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**ON THE COVER:** Porsches lined up  
for Devil's in the Details.

2016 SEM/PCA CALENDAR

JUNE

2	Board Meeting	
#3-5	Belle Isle Grand Prix – possible Porsche Coral	
#9	Summer Main Event at LTU	
12	Waterford Hills Family Day	Fred Young
#19	Eyes on Design	
19-26	Parade and Caravan	Gretus Hoogestraat
25	#2 Driver Education	Steve Carbary

JULY

7	Board Meeting	
23	Progressive Dinner	
#29-31	Autobahn Night - St. John's Concours	

AUGUST

4	Board Meeting	
5	#3 Driver Education	Steve Carbary
#7	Troy Traffic Jam	
#20	Woodward Dream Cruise	
21	Picnic and Concours	Patti Door
27	Downriver BBQ	Gretus Hoogestraat

SEPTEMBER

1	Board Meeting	
TBD	Ladies Only Drive	Patti Door
18	Drive your Porsche Day	Gary Ambrus
23	#4 Driver Education & Year-End Party	Steve Carbary

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

She's Flying!



BY MIRANDA CHRISTEN

My family can often be found watching television shows like *American Pickers* to see what types of old treasures people hold onto over the years. I found this article on the PCA website and wanted to share it with you all! Please check the SEMPCA website for events coming up this June, July and August. For any questions or concerns please contact a chair member or myself for more information.

**Barnfinding: Long Island Goose Chase**  
Tuesday, May 10, 2016  
*Article and photos by Adam Wright*

I’m Adam Wright, and my brother Matt and I scour the country for long-lost Porsches. Some of our adventures make great stories, which I will share with you starting with this article for PCA.org. I hope you enjoy it and future tales. And if you have any stories you want to share, please do—I enjoy writing about other people’s escapades far more than my own. Please email me adam@unobtanium-inc.com

When you do what I do, you get calls and leads from all over. I’ve found cars through my banker, the husband of the woman who watches my kids—even my mother-in-law’s tile guy once sold me a Porsche. You just never know. When the phone rings and you hear “Porsche” through the earpiece, you start hunting.

I got a call a few years ago from a self described “Harley guy.” He said he knew Harleys, not Porsches, but somehow heard I was “the Porsche guy.” Yes, I am the Porsche guy, I confirmed. He said he found a 1956 356A on Long Island that was just a bare body, in a garage, but he didn’t know the market. I told him the price was right.

Three days of silence went by. I called and called, but he didn’t answer. I figured the car was sold. Then it popped up for sale on the web and the price was about the same. I called the number, and it turned out I was now talking to the grandson of the owner, who confirmed he had been talking to the Harley guy. But he couldn’t come up with any money. I told him my end of the story, and he said his phone was blowing up, but it sounded like I was the type of person who could get a bare body out of a garage and out of a Long Island backyard.

Two guys from California had already hired someone to try

and move the car, and they couldn’t do it. It was time to send in the pros, in this case Big John and me. We can’t do everything, but if there is one thing we can do, it’s get a Porsche on the trailer, no matter what. We’ve dragged them out of the woods, between buildings, cut down trees growing through them, and we even built special carts one time to get a whole truckload of bare bodies on a car carrier. It suffices to say, we have never failed to move a Porsche.

We drove to Long Island and met the grandson, who told us a great story. The car was a ’56 356A coupe his grandfather drove in the early ’60s. He later bought a Speedster body from a guy at the track and parked it next to the ’56 coupe in the garage, where he proceeded to transfer, engine, gearbox, and suspension over to the Speedster.

He left the coupe on milk crates for the next 50 years, until we got there. They wouldn’t sell the Speedster, but they would sell us the coupe body. It wasn’t a great car, with typical East Coast rust, but it was all original. It wasn’t even 10 years old when it got put up. There were no reproduction parts in the early ’60s, so if a part was on this car, it was original.

When we arrived he was still skeptical that we could get it out of there. The driveway was too narrow for a tow truck and the car had no suspension. “It can’t be done,” he said. Luckily for us, and him, this wasn’t our first rodeo. We have a special cart

we use in these situations and Big John can pull anything—his strength is unbelievable. When people ask me how strong he is, I show them a picture of him holding a 911 motor in the air. They don’t ask twice.

So we got the car on the cart, and then Big John dragged it out like he’s plowing a field (which we kind of were; it was a very muddy driveway). We loaded it onto the trailer and the grandson was just amazed. We drove it back to Unobtanium HQ and proceeded to get it back on its feet with suspension, gearbox, motor, etc. It is now being restored in the Netherlands.

There are two things I can say I’ve never had to do: 1. walk away from a Porsche deal because I didn’t have enough money, or 2. walk away from a Porsche deal because I couldn’t get the car out of its hidey hole. If you have a barn find story please share it, email me at adam@unobtanium-inc.com.



# AUTOMOTIVE TECHNIQUES



Automotive Techniques is proud to welcome Andrew Derminer to the family here in the shop. For the past 15 Years Andrew has been with the Porsche network and Foreman of the local dealer the past 6. Andrew Achieved the Porsche title of "Gold Meister" In 2010. It is an honor to achieve the Gold Meister status and means Andrew is one of the top Porsche Technicians in the country.

Alongside with Jeff Jones, Longtime Porsche enthusiast, and his team they have almost 100 Years of combined experience. Jeff has been a Porsche technician since the Bill Cook Racing Team back in the 80's. After many years at the dealerships Jeff turned to start his own company in 1988. With Jeff's old school knowledge on the Air cooled cars and Andrew's new cutting edge training and experience Automotive Techniques is sure to handle any and all of your Porsche needs.

We are excited to have Andrew, his wife Sarah, and their family join ours.



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## Drive With Spirit!



BY HOWARD GILSON

First, I would like to send my prayers to Keith Blake, who was in a car accident driving home after instructing at the SEM/PCA driver education day on May 6. On the way home his 912 was side swiped by another vehicle and Keith was taken to the hospital's ICU. Our prayers are with Keith and his family. As of the day when I am writing this article, it's good to hear that Keith is out of the ICU and is walking around. Let's hope he makes a quick recovery.

Thanks again to Dave Burton for chairing the Swap Meet, Fred Young for providing a trophy and judging the car show, Bill Block for creating the tech quiz and to Porsche of Farmington Hills for hosting the event. Thanks to everyone else who helped to make the annual Multi-Region Swap Meet at another great success.

Additional thanks go to DE Chair Steve Carbary and Chief Instructor Marc Molzon for putting together the HPDE 101 classroom session. Before the snow fell, attendees were able to walk the track and learn what to expect before, during and after an HPDE event.

The club's annual HPDE Beginners Day at Waterford Hills on May 6th was well attended. There are still three more HPDE events this summer. If you would like to participate, please contact one of the HPDE instructors or chairs for more information. Thanks to the instructors and volunteers the club's HPDE program is one of the best ways to learn how to drive your vehicle like a pro. Try it! It's great fun and our team is always pleased to have new students.

The club would like to thank Munk's Motors and Chris Braden for hosting the Devil's in the Details again this year. We hope that attendees learned a bunch of new technique to detail their Porsches.

Another big thank you goes to all those who step up and chair events or help run them. In mid-May we ran our 4th annual Street Survival School for teen drivers. Marc Molzon, Don Kleist and all the volunteers helped to make this another successful year of teaching teens how to become better drivers and save lives.

Keith's accident got me thinking about how the safety of a vehicle 20 or more years old compares with that of more modern vehicles. Modern vehicles have the safety features that older vehicles do not. We try to update older vehicles with more modern safety equipment, but many older models still have no air bags, proper seat belts, ABS brakes, traction control, etc.

There was another recent accident involving a 356 Speedster and a 2016 passenger vehicle. Sadly, the passenger in the 356 was killed and the driver was in critical condition. Both driver and passenger of the 356 Speedster were wearing lap seat belts without the shoulder point. This is not good, because the 356 has a metal instrument panel. Every time I drive the 356 coupe I worry about being hit. I drive very aware of my surrounding, but many other drivers are not paying attention or worse yet, texting! Fortunately, my 356 is a bright Signal Red, which helps people notice the car. I usually get a thumbs up or a wave from people, but it's still very stressful to drive.

During tech inspections for the Parade autocross I have seen seat belts which are out of date and/ or frayed from 30 years of use. I once asked a participant to replace the original 30-year-old seat belts in his 911 when

he returned home. I told him I was concerned with the seat belts for street use; at the autocross there is less of a chance of an incident. His response was not what I expected to hear, "The seat belts from Porsche are too expensive!" Really? "Evidently your life is worth less than the \$400 seat belts," I answered.

