

## Around The Zone



BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE

We are in full summer swing in Zone 4. The month of May was all about racing and enjoying our Porsches on the road. I started out at Mid Ohio, again, for the IMSA PorschePlatz weekend. This was a combined effort between Porsche Cars North America Mark Harston, IMSA representatives Tiffany and Diesel Lodder, and our own Lynn Friedman our PorschePlatz Queen of Porsche Club of America, as well as many volunteers from Mid Ohio and other regions. We had over 100 attendees each day and filled the Porsche Corral with fantastic representatives of the Marque. Some lucky members had a chance to get a hot lap in a 911 from Porsche Sports Driving School. Others had the opportunity to spend time in the pits during the race and witness a pitstop and all



Hot laps at Mid Ohio PorschePlatz



PCNA and PCA members with the Michelin man

Central Indiana Region attendees at Indy Grand Prix

the action up close.

Our Sunday morning began with me picking up the order from Dunkin Donuts that Lynn setup. We made it work. Our Michelin friends, we enjoyed a presentation and visit during our coffee and donuts

Next stop was the Indianapolis Motor Speedway, which is near and dear to my heart having grown up in southern Indiana and have a long-standing tradition to attend with my brothers. I joined the Central Indiana Region for the Grand Prix race day, and was back for Carb day and of course the Indy 500.

I hope you are all having as much fun with your Porsche pals as I am. Happy Driving!





Business Meeting Minutes (6/7/18) by Fred Young

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

**Call to Order:** 7:00 p.m. by Vice-president Gretus Hoogestraat  
**Minutes:** Moved by H.G. and M.C. to approve. Motion passed.  
**Financial:** Temple Cumiskey - No report. The position is in transition.  
**Insurance:** Gretus Hoogestraat - Insurance is needed for the caravan to Parade.  
**P-4:** Michael Cohen - A new editor is needed by December. Top Gun is a new advertiser. This month's P4 seems to be arriving in a timely fashion.

OLD BUSINESS:

**May 5: Selfridge Air Force Museum:** Fred Young - It was a great event with 11 members attending.  
**May 11: DE #1:** Steve Carbary - 39 students braved the cold with rain but all went well. Many positive comments.  
**May 19: Street Survival School:** Lisa Molzon - Over 20 students were impressed with hands on driving. License requirements need to be addressed.  
**May 20: Spring Tour:** Gretus Hoogestraat - 50 people and 28 cars were on the tour. Several compliments were received  
**June 10: Waterford Hills Family Day:** Fred Young - All set.  
**July 7: Deutsche Marque:** Fred Young - Great event featuring all German cars.  
**July 8-14: Porsche Parade and Caravan** - Gretus Hoogestraat - 3 cars signed up.

**July 21: Progressive Dinner:** Due to a lack of support it was moved by W.C. and H.G. to cancel the event. Motion carried 6-1.  
**July 27-29: Concours D'elegance of America:** Fred Young - Ad is in the P4 for discounted tickets and car corral.  
**August 19: SEM Picnic and Concours:** Patti Door - Final preparations will be made after Parade.  
**September 8: 60th Anniversary:** Patti Door - A speaker has been chosen. There are multiple sponsors and she is working on the club history.  
**September 24: DE #4 at M-1:** Steve Carbary - Needs deposit for the contract. Moved by H.G. and W.C. to approve. Motion carried.  
**October 20: Fall Color Tour:** Walter Crump - Working on the weather.  
**Charities:** No report.  
**Webmaster:** No report.  
**Goodie Store:** No report.  
**Event Reports:** Fred Young - None needed.

NEW BUSINESS:

Michael Cohen - The Fenn Valley Wine Festival needs an email blast.  
Gretus Hoogestraat - The Grand Prix had a 30 Porsche car caravan from the Henry in Dearborn to Belle Isle on Saturday with a police escort. There were over 60 Porsches in the corral. Attendees met drivers and had TV and audio in the tent.  
**Meeting Adjourned at 8:35 p.m.** - Moved to adjourn by S.C. and P.D. Motion passed.  
**Refreshments and Location:** Thursday, June 28 - Michael Cohen - Gilson's

