

TOP SPEED RANGE  
**195 to 227 mph**



## INSIDE



**26**

*Our Visit to  
the Selfridge  
Air Museum*



**34**

*John Dorscht's  
Experience at  
HPDE # 1*

- 6** *Waterford Hills Family Day*
- 10** *Recap: Porsche Effect Exhibit  
at the Petersen Museum*
- 16** *My First Sports Car by Ken Waller*
- 24** *Recap: Autocore Open House*
- 32** *SEM 60th Anniversary Invitation*
- 41** *Fenn Valley Wine Tour*





## Farmington Hills



PORSCHE



**248.471.0800**

**porschefarmingtonhills.com**

**37911 Grand River Ave**

**Farmington Hills, MI 48335**

## The Porsche Farmington Hills Advantage

- fully certified Porsche staff
- fast & crystal clear pricing
- relaxed atmosphere
- individualized buying experience
- gratis pickup & delivery of vehicle for service



**S SUBURBAN**  
The Suburban Collection

## Southeastern Michigan Region Porsche Club Of America



### Board Of Directors



**President &  
Chief Instructor**  
Marc Molzon  
248•882•1759  
*e-mail: President@sem.pca.org*



**Vice-President/  
Associate Webmaster/  
National Safety Inspector/  
National Concours Judge**  
Gretus Hoogestraat  
248•670•1761  
*e-mail: gretus@sem.pca.org*



**Immediate Past President/  
Progressive Dinner Chair/  
National Safety Inspector/**  
Howard Gilson  
248•549•4016  
*e-mail: howard@sem.pca.org*



**DE Chair**  
Steve Carbary  
248•242•6437  
*e-mail: De@sem.pca.org*



**P4 Managing Editor/  
Swap Meet Chair**  
Michael Cohen  
248•227•8604  
*e-mail: P4@sem.pca.org*



**Secretary/  
Concours Chair/  
National Concours Judge**  
Fred Young  
586•566•3193  
*e-mail: Concours@sem.pca.org*



**Ladies Drive, Picnic &  
Silent Auction Chair**  
Patti Door  
248•661•4362  
*e-mail: Patti@sem.pca.org*



**Membership &  
Insurance Chair**  
Greg Gallagher  
313•300•4191  
*e-mail: Insurance@sem.pca.org*



**Fall Color Tour Chair**  
Walter Crump  
586•873•0557  
*e-mail: walterc@sem.pca.org*

### Other Officers



**Treasurer**  
Leo Wanstreet  
H: 248•887•8628  
W: 248•473•9238  
*e-mail: Treasurer@sem.pca.org*



**National Liaison**  
Dennis Denyer  
248•391•3268  
*e-mail: Nationalliaison@sem.pca.org*



**Webmaster**  
Erik Ohrnberger  
248•515•4306  
*e-mail: Webmaster@sem.pca.org*



**DE Co-Chair**  
Garen Nicoghossian  
248•224•9599  
*e-mail: De@sem.pca.org*



**Zone 4 Representative**  
Lori Schutz  
972•890•7405  
*e-mail: zone4rep@national.pca.org*



**Goodie Store Chair**  
Victoria Hoogestraat  
313•296•6244  
*e-mail: Goodiestore@sem.pca.org*



**P4 Associate Editor**  
Mark VanderEyck  
248•520•2292  
*e-mail: P4@sem.pca.org*



CONTENTS

Directors and Officers .....3  
Calendar .....4  
Editor’s Column .....5  
Waterford Hills Family Day Event .....6  
President’s Column .....7  
Driver Education Event Schedule.....7  
Driver Education Event #2 .....8  
Index of Advertisers .....9  
Porsche Effect Exhibit .....10  
Porsche Parade Caravan .....12  
Progressive Dinner Host Homes Wanted .....15  
My First Sports Car.....16  
DE 101 Recap .....19  
Eyes on Design Events .....20  
Associate P4 Editor Wanted .....21  
Autocore Open House Recap .....24  
P4 Advertising Rates.....25  
Selfridge Air Force Museum Recap .....26  
Concours d’Elegance of America Events .....30  
SEM 60th Anniversary Invitation .....32  
HPDE #1 Recap .....34  
Don’t Let Your Tires Go To Waste .....38  
Around the Zone Column .....39  
Business Meeting Minutes .....40  
Member Anniversaries .....41  
Fenn Valley Wine Tour Event .....41  
The Place for Porsches and Parts .....42  
New Members .....42