This brings me to my next point, which is even is scarier, namely the lack of driving responsibly. Too often you notice people playing with their phones or some other distraction and not paying attention to the main task, driving. People need to be reminded that driving is a privilege, not a right. Until the police crackdown on cell phone use and other forms of distracted driving, and start to give tickets, those of us driving older/classic cars will remain vulnerable. PCA members are what I call the "1 %ers" of driving. We appreciate driving and often take the longer route to our destination, driving from A to Z instead of A to B. I have noticed that a small honk of the horn and a nice wave to just say, "pay attention," helps. (If that doesn't work, honk louder and use another hand gesture, LOL ). The fine print: I take no responsibility if this results in road rage.

I have read that the automatic stop feature will be mandatory for all new passenger vehicles by the year 2022 and in trucks by 2025. This is a great new feature that could prevent accidents like the one Keith was in, by automatically stopping the vehicle before it hits another vehicle or obstacle. Additional new technology will be required to prevent the manual transmission from becoming extinct. Right now, automatic braking would stall a manual transmission in a panic stop. This is a trend that we will have to watch and see how it turns out, as vehicles get smarter and people become less involved in the driving. Will we eventually see people driving a Tesla on autopilot to and from work? I'm glad to be one that still enjoys the art of driving in its purest form. "Porsche, there is no substitute."

The annual Progressive Dinner is at risk this year. To date we have only one host home. We still need two more. Please contact me if you're willing to help.

Other upcoming events covered in this issue include the Belle Isle Detroit Gran Prix and Porscheplatz car corral (for June 3-5), The "Main Event" design conference and car show at Lawrence Tech (June 9), Family Day at Waterford Hills (June 12), our Caravan to Porsche Parade (June 19), and our second HPDE event—on Saturday June 25. Hope to see you at one or more of these events.

I recently purchased a 2004 Porsche Cayenne Turbo from one of my customers. It's shown me why Porsche now builds and sells more SUV's than sports cars. Porsche has done a great job with the Cayenne in the luxury market. I have owned many vehicles but this is my first in the luxury market. Even with 108 K miles, I am happy with the Cayenne. It drives like a new SUV/Sport, with its air suspension offering three settings - Comfort, Normal and Sport, plus a host of creature features.

The great thing about owning a shop is that I was able to service the Cayenne and on annual checkups inspect for future purchases. I still really want the customer's 2006 Porsche Cayenne Turbo S once he is done with it, but the 2004 will do a great job at getting me and equipment to this year's Porsche Parade in Vermont. I will have to tell you how the Porsche Parade went in the August issue of the P4. Until then, drive with spirit.



## In Memoriam: Jack Chamberlain

Southeast Michigan Region lost a good friend and longtime member when Jack Chamberlain passed away in Traverse City. Jack had been in failing health in recent years but he hadn't lost his sense of humor or his love of Porsches.

Jack joined us in the eighties and quickly became a regular at many events. Back then, the Club had monthly dinner meetings and Jack and his guests attended nearly every dinner. Jack's humor made him a favorite. He always

had a "story" and most began with a very serious tone, which drew in his listeners. Only later would we hear his punch line and fall into roaring laughter.

Later, it got to the point where

once Jack began to talk, we would begin to giggle, waiting for the punch line. Jack just couldn't tell a serious story.

Jack was "ahead of the curve." He was heavily involved in computers and the internet long before the rest of us knew what they were. Jack developed a program for auto dealers to market their used cars nationwide, which was revolutionary back then. Jack's idea predated *Auto Trader*, *Cars.com*, *Edmunds*, *Autolist* and the others. Jack introduced us to the joys of 356 Porsche ownership when he

bought a Speedster in the 80's. We questioned paying that much for a Speedster but it was Jack who had the last laugh when the market soared later.

Jack moved to Traverse City to be closer to his daughter but he would make occasional trips back and show up at our Saturday Morning Breakfast gatherings. We knew that Jack would have a new story and he would usually start before he was seated with his coffee. When Parade was in Traverse

City a couple of years ago, Jack was there on the morning of the Concours. He was struggling with his health, but didn't want to miss that show.

I remember being on one of our road trips.

There were 8 or 10 of us in a

van, coming back from a Porsche related excursion, when we heard Jack saying, "I want to die like my father did, quietly in his sleep." That comment got everyone's attention and the van became very quiet. Jack continued, "unlike the screaming and crying by the three other guys riding in Dad's car at the time!" Once again, we were suckered in by Jack. Well, I hope that Jack got his wish. We miss you, Jack, and your stories. Guys like that don't come around often enough.



L-R: Phil Kubik, Jim Dunham, Jack Chamberlain

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# *Show Your Porsche at the Summer Main Event at Lawrence Technological University Thursday, June 9 2016*

The Main Event is an all-day design conference hosted by Keith Nagara, chairman of the Transportation Design Department at Lawrence Technological University. Each year, they have several exotic or collector vehicles on display. This year, they are looking for 8 to 10 Porsche owners who are interested in showing their vehicles. In addition, there will be vehicles from Ford, GM, FCA, and the Mustang Club on display.

The event lasts all day and includes a Design Symposium, lunch, strolling dinner and fashion show in the evening.



Cars for display need to arrive by 9:00 on the morning of June 9 and stay until the event is over at 9:00 that evening. The owners are welcome to spend the day—as are any interested members of the public.

Long time SEM/PCA member and former Ford Design Executive Douglas Gaffka is now an adjunct professor at LTU and will personally organize the cars.

SEM/PCA members interested in including their car in this display – or in attending the event – are asked to contact:

**Douglas Gaffka**  
**248-719-6679**

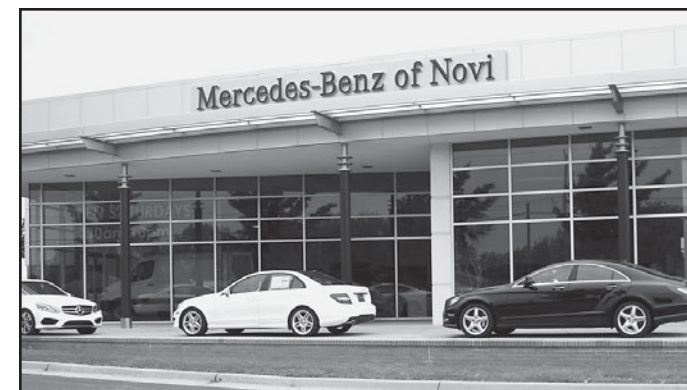
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*Join in the Excitement!*



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**Waterford Hills Family Day**



**Sunday, June 12<sup>th</sup> – 10 a.m. to 5 p.m.**

**Waterford Hills Race Track**

**4770 Waterford Road - Clarkston, Mi 48346**

Grab a couple of lawn chairs and come on out and watch the racing action.

It promises to be a fun and exciting day for the wife, kids, grand kids neighbors and anyone else you care to bring.

Come early enough to take Parade Laps around the 1-1/2 mile race track at lunchtime. Experience what it is like to do the hills, curves and esses.

There is no need to even pack a lunch. At the concession stand you can purchase hot dogs, hamburgers, pop and even a beer.

**Tickets are only \$5.00 – Children under 16 are Free!**

For further information; Call Fred Young at (586) 566-3193 or frederickyoung @ knpanel.com  
 Go to [www.waterfordhills.com](http://www.waterfordhills.com) for Maps and their Website

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**LOOKING FOR A TRAILER** to transport my 930 to and from the Porsche Parade in Vermont.

Please email me if you have an open spot. kk098@comcast.net. (4/16)

**FOR SALE: 2006 PORSCHE CARRERA S COUPE:** Immaculate one owner Carrera S properly maintained and serviced only by authorized Porsche dealership. The owner is a non-smoker. Car never has been tracked. All paint is original. Interior is outstanding. Carrara White over black leather interior. 355HP 3.8 liter flat six cylinder engine and a six speed manual transmission. Includes sunroof, Porsche Stability Management (PSM), bi-xenon lighting and full power, white factory painted 19" Sport Wheels including white painted caps, sport shifter, power seat package, black floor mats. All books, window sticker and service records included. Recent service includes two new front tires, a four wheel alignment, new water pump, new battery, synthetic oil change. 55,900 careful miles. Clean Carfax. WP0AB29996S742647. \$40,900. Email Michael Cohen at michael@sellyoursportscar.net or 248-227-8604. (4/16)

**FOR SALE: 2007 Porsche 911 TURBO:** Carrara White-Terracota Interior \$73,000. Optional equipment: Manual Transmission, Sport Chrono, Supple

Leather, two tone, Rear wiper, Heated Seats, Sport Shifter, Thick Leather Steering Wheel, Rod Antenna, No Track, No Smoke, CLEAN, Like NEW, Just turned 20,000 miles, All Service Records...CERTIFICATE OF AUTHENTICITY. Contact: Guy Pupp, c: 248-770-3657, h: 248-851-0082. (4/16)