SEM/PCA Member Anniversaries - July 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)
44	David & Kathryn Gillentine	16	Richard & Connie Monrad	3	Ravi Sharma
44	Conrad & Christine Meier	14	Paul & Michael Fayad	3	Juergen Gumbinger
43	Neil Goldberg & Peggy Boyle-Goldberg	14	Donna & Stuart Sanderson	3	Leslie & Joseph Campbell
39	Keith Haskin	12	John & Patricia Waugh	2	Arjen Bosman
37	Robert & Debra Nikolas	12	Todd Krefeld	2	Bradford Withorn
31	Sherwyn & Joseph Labovitz	12	Vito & Cynthia Pizzo	2	Roger & Denise Tayloe
29	Ray & Greg Massa	11	Raymond & Wendy Goscenski	2	Eric Lotz
27	Kenneth & Pamela Werth	10	Mark Haddad	2	James Yearego
27	Robert Mcguire	10	Tyler & Katey Pell	2	Jerry Tan
26	Dennis Spors & Debbie Bleger	10	Jeffrey & Bradley Cox	2	Chuck Dennis
26	Philip & Patricia Kubik	9	Mark & Nancy Blazevic	1	Bruce Kopitz
25	Richardo & Carole Kilpatrick	8	Mitchell & Diane Mondry	1	Frank Urbaniak
24	Ross & Joshua Suchy	8	Dennis & Suzana Guerrieri	1	Rebecca & William Kraus
23	D & Debra Bonadeo	7	Mark & Rene Vander Eyk	1	Matthew Stevenson
23	Julian Pate & Julia Richardson-Pate	5	Mark & Cindy Rosen	1	Cathleen Lynch & Thomas Stewart
20	Peter & Tracy Stuyck	5	David Reed	1	James Fowler
19	William & Jackie Benes	4	David Adamse		
18	Mark & Christine Martin	3	Benjamin Malcho		

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2018 SEM Holiday Party  
Venue Needed

The Board of Directors is seeking a venue for this year's Holiday Party. The event is currently planned for Saturday 12/15, but Sunday 12/16, Saturday 12/8 or Sunday 12/9 are possible alternatives. If you are a country club member or have access to another suitable location and are willing to sponsor this year's Holiday Party, please contact Marc Molzon (mextremem@hotmail.com/248-882-1759)



## THE PLACE FOR PORSCHE & PARTS

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

*Advertising will be accepted from non-members at the Editor's discretion, space permitting, at the rate of \$5.00 per issue  
for three lines, payable in advance to SEM/PCA, C/O P4. Please see page 4 for the address*

**FOR SALE: 1970 PORSCHE 914-6.** Irish Green. 2.6L. extensively upgraded circa 1973 by Stoddard. many updates since. very rare. fast. rust free. ODO reads 55,220. previously owned by SEMPCA members Fielitz, Gahman, Campbell, and Garrell. I have owned since 1991. car is at my home in Texas. current TX plates. \$54,900. email me for a detailed spec sheet and photos. billderouchie@gmail.com (3/18)

**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. 5 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.

**FOR SALE: 1986.5 PORSCHE 928S.** Rare and desirable original Shark styling with the upgraded S4 brakes, suspension and 5.0 L 32 valve V-8. 4-speed auto trans-axle with limited slip differential. Beautiful, factory original, Guards Red paint and black leather seats, all in excellent condition. Original Blaupunkt Monterey radio. Tires and brakes near new. New fuel injectors, plugs, wires, and battery. A/C needs charge. 10K on timing belt. Service re-

cords. Excellent overall, just doesn't get used much – too many other Porsches. Haggerty says \$32K for a #2 car. \$17,999 Ron Roland 586-749-9804 (7/18)

**FOR SALE: 1990 PORSCHE 944 S2 CABRIOLET:** Alpine white, black leather interior, new power black top. 6 speed manual. One owner since new. A/C blows ice cold. 85,728 miles. Clean AutoCheck report, records and books \$15,900. Contact Michael at Michael Cohen at michael@sellyoursportscar.net ;call 248-227-8604 (7/18)

**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. Email Billmolzon@gmail.com for photos. Phone: (248) 625-9399 (7/18)

### Welcome New Members:

James Amori

Dan Bosoc

Suhas Chavannavar

Joe Farrell

Richard Fermion

James Holloway

Mark Luichinger

Walter Makupson

John McCarthy

Ray Price

Rob Shick

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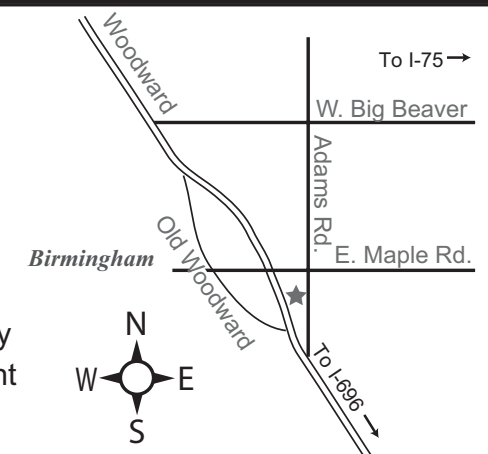
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