**Managing Editor:** Michael Cohen  
**Associate Editors:** Mark Vander Eyk  
**Submission Deadline:** 10th of the month  
**Address:** Michael Cohen, P4 Editor  
25545 Hereford Drive, Royal Oak, MI 48067  
Phone 248-227-8604 • E-mail: p4@sempca.org  
*For membership information, application or change of address, contact:  
Greg Gallagher, Membership Chair at: gjgallagher@comcast.net or 313-300-4191*

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

**ON THE COVER:**  
*A Porsche 906 race car, part of the Porsche Effect exhibition at the Petersen Museum in LA. PHOTO BY MICHAEL COHEN*

Editorially Speaking



BY MICHAEL COHEN

The P4 is funded by the fees that we charge our advertisers. Without them, there would be no P4 club magazine. All of our advertisers are top notch well respected businesses in their fields of expertise, whether it is Porsche or Mercedes sales, vehicle repair, wine sales or insurance. We are most appreciative of their support and encourage you to utilize their services when they are needed. This month, we welcome a new advertiser, Top Gun (see page 18). Bruce Antaya is one of southeast Michigan’s experts in paint repair including scuffs, gouges, chips, scratches, dings, bumper repair, small dents and peeling or defective paint. Welcome Bruce!

This issue has been expanded to forty-four pages. We are now in the heart of the SEM/PCA activity season and there is lots to report both in terms events completed as well as upcoming events. A big thanks goes to John Dorscht who wrote a most comprehensive review of his experiences at our first HPDE of the year, held on May 11 at Waterford Hills Raceway. Check out his story starting on page 34. On page nine I summarize my visit to the Petersen Automotive Museum in Los Angeles. The current exhibit at the Petersen is the Porsche Effect and there is an incredible collection of Porsche classics and race cars on display. I have included photos of some of my favorites. Also, check out Ken Waller’s tale of his first sports car, a 1959 Austin Healey Sprite on page 16. We really appreciate our members’ written contributions to the P4 such as Ken’s. Keep those stories coming! Other articles of note are Lucas Phan’s Recap of the Autocore Open House and Steve Carbary’s review of DE 101, our classroom preview prior to the HPDE season.

We have a full slate of events in the next few months. A late but interesting entry is the Fenn Valley Wine Tasting Open House in Fennville, MI on June 23. Paula and Kiro Trendov are organizing and chairing this event. Participants can meet at the Fowlerville Farms Family Restaurant for breakfast at 9 am and then caravan to the wine festival. See the announcement on page 41 for more information. Other June events include Waterford Hills Racing



Islosh through the water at our May 11 HPDE at Waterford.

Family Day on June 10 (page 6) and our second DE of the season on June 23 at Waterford Hills (page 8). Family Day is a great time for race enthusiasts— young and old. We get to park our cars on the hill between turns two and three and get a bird’s eye view of the racing action. From time to time, the racers will drive their cars to the area and mingle with our club members. During lunch break, members can drive parade laps around the track.

We hope you enjoy this issue of the P4 and we hope to see you at our events this season. Enjoy your Porsches and drive responsibly!

2018 High Performance Driver Education (HPDE) Schedule

- May 11 De #1 Waterford Hills Raceway
- June 23 De #2 Waterford Hills Raceway
- August 24 De #3 Waterford Hills Raceway
- September 28 De #4 M1 Concourse