**FOR SALE: (2) YOKOHAMA ADVAN NEO-VA AD08R TIRES,** 225/40-18 with approx. half thread depth. \$185 for both. (Tire Rack price new is \$230ea.) Call/text Andy at 734-718-6432. (4/16)

**FOR SALE: 1988 PORSCHE 930 TURBO COUPE:** Rare Granite Green Metallic with green leather interior. One family owned. Outstanding condition cosmetically and mechanically. Matching numbers. Sunroof. 19" Speedlines + original Fuchs. Service records, owners manual, window sticker. 72,443 miles. Collector quality. \$105,000. Contact Matt Fenster 248-496-3004; matt@sellyoursportscar.net (4/16)

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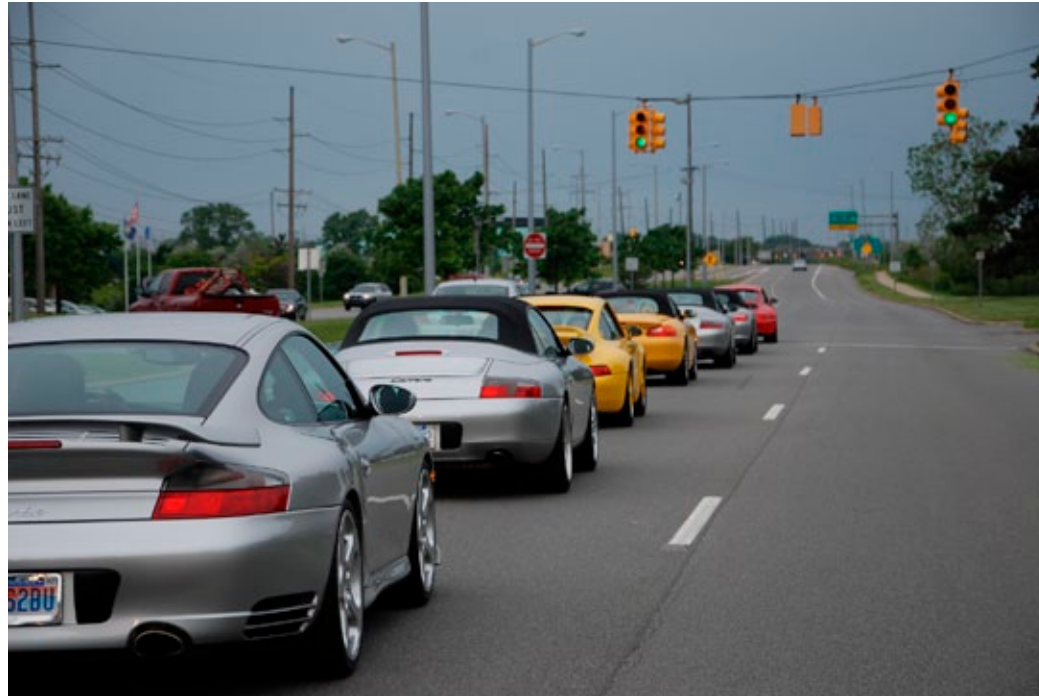
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We leave at 7:00am taking I-75 towards Toledo

Passing Cleveland, we have Lunch in Erie (PA) at Outback Steakhouse  
then continuing to Syracuse North (Liverpool) for an overnight stay at the Hampton Inn

Arrival next day in Jay Peak around 4:00pm gives us ample of time for the welcome tent (closes at 5:00pm)

It will be a fun ride with a lot of Porsches and PCA members

Please check SEM/PCA Web calendar for more details as we get closer to the event

We need a count for parking and restaurant arrangements

Please sign up at  
[Clubregistration.net](http://Clubregistration.net)

or

email Event Chair Gretus Hoogestraat ([gretus@sempca.org](mailto:gretus@sempca.org))

**Looking forward seeing you on the 17<sup>th</sup>, Gretus Hoogestraat**

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*For more information, please contact:*

### DE Registrar

Howard Gilson 248 • 549 • 4016  
[hgilson@ameritech.net](mailto:hgilson@ameritech.net)

### Chief Instructor

Marc Molzon 248 • 623 • 0581  
[mextremem@hotmail.com](mailto:mextremem@hotmail.com)

### Driver Education Chair

Steve Carbary 586 • 242 • 6437  
[s2carbary@comcast.net](mailto:s2carbary@comcast.net)

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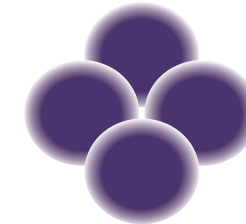
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Please Save The Date For The Annual



## SEM/PCA Progressive Dinner

*Saturday July 23, 2016*

The Club will provide the entrée and soft drinks.  
Members will be asked to bring a favorite dish to share.

*Details to Follow*

2016 PROGRESSIVE DINNER

## Thank You to This Year's Volunteers:

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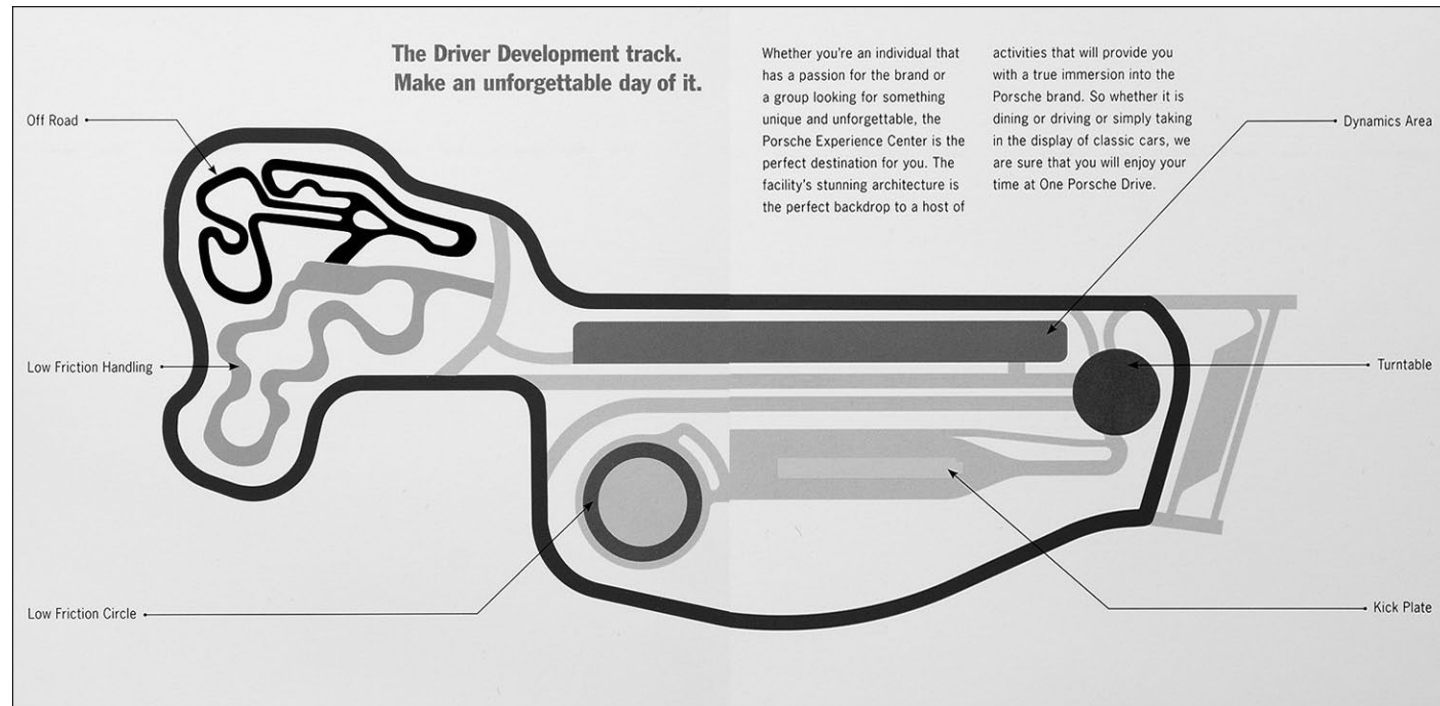
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# A Drivers Experience

STORY & PHOTOS BY **KEN WALLER**



**T**hanks to Porsche of Farmington, my son and I attended the Porsche Drive Experience ([www.porschedriving.com](http://www.porschedriving.com)) at Porsche NA Headquarters in Hapeville, Georgia on his birthday. We had attended an Oktoberfest celebration at the dealer and my son won a pair of tickets to the Driving Experience.