2018 SEM/PCA CALENDAR

JUNE	AUGUST	NOVEMBER
1-2-3 #Detroit Grand Prix Belle Isle	2 Board Meeting	1 Board Meeting & Calendar Planning
7 Board Meeting	5 #Gratiot Cruise	16 Membership Dinner
10 Waterford Hills Racing Family Day	5 #Troy Traffic Jam Car Show	
17 #Eyes on Design	17-19 #Porsche Mackinaw Bridge Crossing	
23 DE #2 at Waterford	18 #Woodward Dream Cruise	<b>DECEMBER</b>
28 July Board Meeting	19 SEM Picnic and Concours	6 Board Meeting
	24 DE #3 at Waterford	15 Holiday Party
	26 #Cruising Hines Drive	
<b>JULY</b>	TBD Wyandotte BBQ	# = Not an SEMPCA Event
7 #Gilmore Museum Deutsche Marque		All dates and events are subject to confirmation
8-14 Porsche Parade & Caravan – Lake of the Ozarks	<b>SEPTEMBER</b>	
21 Progressive Dinner	6 Board Meeting	<b>BOARD MEETINGS</b>
27-29 #Concours d’Elegance at St. John’s	8 60th Anniversary Party at St. John’s	Board meetings are typically held on the first Thursday of the month at various locations.
	22 Drive your Porsche Day	
	28 DE #4 at M1	<i>Please note: for anyone interested in attending future Board meetings, please contact any board member.</i>
	<b>OCTOBER</b>	
	4 Board Meeting	
	20 Fall Color Tour	



*Let's go to the Racetrack!*

The Southeast Michigan Porsche Club presents  
OUR ANNUAL

## WATERFORD HILLS FAMILY DAY

at the Waterford Hills Race Track

**Sunday, June 10th – 10:00 a.m. To 5:00 p.m.**

4770 Waterford Road, Clarkston, MI 48346



This has been an annual event for about the last five years. Everyone that has come out for the day has been duly impressed with the venue, action, parade laps and trips into the pits. There is no need to RSVP either. Nothing to plan as food and refreshments are available at the track. Hot dogs, brats, chips, pop and beer are sold at modest prices. There are Parade Laps at lunch time for a \$5.00 fee (*well worth it*). Be forewarned it might put you in the mood to try a Driver's Education Course. Of course your children or grandchildren might be duly impressed by your driving skills. Stand at the fence a few feet away from the track, sit on the lawn, or bring some lawn chairs but don't miss any of the action. Go into the pits for a couple of bucks extra and see the inner working of the race.

***Bring the wife, kids, grandkids, friends and neighbors – All are welcome.***



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

**For further information call: Fred Young at (586) 566-3193 or [frederickyoung73@gmail.com](mailto:frederickyoung73@gmail.com)**

**Go to [waterfordhills.com](http://waterfordhills.com) for Maps and their Website**

## Porsche. People. Power. Passion...



BY MARC MOLZON

If you have been following my articles the last few months, you have probably guessed that I love racing and driving at the track. Our local track, Waterford Hills Raceway, is near (literally) and dear to me. Some may feel the Waterford track is too small—but it's the shorter length and narrower width combined with elevation changes, both sweeping and tight turn, blind turns, off-camber turns and the occasional wildlife encounter that make this one of the best training courses. Our great High Performance Driver's Education (HPDE) instructors have many hours of experience on this track, and every time they get in the car with you, they are committed to guiding you on how to safely and effectively maneuver the course. What you learn on this track to develop your driving skills in our HPDE will prepare you for tracks all around the country.

As with all SEMPA events, it's more than just the driving that I like about the HPDE's. The people that join us at the track—no matter what age, occupation or car model—all seem to have very similar interests and passions, which makes for a great social event. And, of course, we also have some of the best cars made for driving on a track!

Not sure if you have had a chance to follow the news on street cars taking on the Nurburgring Nordschleife track. Considered one the most challenging tracks in the world, this well-known track in Germany is used by performance car manufacturers to test (show off) how great their vehicle measures up to the other high performance cars. The track is legendary and I was lucky enough to do three laps—but not in a great performance car. The drive around the Ring was truly amazing—from the steep hills to the sharp blind turns—it really was a challenge for me even going around at the slow speeds I was traveling. To run a fast time on this track takes a car that can truly do it all (speed/handling/maneuvering/braking), as on these laps you will see cars getting airborne when pushing the limits. In the experience of my 3 laps I saw 3 totaled cars from going “past” the limit.

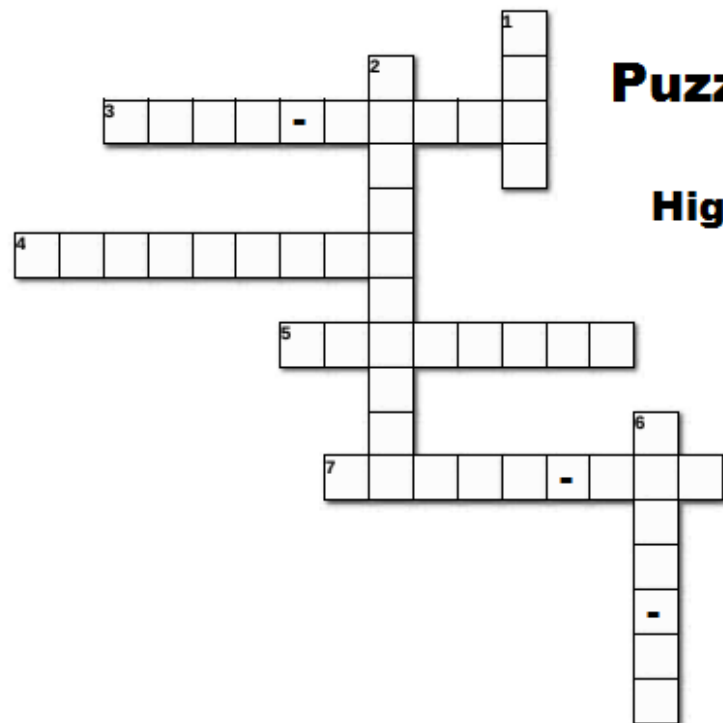
There are many online videos of cars running around the Ring—if you haven't viewed these, I encourage you to check some out. Porsche has **the best time** of all recorded in a 956 race car. This record time may never be broken, due to the track re-configuration. But never say “never”: who knows, if the Porsche

919 runs there, I'm thinking it could become the fastest...as it has already broken the Formula 1 track record at the Circuit de Spa-Francorchamps. And, Porsche currently has 3 of the top 4 best times in the Production Car class at the Ring. The fastest time was just set by the new Porsche GT2 RS at 6:47.3 beating the 3rd position 911 GT3 RS at 6:56.4 and the 4th position 918 at 6:57. I was at M1 for the *Car and Driver* Cars and Coffee on April 28th and our member Eitel Dahm had all 3 of these cars at the event. As most of us may never get a chance to drive one of these cars on the Ring or even on the street it was pretty awesome to see these three spectacular vehicles in-person side-by-side.

Hopefully you were able to attend the Detroit Grand Prix. If you did, I probably saw you there—but if you didn't, there are more events coming up this summer that you might be interested in attending. June 10th will be our annual Family Day at Waterford Hills Raceway so come join us and meet some of our members racing at the track. Then, after watching the races, if you want to come try driving the track yourself, our second HPDE will be at Waterford Hills on June 23rd. This is our only Saturday HPDE for the year (HPDE's are generally on Fridays.) Visit the Driver's Education tab on our website [SEM.PCA.ORG](http://SEM.PCA.ORG) for information, instructions and a link on how to easily sign-up through [ClubRegistration.net](http://ClubRegistration.net). Call Steve Carbary or myself if you have questions about the HPDE program—and if you have any troubles with sign up on [Clubregistration.net](http://Clubregistration.net), you can also call them directly for assistance at 512-273-5016. Porsche Parade is in Osage Beach, MO, July 8th-14th this year. If you have experienced a Porsche Parade, you know how amazing it is when Porsche enthusiasts from all around the country “take over” a city with their amazing vehicles for great driving tours and events for a week. If you are going to Parade, Gretus the Vice President is organizing a caravan for everyone to drive down together—check out our website for details.

Also mark on your calendar the SEMPCA 60th Anniversary Party on September 8th. Come help us celebrate! This event will be held at the majestic Inn at St. John's. We are working on a great speaker and will have some historical cars on display. I encourage you to sign up early, as we have limited seating at this historic landmark for this special event.





## Puzzled about Higher Performance Driving ??

**We Can Help !!!**

**SEM PCA - H.P.D.E #2  
Waterford Hills  
Saturday June, 23rd**

### Across

3. The angle between a rolling wheel's actual direction of travel and the direction towards which it is pointing
4. A condition during cornering when the car's radius is smaller than the intended steering input due to rotation.
5. The condition of the car 'spinning' around a vertical axis.
7. The point at which you have completed the turn and your driving radius has brought the car to the outer edge of the road.