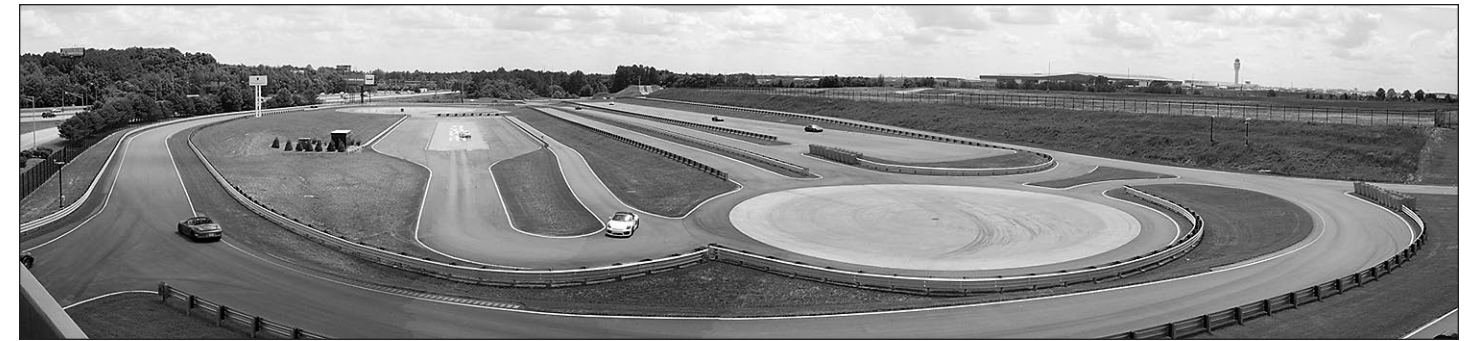
Porsche NA HQ is located immediately north of Atlanta's Hartsfield Airport, on land once occupied by the Ford Atlanta Assembly plant, where I had worked a number of times during my career at Ford. Porsche's HQ is housed in an all new, thoroughly modern building, which butts up to the track facility that offers on/off road experiences for most Porsche vehicles.

Having recently taken delivery of a 2015 Cayman GTS, we both opted to run the Drive Experience in Cayman GTS's—I chose a 6 speed (as mine is equipped) and my son took a PDK. Other Porsche vehicles are available at varying costs for the Drive Experience. All the Porsches available for the Experience are totally stock, even down to tire pressures—a testament to the product that Porsche puts out.

At our appointed time, we met our two instructors Sean and Patrick, who were professional, knowledgeable, calm and easy to get along with. We chatted for a few minutes and were asked what we wanted to get out of the experience. We both wanted to explore the on track capabilities of the GTS, improve our driving overall and evaluate the dynamic features of the cars.

There were eight other participants on track during our 90 minutes of track time driving 911s, Cayennes, Macans and a Panamera. We each had our own ride along instructors and set out to experience the different areas separately. The instructors are all connected by radios but they were seldom used.

There are six distinct track areas including an off road section for the SUV's. Along with a one-mile lapping circuit, there is a dynamics area, a wet kick plate area—the kick plate is a flush mounted hydraulically actuated plate placed before a wetted epoxy surface, as the vehicle travels over the plate at speed of less than 30 mph, sensors move the plate randomly left or right to mimic sliding that might occur during inclement weather conditions), a low friction circle—where you can



experience the over-steer capabilities of the Porsche and a low friction handling loop with a series of unique, tight curves with a mixture of various radius types with on and off camber turns. My favorite was the lapping circuit, where I was able to experience the extraordinary balance of the mid engine Cayman and explore my track limits.

My instructor was very calm and quick to explain how I could improve my car control and racing line. There were no set limits to observe and I was free to explore any area of the facility I wished but I spent most of my time lapping. In the Cayman GTS, I was lapping mostly in second gear, eventually hitting the rev limiter. As I progressed I eventually had to shift into third gear in some areas. Initially, the instructor advised me of his braking points, which seemed very conservative to me as I didn't need to brake at some areas where he was advising, but as I lapped more and the speed picked up, it soon became obvious to me that his braking suggestions were spot on! Surprisingly, passing was allowed once the car in front signaled with his turn signal which side he was moving to. The only regret I have here is that I didn't have the instructor drive a few laps to show me how he would have attacked the track—maybe next time.

While I spent most of my time on the lapping circuit, I also experienced the low friction circle, exploring at-limit car control. The kick plate was demanding as the control of a quickly

unbalanced car requires correct, instantaneous driver reactions to regain lost control/balance. Several vehicle settings were experienced to demonstrate their effects on vehicle control.

At times I saw instructors driving participants to demonstrate how an activity should be done.

We met an 80 year old lady taking the Drive Experience in a Panamera to learn more about her car that had just been delivered.

After our 90 minutes was over, we spent time watching and listening to others on the track. The exhaust sound of these new Porsches at speed was truly music to our ears.

We capped off the event with an exceptional lunch at Restaurant 356. The food was excellent—I recommend - the wiener schnitzel. This restaurant is open to the public and serves lunch and dinner. It was great to share this event with my son as we are continually talking about the experience and planning on the next time—great father/son time spent.

The Drive Experience is a very well run program on a well executed facility—totally professional. I could only ask for more track time.

I highly recommend the Experience if you want to explore what a Porsche vehicle is capable of doing with a professional instructor to help you get the most out of your vehicle of choice.

I know we will return.





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# HPDE #1

BY LORI MAUTHE

PHOTOS BY GRETUS HOOGESTRAAT



*Needs a caption*

Summer is here. The Porsches have been in the garage for months since the last Southeast Michigan Region High Performance Driver's Education (HPDE) track day at Waterford Hills. Our DE Chair Steve Carbary and Chief Driving Instructor Mark Molzon hosted an introductory session for newcomers to the sport of High Performance Driver's Education. Peter and I decided to attend, even though we've been driving for

years. The chance for a pre-season track walk sounded like fun.

The morning of the DE 101 event, it was COLD—only 30 degrees with a chance of rain. Ok, let's go—and of course Peter wants to drive his Cayman S. So, we get bundled up with warm coffee and head over to Waterford Hills, a quick drive from the house. We are greeted with refreshments, courtesy of Munk's Motors, and a group of about 20 racing novices. With the potential for rain mid-morning, our leaders suggest that we start with the track walk and have the classroom later.

So we head out on the track, and despite wind and snow blowing horizontally, we learn about teach corner and the best technique. Since there were no pylons on the course, I ran ahead and stood at the apex as Steve explained the safest driving line.

We returned to the classroom, and then the snow really started to come down. Mark and Steve stepped through the preparation and activities needed leading up to and including the day of the High Performance Driving Education Event. Each new driver received a handbook with very detailed instructions and explanations. Meanwhile, outside the snow continued to fall and accumulate.



*HPDE #1 attendees getting ready for the ever famous track walk.*



*Cars of all shapes and sizes showed up to the track.*

About an hour into the classroom meeting, I looked out and thought; "oh my, driving home on snow in the Cayman S will be exciting!" And, it was, since Peter really likes his accelerator pedal! We came downstairs from the tower building where class was held, and yep—lots of snow! The ride home was slow, back in the garage with the Cayman S and dream of spring.

A few weeks later (seemed like forever!) spring is finally here. We get both Porsches ready, with tech inspections completed by Munk's Motors—brake flush, high performance brake pads installed, oil change overall ready for the track. Peter is driving my Boxster S to run an errand a few days prior to the first High



*The attendees waiting for the action to start!*



*Thomas Bloom's Club Race car.*

Performance Driver's Education event is here—DE #1 on May 6th. And, wouldn't luck have it, there's a nail in my rear tire and he's only a few miles from an independent Porsche repair shop. The repair shop got the Porsche to their facility, quickly ordered a new set of tires, and the day before the event, they mounted and balanced them and I was ready to go.

And we were so thrilled to see at least eight of the attendees from the DE 101. Another track walk, this time with much more comfortable temperatures! I walked with Arin who attended the DE 101 and his fiancé Sierra. They parked next to us in the paddock with his pride and joy—his speed yellow Cayman S. Arin stayed up late the night before studying his HPDE Handbook, making sure he had everything for himself and the Porsche for the HPDE. For those of us doing HPDE's for years, we knew how much fun this will be to get on track and how much it would improve our line and driving skill. We sometimes forget about that very first session on track with our instructor. Lane lines don't matter, speed limits don't matter—just you and the Porsche of your dreams connected as one. We imagine we are Ayrton Senna or Helio Castroneves—whoever your favorite racer could be. Arin will never forget his first track session—and what a smile!

You too could have this much fun! Come out and join us at Waterford Hills, there are several HPDE track dates available throughout the summer. See you there!