### Down

1. The theoretical point of a corner in which the optimal driving radius meets the inside edge of the road
2. A condition during cornering when the car's radius is greater than the intended steering input. (pushing)
6. The point at which you Begin your turning maneuver.

*Let us help you fill in the blanks, don't hesitate to contact:*

#### Driver Education Chair

Steve Carbary 586 • 242 • 6437

DE@sem.pca.org

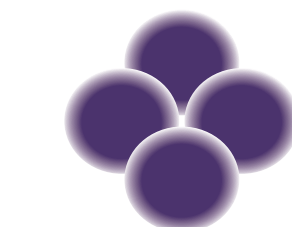
#### Chief Instructor

Marc Molzon 248 • 882 • 1759

Chiefinstructor@sem.pca.org

For further information see the website [sem.pca.org](http://sem.pca.org)  
You can register online at [clubregistration.net](http://clubregistration.net)

SPONSORED BY:



**CLOVERLEAF  
Fine Wine**

**HUNDREDS  
OF CRAFT BEERS**

Bring this card to receive a  
**10% DISCOUNT\***

\*Retail Only



**Detroit Area's Premium  
Fine Wine Store  
Now in Downtown  
Royal Oak**

Knowledge • Selection • Value  
Beautiful New Cellar Location  
Large Selection of Craft Beer Singles

711 S. Main, north of Lincoln  
Royal Oak  
248.357.0400  
[www.cloverleafwine.com](http://www.cloverleafwine.com)

## Play with your Car

We will be running our famous wide open track format-- no run groups, open to all, all day-- at the amazing **Mid-Ohio Sports Car Course** in July 16th. Registration is exclusively through [MotorSportReg.com](http://MotorSportReg.com) and is now open to experienced track drivers only. If you've successfully completed several PCA driving events and are interested, contact us today at [horst@vrperformance.com](mailto:horst@vrperformance.com). Availability is very limited, so if you're interested act soon!



## Index to Advertisers – June 2018

### PLEASE SUPPORT OUR ADVERTISERS

Autocore Performance Group .....	15
AutoMark Collision Center .....	27
Automotive Techniques .....	31
Burton Brothers General Contractors .....	17
Classic 9 Leather Shop .....	17
Clear Auto Bra .....	40
Cloverleaf Fine Wine .....	9
Copyrite Printing .....	17
CrossRoads Plaza .....	25
EDMG Porsche of the Motor City .....	22-23
Fred Lavery Porsche .....	43
Hans Auto Electric .....	9
Marsh & McLennan Agency .....	27
Mercedes Benz of Novi/Eric Wheeler .....	25
Motor City Auto Spa .....	17
Munk's Motors .....	13
Nikolas Motorsport .....	Back Cover
Paul's Auto & Boat Interiors .....	17
Porsche of Ann Arbor .....	33
Porsche of Farmington Hills .....	2
R&T Motors .....	31
SellYourSportsCar.Net .....	21
Steve's European Automotive .....	25
Top Gun .....	18
Vintage Munk's .....	42
VR Performance .....	9
Wheel Works Detroit .....	21

## Hans Auto Electric, LLC

Starters • Alternators • DC Electric Motors

*We Specialize in  
High Performance!*

- **Heavy Duty Industrial**
- **High Amperage**
- **Marine**
- **Racing & High Performance**
- **Small Engine**
- **School Bus & Fleet Specialists**
- **Golf Cart Starter Generators**
- **Snow Plow Motors**
- **DC Electric Motors 6 to 80 Volt**



**248-349-7600**

[www.hansautoelectric.com](http://www.hansautoelectric.com)