*Rip, roarin' and ready to go!*



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

**Gretus Hoogestraat**

## IN THE SHARK TANK ***Crazy Values***

STORY & PHOTOS BY **ANDREW OLSON**

Recently a 1986 5-speed 928 on the west coast with 34,000 miles sold on Bring a Trailer for \$52,000! That's crazy money, or is it? Clearly not all 928s are worth that kind of money. There are some that are barely worth more than their scrap value. \$52,000 is almost the original sticker price for that car back in 1986, and it is a sign that 928 values are really starting to spike up.

Many of my fellow 928 brethren agree that values are on the upswing. In general, automatic transmission models have gone up a few thousand dollars, with early models (1979–1983) hardly moving at all, and the S4 (1987–1991) rising as much as \$5,000 to \$7,000. However, the major growth has been in 5-speeds. Values have jumped as much as \$10,000 just in the last year or so with early models appreciating less than later models. I'm sure this is in large part due to that fact that less than 20% of all 928s came with manual transmissions.

As with all cars, condition is the biggest factor when determining value. As a data point, a 1986 928 with an automatic transmission and 80k miles would have sold for about \$10,000 a year or so ago. That same car is now selling for about \$15,000 today, minimum. The same car in a 5-speed would have sold for \$13,000 a year ago, is now selling for close to \$20,000.



*This 1986 Porsche 928 5-speed recently sold for \$52,000 dollars!*

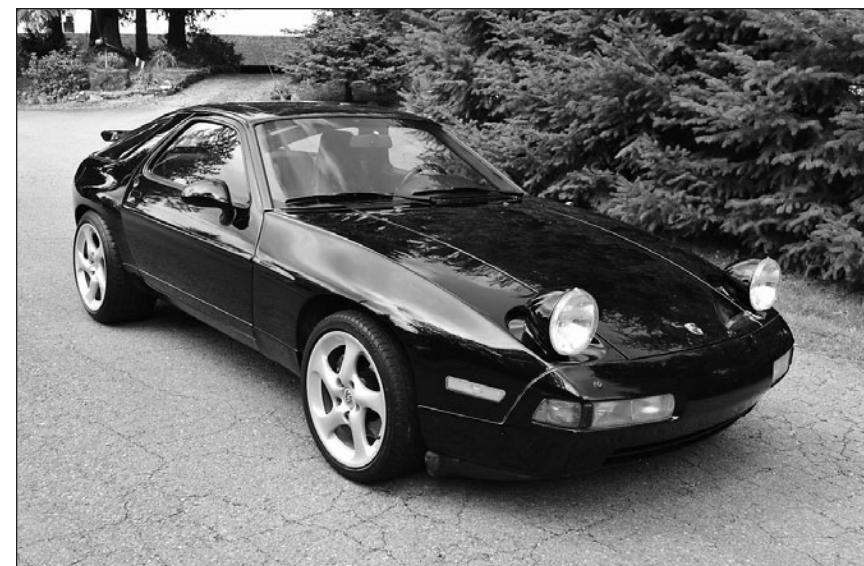
There are a few models that seem to break the rules. The early 1978 models can be exceptionally valuable. One with less than 3,000 miles recently sold for over \$100,000. The other one that is hard to pin down is the 928 GTS, which was made from 1993 through 1995. These cars have the 5.4-liter engine and if you find one in a 5-speed, I think less than 100 were ever produced. GTS values range from \$30,000 to over \$100,000 with early 1993 models receiving less appreciation than the last year models.

So is it a good time to get into a 928?

What does it say on the bottom of my portfolio, "Past performance is not an indication of future performance." That's the case with 928s. One good downturn in the economy and the values could drop. Similarly, if the economy chugs along, the values could also continue to rise.

One thing is for sure, the 928 as we know it, will never be produced again. These cars are getting rarer every year. Maintenance is still a pain in the butt, and they all suffer from 90's wiring that was designed in the 70's.

If you can find a well-sorted car, it can serve you very well. If you find a basket case, it too can serve you well, but you'll have to spend countless hours (and dollars) diagnosing and fixing each system. Even then, in either situation, these cars have their quirks.



*A 1993 928 GTS was listed for \$50,000.*

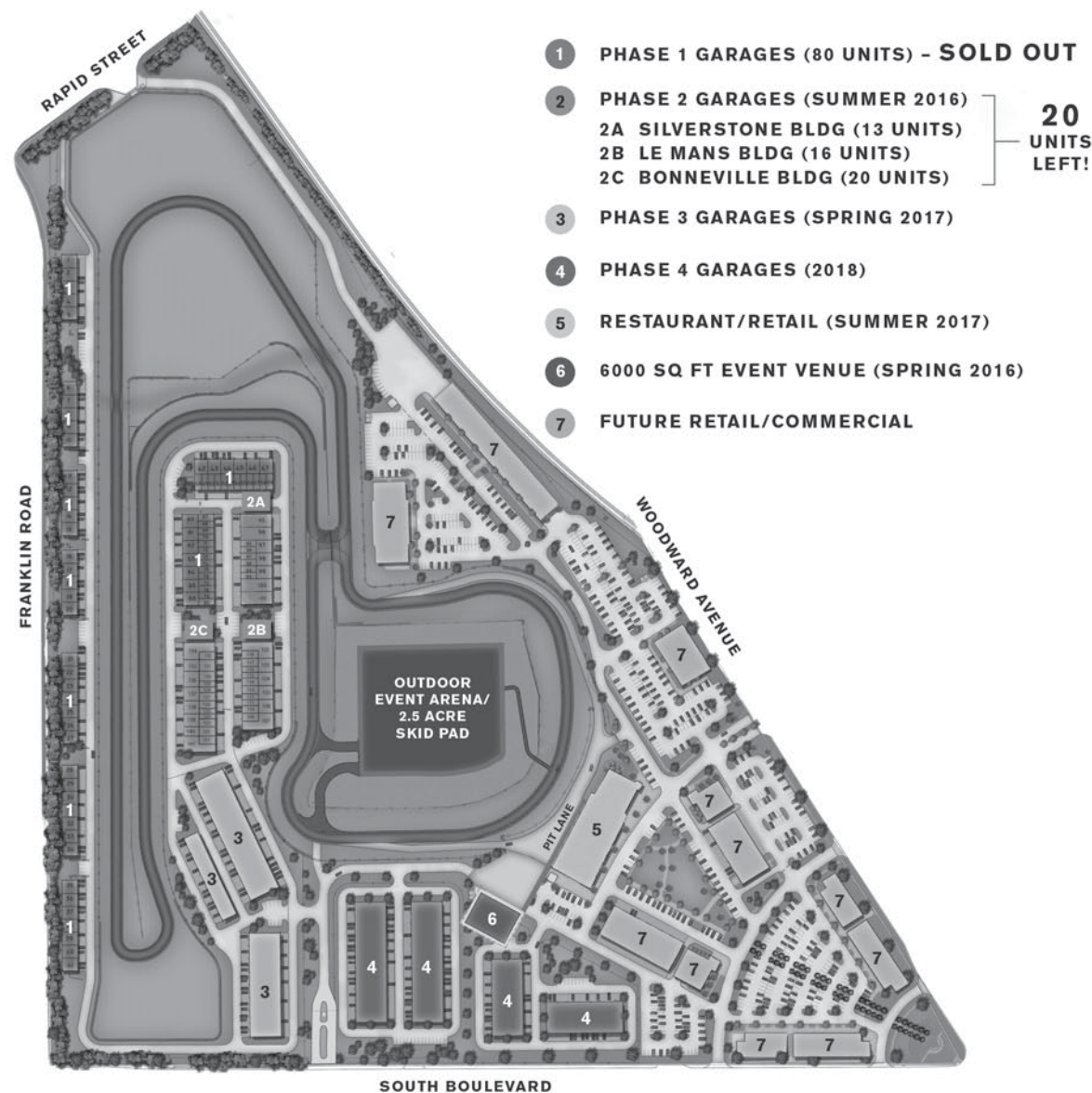
*(continued on page 31)*



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## In the Shark Tank (continued from page 29)

For example, I just finished getting my 1991 GT (5-speed) back on the road. From 1990 on, the 928 received a digital dash. It updates the car, but still relies on logic circuits designed in 1975. Every time I start the car, I get an airbag warning lamp. Then I get a timing belt warning light (it's actually fine), and then I get a brake service warning light (it's also fine). I wish I could just tell the car to ignore these systems, but I can't. The logic circuits on these systems are very complex, so one little issue can make the dash light up like a Christmas tree.

In some ways, I almost think the earlier 5.0-liter 928s (1985–1988) are slightly better and may continue to appreciate more than other 928s. They're fast. 300 horsepower doesn't sound like much today, but back in the mid-eighties, that was massive. Getting one of those cars in stock form would be the ideal purchase today in my opinion. If you can get it in a 5-speed, then you really have something.