28003 Center Oaks Court • Suite 109  
Wixom, MI 48393



# Porsche Effect Exhibit at the Peterson Museum

STORY & PHOTOS BY MICHAEL COHEN

The Petersen Automotive Museum in downtown Los Angeles is one of the great car museums in the United States. It was initiated by Robert Petersen, founder of Petersen Publications which publishes *Ht Rod Magazine*, *Rod & Custom*, *Motor Trend* among others. In 2015, the museum was the recipient of a dramatic \$90 million dollar exterior and interior renovation. Currently on display to celebrate Porsche's 70th anniversary is the Porsche Effect, a 48 vehicle exhibit of some of Porsche's most significant vehicles. The exhibit is highlighted in the March 2018 issue of *Panorama*. Among my favorites are the Mark Donohue 917/30 Can-Am car, the Whittington Bros 1979 Le Mans winning 935 K3, Steve McQueen's Speedster and the Yellow RS Spyder that Roger Penske cam-

paigned and I saw run in the 2008 Belle Isle Grand Prix. Since a picture is worth 1,000 words, take a few minutes to look at photos of some of Porsche's finest.



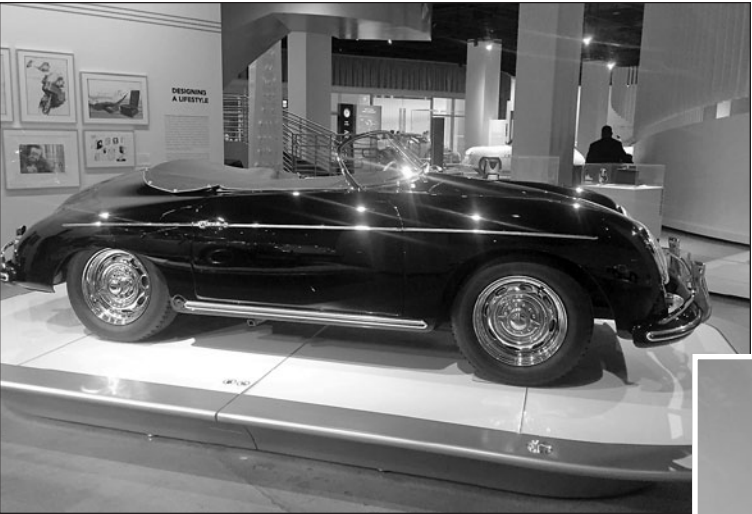
The newly renovated Petersen Automotive Museum with its dramatic red and silver steel ribbon exterior.



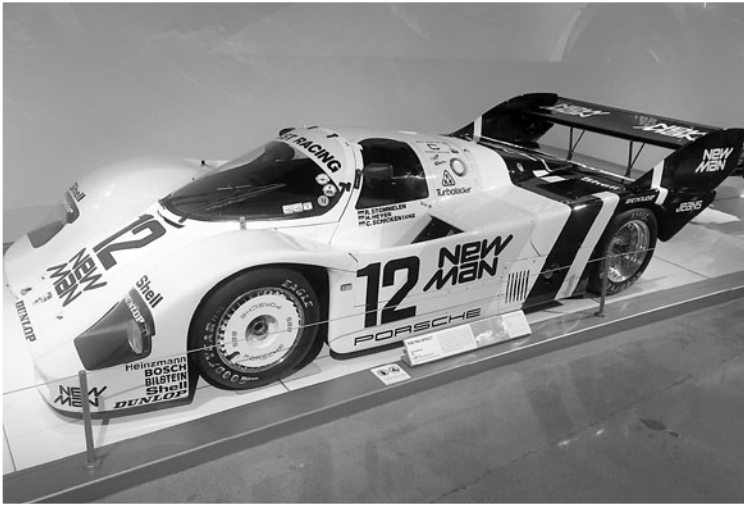
The Porsche Type 60K10 built in 1939 to compete in the Berlin-Rome race which was cancelled due to the outbreak of WWII.



1955 Porsche Continental Cabriolet finished in dark gray with a blue top.



Steve McQueen's Speedster now owned by his son Chad.



1983 Porsche 956



The highly successful RS Spyder campaigned by Roger Penske Racing in the ALMS series.