A friend of mine recently fixed up a beautiful 1986 928. Everything was stock on the car. He did the timing belt, water pump, and cleaned up the intake along with a few other small service items. That car was flawless! He sold it to a local gentle-



Here a 1988 928 S4 with 90,000 miles listed for \$25,000.

man who will now have a wonderful stock 928 that will be a solid runner, and will continue to appreciate in value as long as he takes care of it—which I'm sure he will.

One of the best parts about having a 928 as an investment is that you can drive it and have fun with it. When was the last time you drove a 401k or a mutual fund?



This 1989 928 S4 was recently listed on eBay for about \$16,000.



Despite being a 5-speed, this 1985 928 was listed for \$1 because it is the poster child for basket cases.

## SAVE THE DATE – August 6, 2016 – SHARKS IN HELL

Every year, the local 928 group hosts an event called Sharks in Hell.

One of our local guys has a cottage in Hell, Michigan and welcomes anyone to come and have a picnic with the 928 group. This year the main event will be on August 6th.

Look for an official announcement in the next P4.



RECAP

# Street Survival School - Turning Danger into Safety

BY DON KLEIST

PHOTOS BY JOHN KELLY & GRETUS HOOGESTRAAT



2016 SEMPCA Street Survival School attendees.

More American teenagers die in automobile accidents than from any other cause, and many, if not most, 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%.
- Nearly 1000 teens each day are treated in an emergency room for injuries suffered in a motor vehicle crash.
- 113 teenage drivers each week in the U.S. are involved in fatal crashes.
- About 2/3 of teens killed in car accidents were not wearing a seat belt.
- A distraction of two seconds or more is a factor in:
  - 80% of accidents
  - 16% of all fatal crashes in drivers under 20

If these statistics aren't enough to 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, eating, not wearing seat belts, lack of skill and experience, and poorly maintained vehicles, to name just 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 area of the BMW Car Club of America and Tire Rack, these schools aim to teach teens safe driving through both classroom instruction and driving exercises that simulate real world conditions.

SEMPCA conducted its 4th Street Survival School on Saturday, May 14 at the Faith Christian Assembly in Melvindale, MI where a small, but enthusiastic, group of teens learned and experienced both the theory and practice of safe driving.

The classroom presentations stressed that safely driving a vehicle involves much more than accelerating, braking and turning.



Don Kleist instructing students in the classroom.

The driver, as the captain of the ship, must insure that the vehicle itself is safe with properly inflated tires and good brakes, and a cabin free of loose items that could interfere with the pedals. Preparing for safe driving means getting in the proper seat position so arms and legs are slightly bent and the hands are at 3 and 9 o'clock or 2 and 10 o'clock positions, but never at the popular 7 o'clock and cell phone position. The driver should also set the rear-view mirrors to eliminate any blind spots. Contrary to advertising by car companies, correctly aimed mirrors eliminate blind spots without the need for costly and attention grabbing gadgets. (For more info, put "setting mirrors to eliminate blind spots" in your search engine and you will get links to lots of good info.)

The three key elements of the driving-related portion of the classroom presentations were Sense, Anticipate, and Manage. This includes the environment, the laws of physics and vehicle dynamics, awareness, and actions.

But enough about the classroom, the real learning environment was the large parking lot in front of the church. We divided the students into three groups and conducted three concurrent exercises, with the groups rotating in-between.

The first group drove an emergency braking exercise. Many of the students had never experienced what happens when the ABS system engages. We had them accelerate in a straight line, then apply the brakes as hard as possible. This is relatively easy and straightforward for cars with ABS brakes, however, it

is much more difficult in a car without ABS brakes.

The second group went to 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, we did lose a few 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 water and dish soap. The objective here is to have students experience the feeling of their car when it is near or beyond the 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!

Two afternoon exercises were variations on sudden lane changing. Students accelerated their cars in a straight line, while watching a specific cue. The students then had to react to the cue to turn their car as indicated. 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.

The third afternoon driving session involved a figure-8 course



Cars lined up for the slick pad.



Street Survival (continued from page 33)

where cones marked two circles of different diameters. 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, volunteers set up a small autocross course. This was the “put it all together” exercise, and for many, the most fun. Watching the students drive this 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 during the day.

I firmly believe that the students who drove home after the school were more aware drivers who’s driving skills had improved dramatically. I am sure that these students will use their newly refined 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.



The course is wet down with soap and water.



A student testing the limits of their car during the event.

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# RECAP

## Devil's in the Details

STORY & PHOTOS BY ALEX LUNDBERG

Anyone can roll a car through an automated car wash; anyone can hose down their ride at a coin-op wash, but what if you care more than that?

About 40 people who do care about proper maintenance of their cars, came out to the 12th Annual Devils in the Details SEM/PCA Porsche detailing event May 7 at Munk's Motors in Waterford to learn the proper way to wash, wax, clean, repair, repaint, present and custom-electrify their beloved German automobiles.

Club members were treated to informational lectures and hands-on demonstrations by American Collision Experts, Precision Paintless Dent Removal, Pro Wheels, Paul's Interiors, Clear Auto Bra and Radios, Knobs, Speakers and Things as well as the staff and management of Munk's.

Devils in the Details connects car lovers with the products and expertise that will keep their car lovely. One of the primary reasons someone joins an enthusiast club like PCA is access to people who really know about the topic. Devils began as a detailing seminar run by the best vendors in Metro Detroit, to showcase their products and demonstrate their craft. The event has grown over the years and has become more



*Devils in the Details, from its inception, has been about introducing the Porsche community to the best services and products available in southeast Michigan.*

comprehensive.

Ken Lawrence, owner of American Collision Experts in Waterford, took part in Devils for the first time this year. He spoke about what he offers and the certifications of his team, and about how insurance companies work.

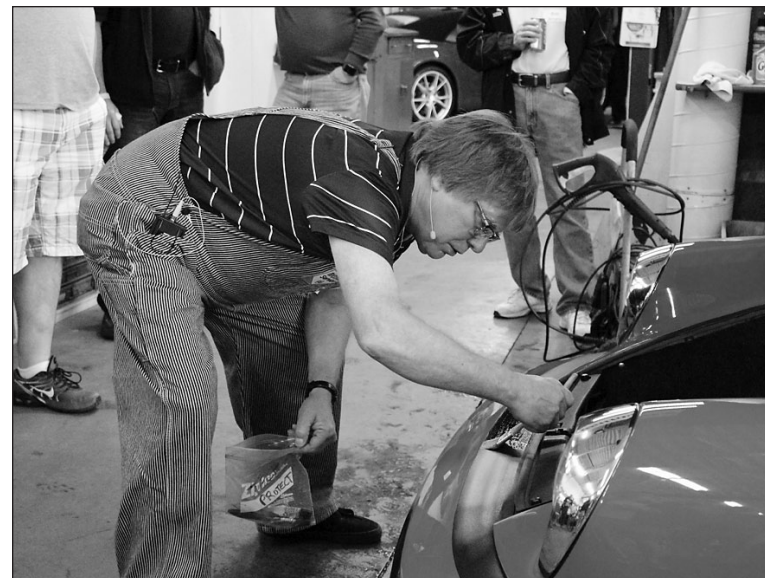
"You don't have to go to the shops they suggest," he said. He also said people need to be aware of how an individual company approaches replacement parts (OEM quality vs. cheapest alternative) and how the parts market has changed. Lawrence said, "The OEM suppliers have started matching the aftermarket because they're losing out on business. There aren't a lot of aftermarket parts for Porsche, but 98 percent of the time, the OEM companies will match prices."

Paul Westergaard, owner/operator of Precision Paintless Dent Removal made his fourth appearance at Devils, showing guests how dents can be gently erased from body panels—saving money and preserving the original factory paint.

"I'm giving people an overview of how this is done," he said. "It's one thing to talk about removing dents but I show people how I move the tools around door panels and glass." He said event guests are interested in seeing the different tools and techniques; but mostly they're interested to see that it can be done at all. "Doing it like this, the expense is less," Westergaard said.



*Bruce Gearns, left, and Bob Amano, both longtime veterans of concours competitions, talked about the level of preparation required to contend in those events.*



*Chris Braden, the Munk of Munk's Motors, says using proper detailing technique is as important as using the right products.*

Trained in the body and paint division of Chrysler's prototype department, Westergaard went on to work in an independent body shop before setting out on his own in 2012. Like a lot of small businesses, making and maintaining personal connections with other businesses has been advantageous for him. "I was working with Motor City Auto Spa, and I got into Devils when they connected us."

That allowed him to meet SEM/PCA members, and since then they've reached out to him for quick repairs at both his business in Warren and their homes.

Bob Amano has been involved in concours events since 1982 (Porsche Parade Concourse since 1989) and is an expert at getting cars ready for the strictest judging. He's been lending his expertise at Devils from its inception. The time it takes to get a car ready depends on the kind of event in which you're competing. "(Getting ready for) a local wash and shine event is one or two hours," Amano said. "For PCA Nationals, it can take a month." He said it was important to know the specific rules of any event before entering. Not every concours runs by the same playbook.

Devils is also educational for the DIY enthusiast. "We show people how it's done, and how to do it themselves," Braden said. "Learning how to apply different treatments, what products to use, how hard to push or how light of a touch you need, learning what to buy and what to avoid—are the kinds critical information provided by the experts."

Phil Kreg of Waterford, owner of a slant-nosed 1974 911, said almost everything he saw at this year's Devils was something he could use on his own car.

"The washing and plastic and rubber detailing were especially good for me," he said. "Some of the techniques I saw were definitely new to me. This is the kind of stuff I can do at home."

SEM/PCA Member Craig Kellogg of Novi said he got a lot out of the experience. He used the event to solidify plans for his 2009 Carrera S.

Scott Jennings of Commerce Township was at his first Devils and liked that the information was immediately useful, with tips and tricks he could use at home.

Braden expressed his appreciation for Merritt Scott Col-



*Paul Westergaard of Precision Paintless Dent Removal uses specialized tools to remove dents rather than replace entire body panels.*



lins (SEM/PCA member/racer/event coordinator) for her help in making Devils a success this year, and in previous years. "She's consistently put forth 110 percent, sacrificed a lot of her personal time for this event, asking very little in return. She deserves so much praise for what she's done." He also thanked Kevin Miller, the self-titled director of Customer Delight at Munk's.

Devils in the Details 2016 is also supported with door prizes, goods and services from Suburban Porsche of Farmington Hills, M1 Concourse, CopyRite Printing, the Robert Bosch Corp., O'Reilly's Auto Parts, Mobil Oil, Pasteiner's Auto Zone, Stoner Solutions, Meguiar's, Interstate Batteries and the SEM/PCA Goodie Store.

*The Goodie Store brought plenty of PCA swag for Devils participants.*



# What's in Your Toolbox?

BY TOM FIELITZ

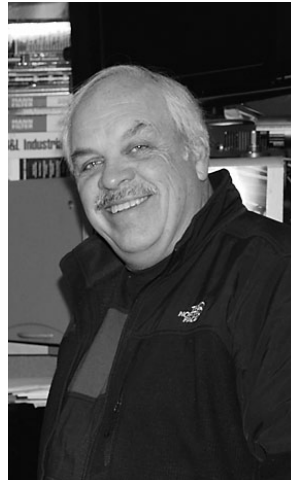
I get a big kick out of those magazine articles that give advice on what tools are essential in your garage or trunk. You know the ones that say all you need is a set of Vice Grips, two screw drivers and a hammer. Throw in a roll of Duct Tape and any problem can be solved or at least patched up until a proper equipped mechanic can really fix it. I am convinced that a lot of this comes from your upbringing. My father kept his tools in cardboard boxes and an old tackle box and special tools such as electrical or plumbing tools were kept in metal cigar boxes or coffee cans. It wasn't until he retired from sixty plus years as a lithographer that I discovered he actually had a very well organized tool box with carefully maintained German made tools for working on his German made lithographing press. But he taught me to work on the family car with just a handful of mismatched tools. I still have Dad's special tool box, but honestly, his good German tools were too specialized to be much use on my car projects. 95% of the tools I use on almost all car projects I keep in a moderately small plastic toolbox about eighteen inches long and six high. There is a tray inside to separate the small tools from the large tools mainly just to cut down the search time since they are all jumbled together.

I do have lots of friends who have the totally opposite view when it comes to tools and tool boxes. I was introduced to my first set of matched wrenches and a rolling toolbox by my good friend Heath Hurlbert. When I helped Heath in his garage it was a whole new experience for me. It was the wonderful world of Craftsman. I was amazed that if we broke a tool all we had to do was drive to Sears and get a free replacement. All was fine until Heath got the Snap On bug. They also have a lifetime replacement guarantee but their tools look like they were designed by artists. Snap On tool users actually wipe their tools off before they put them away, and tools get their own specialized drawers in huge rolling tool chests. Right there and then Heath decided it was only Snap On for his garage. I was very happy to take his Craftsman tools and roll box off his hands and I still have them many decades later. My tool box is totally crammed with tools and one drawer reserved for assorted nuts, bolts and flotsam. The box no longer rolls as one of the wheels has lost most of its ball bearings. I would replace the caster except I would have to empty the drawers first. My only concession to organization is the screwdriver drawer with a full set of Craftsman screwdrivers that was a gift from my wife. As

for Snap On tools, I own a fender cover I have never used, and a small ratchet wrench.

Another thing that I found amusing was my factory workshop manuals with every special job begun with a page listing all the Porsche specific or "P Tools" needed to complete the job properly. Most of the time ordinary tools could be substituted. If I couldn't even understand how the P Tool worked, it was a good indicator that I should leave that job for a professional to perform. The only two P Tools I ever owned were the delicate feeler gage for setting 6-cylinder valve lash gaps and the belt tension gage for the 944 timing belts. I will concede to the sacrilege of actually using tools out of the tool kit from the trunk of my 911. Early Porsches had a very nicely equipped tool bag with a full set of Hazet open end wrenches, pliers, two screwdrivers, a spark plug wrench with a hex wrench, a lug nut wrench and a spare fan belt. The modern Porsche tool bag has only a handful of tools but it reflects that today's car is far too complex for any ordinary hand tools to repair even in an emergency.

So what tools are essential for your garage projects? You will know you are there when you don't have to make a mid-project run to the local parts store for that one tool essential to do the job. When does that happen? I still occasionally have to make a tool run. It just happens less frequently over time. Even when you buy full matching sets of tools there will still be the situation that calls for a special offset or an in between size. My best advice is to avoid those tools that promise that one size fits all or multi-function such that it will replace all your other tools. I can also advise you that some of the really weird tools such as a caliper compressing tool can be rented from your parts store in an emergency. Handmade tools almost never work and the proper tool for the job goes a long way toward success. But as impressive as matching sets of professional tools in huge tool boxes may look, it is never a substitute for the mechanical skill and knowledge to do the job properly.



BY MICHAEL SORIANO, ZONE 4 REPRESENTATIVE

# Around The Zone



*Greetings PCA Zone 4 Members,*

With summer upon us, there are many events available throughout Zone 4 to entertain you each and every weekend regardless of what types of events you enjoy. There have been several detailing and tech sessions held to get us ready for the driving season. Quite a few regions began their autocross seasons hosting schools designed to teach and develop the basic skills necessary to participate in an autocross. By attending these schools and mastering the basic skills, it helps to encourage the students to participate in future autocross events by giving them confidence. There have been a number of DEs held, as well as several driving tours. And, there are always dinner drives and social gatherings, which provide plenty of opportunities to get together.

This year several regions are celebrating milestone anniversaries. Rally Sport Region celebrated their 20th anniversary at Stahls Automotive Museum, a private collection of extraordinary vintage automobiles tucked away in Chesterfield, MI. There was excellent participation from the members including a number of founding members. I had the honor of presenting several items to the region to commemorate this momentous occasion.

The Ohio Valley Region's 55th Anniversary is this year. On a beautiful night last month, I attended the region's charity event and auction at the Little Red Schoolhouse in Indian Hill. There was a great turnout for this event and a record amount of money was raised. During the evening, we celebrated their anniversary.

Later this month, we will be travelling to Jay Peak, VT, to attend the 61st Porsche Parade; a weeklong gathering that includes competitive and non-competitive events, seminars, workshops, tours and banquets. For those unable to attend Parade, there is another opportunity to participate in a national event. The event previously entitled



*Rally Sport Region President Tim Pott and Zone 4 Rep Michael Soriano*



*Zone 4 Rep Michael Soriano, Ohio Valley Region President Grant Karnes, and Treasurer Herb Beck*

Escape has been reorganized and named Treffen North America. It is a multi-event socially oriented long weekend focusing on camaraderie and friendship. The first one will be in September in Lake Tahoe, and beginning in 2017, there will be one in the spring and one in autumn.

We are continuing to work on coordinating a master calendar, and are giving each region the opportunity to upload their calendar for inclusion. I highly recommend that you regularly visit the Zone 4 website, to check out the events page, which contains a calendar of some of the many events taking place throughout the zone. As many regions notify members of new and upcoming events via email, update your contact information with National to ensure you are receiving these informative messages.

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. Here are just some of the events taking place this month:

- June 3-5 is the **Detroit Belle Isle Grand Prix Porscheplatz**
- **Central Indiana Region's** CruZionsville Charity Car Show is June 4
- June 4 is **Ohio Valley Region's** Autocross at Forest Fair Mall
- **Maumee Valley Region's** Business Meeting is June 9
- June 11 is **Michiana Region's** Autocross at TireRack in South Bend
- **Northern Ohio Region's** Autocross at Euclid Square Mall is June 12
- June 12 is **Southeast Michigan Region's** Waterford Family Day
- **Motor-Stadt Region's** Board Meeting at Spagnoulo's in Okemos is June 14
- June 16-19 plan to attend **Rally Sport Region's** Grattan Weekend Track Days
- **MORPCA's** Basket to Bucket Drive and Dine is June 18
- **Western Michigan Region's** Parade Orphans Dinner at Pereddies Restaurant is June 25
- On June 26, join **ARPCA** members at PNC Park for the Pirates vs. Dodgers game

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](mailto:MSoriano.ZoneRep@gmail.com)

Thanks, Michael



SEM/PCA Member Anniversaries – April 2016

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)
41	John & Carroll Thomson	10	Steve Carbary	4	Terese Sante
40	Dennis & Susan Denyer	10	Harald Herzog	4	Paul Zlotoff
29	Gerald & Phyllis Krause	10	Todd Krefeld	3	Michael Acho
28	Robert & Marilyn Amano	10	Garen & Lilana Nicoghosian	3	Will Bass
24	Philip & Patricia Kubik	7	John Boruta	3	Michael Scheid
18	Steven Nofar	6	Ken & Julie Gola	3	Johannes Weess
18	Christopher Nofar	6	Ron Kagan	2	Alain Baur
16	James & Sally Garner	6	Susie Vestevich	2	Thomas Hassett
15	Ralph & Julie Kandt	5	Craig Fournier	2	Bryan Sieber
13	Michael Nowicki	5	Stephanie Fournier	1	Conor Ahearn
12	Robert Saygan	5	John Keen	1	Kimberly Aneiros
11	Greg Dyer	5	Leon & Ileana Lewis	1	Wayne Colonnello
11	Stacey Dyer	5	Christopher Martella	1	Charles Edwards
11	James Saelens	5	Joseph McHale	1	Scott French
11	Gerald Saelens	5	Horst Reinhardt	1	David R. Hough
11	Thomas Vollmer	5	Helene Reinhardt	1	Adam Nielsen
11	Kathleen Vollmer	4	John & Carol Falk	1	Jon Woods

Welcome New Members!

Amy Bordes  
Jeff Campbell  
David & Rea Corcoran  
Jan Griffiths  
Tom Klix  
William & Jeanne Molzon  
Sriram Pakkam & Srinivasan Akshaya  
Luis Pugliese  
Nicholas & Kyrstin Ritsema  
Christopher Sable  
Jeff Silagy  
Jason & Trevor Smith

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SEM Board Minutes (5/4/16) by Patti Door

The meeting was called to order by President Howard Gilson at 7:04. Board members in attendance: Marc Molzon, Walter Crump, John Keilly, Michael Cohen, Gretus Hoogestraat, Patti Door, Greg Gallagher. Officers Miranda Christen, Leo Wanstreet, Alex Lundberg, Eric Ohrnberger. Absent with notice Fred Young.

**Minutes:** Motion made by M.M. And WC. motion passed.  
**Financials:** Leo Wanstreet- It was mentioned that we received our two subsidies from National. The financial report was tabled till next month due to the fact the emails Leo sent were not received.  
**Membership:** Greg Gallagher: We have1008 members.  
**Insurance:** Greg Gallagher reported that all events have coverage.  
**P4:** Miranda Christen reported that we would like to know which members would like to receive the P4 electronically. We will publish a questionnaire in the P4 for three months.

OLD BUSINESS

**May 14 Street Survival:** Mark Molzon reported that we are in need of instructors and that he will talk to Don Kleist this week to finalize the day.  
**May 22 Spring Driving Tour:** Greg Gallagher reported that he has found the restaurant but is having a little problem finding good roads so he is making some calls to past tour chairs. We will send an eblast out concerning the starting place.  
**June 3-5 Belle Isle Grand Prix-Porsche Platz,** everyone has their tickets.  
**June 12 Waterford Hills Family Day** has been taken care of by Fred and the ad is in P4.  
**June 17-26 Porsche Parade and Caravan** to Vermont. Gretus has a few people signed up but expects more to sign on.  
**June 25 2nd Driver’s Education.** Mark has some special drivers coming in to talk to the group.

**July 23 Progressive dinner.** Howard reported that we have a home for appetizers and we need 2 more members to volunteer their homes. We will bring everything you need. Patti will organize the catering and tables and tableware. If you never hosted this event it is easy we will do everything but clean your home.

**July 29-31 Autobahn Night** - St. John’s Concours  
**August 21 Club Picnic and Concours:** Patti and Don each have their list to do and bring and it will be another great picnic.  
**August 27 Downriver BBQ-** Gretus reported that everything is set and he has worked out the route.  
**September 10 Ladies Only Drive-** Patti has a few different options that she is exploring as far as the ladies drive.  
**September 10 4th Drivers Education at M1 Concourse-** Mark has sent the contract to PCA National to look it over to see if it meets with our insurance guidelines.  
**September 18 Drive Your Porsche Day.** Gary and Gretus are working it out so we have two different routes when we go downriver.  
**TBD December Holiday Party.** John Keilly is looking into a couple of places.  
**60th Anniversary Committee.** Patti will set up a meeting sometime in July on a Saturday morning for this committee to meet.

NEW BUSINESS

**Jack Chamberlain:** Patti thought we should have an article in the P4 in memory of Jack. Patti will contact Dennis Denyer to see if he will put the article together.  
The board meeting was adjourned at 8:45pm  
Refreshments: June- Walter Crump July- Michael Cohen

Did you enter the 2016 PCA Members Only Raffle?





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Please type or print neatly. You must own (co-own) or lease a Porsche and must be 18 years of age or over to apply for membership.

Prefix: ☐Mr. ☐Mrs. ☐Ms. ☐Miss

Full Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip Code \_\_\_\_\_ County \_\_\_\_\_

Home Phone \_\_\_\_\_

Work Phone \_\_\_\_\_

Fax \_\_\_\_\_

E-Mail \_\_\_\_\_

Region Destination Preferred \_\_\_\_\_

\*Some regions also require additional membership fees/appli-  
cation fees these are assessed directly by the regions.  
\*\*Region will be assigned based on where you live, however,  
you can specifically designate to belong to any one of our  
PCA regions.

### Regional Endorsement

Your local region can accept and endorse the application to send to the national office.

Region Officer Name \_\_\_\_\_

Region Date \_\_\_\_\_

### Member Demographics

Birth Date \_\_\_\_\_

Occupation \_\_\_\_\_

Prefix: ☐Mr. ☐Mrs. ☐Ms. ☐Miss

Spouse's Name \_\_\_\_\_

Names & Ages of Children \_\_\_\_\_

Family or Affiliate Member \_\_\_\_\_

You can designate a family or affiliate member as part of your membership. This person must be 18 years or older.

Family Member Name \_\_\_\_\_

Relationship to Member \_\_\_\_\_

Affiliate Member Name \_\_\_\_\_

The information collected on this application is used by the PCA and its regions for conduct of its activities. PCA does not re-lease any individual membership information to any organization outside of PCA and its regions.

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(We only want to know about your Porsche)  
(\*required information)

Car #1 \_\_\_\_\_

\*Year \_\_\_\_\_ \*Model \_\_\_\_\_

\*Body Type \_\_\_\_\_ \*Color \_\_\_\_\_

\*Vin# \_\_\_\_\_

License Plate # \_\_\_\_\_

License Plate State \_\_\_\_\_

Car Used: ☐Daily ☐Pleasure

Maintenance Performed By:

☐Self ☐Dealer ☐Independent

Average number of miles driven annually \_\_\_\_\_

Note: If you own more than one Porsche, you can attach additional pages to this application with your car information.

### Payment Information

Term of Membership

☐1 Yr (\$46) ☐2 Yrs (\$90) ☐3 Yrs (\$132)

☐Check enclosed # \_\_\_\_\_

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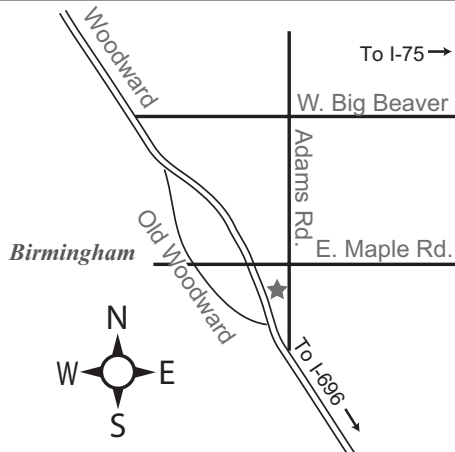
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