1979 Porsche 935 K3. Overall winner the 24 hours of Le Mans driven by the Whittington Bros from U.S.



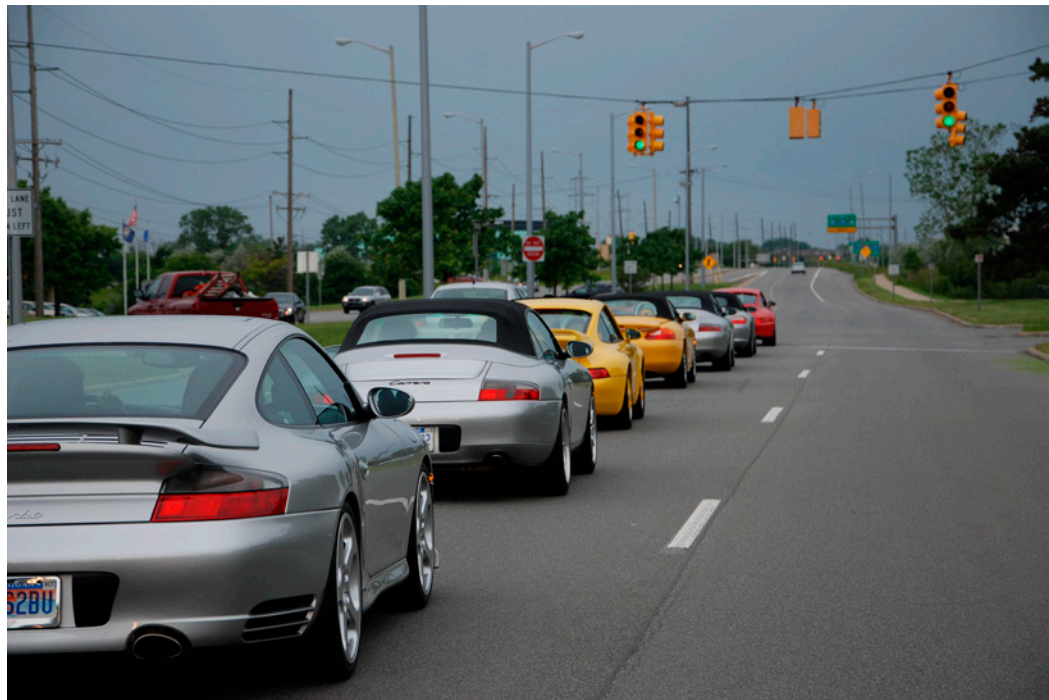
The 1200 hp 930/17 which dominated the 1973 Can-Am Series driven by Mark Donohue.

MORE PHOTOS ON PAGE 14





# 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)**  
1000 Eastport Plaza Drive  
Collinsville, Illinois, 62234  
Looking forward seeing you on the 6<sup>th</sup>.  
Gretus Hoogstraet (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**

# Quality AC work: Sure, your Porsche is cool, but we can make it even cooler.

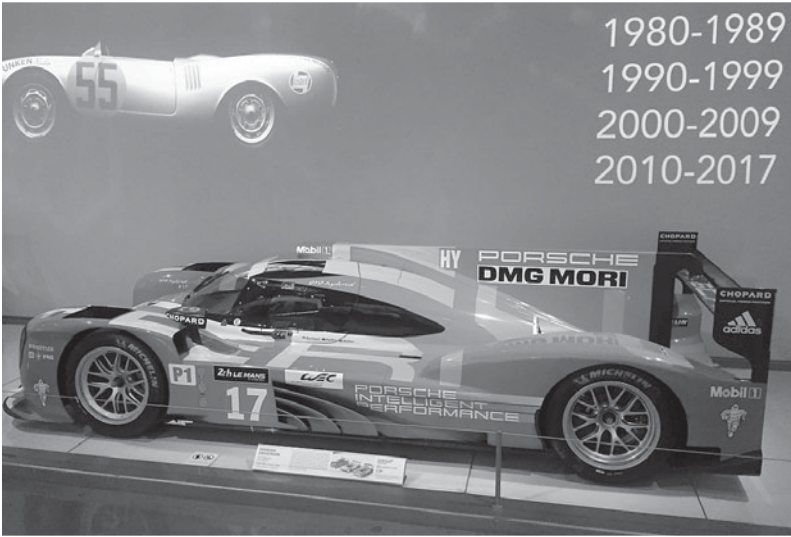


Wheels while your car heals!  
Free day of rental car  
for SEM Members; call for details.

3080 W. Huron St. (M-59)  
Waterford, MI 48328  
service@munks.com  
248.681.8081

Michigan's #1 Rated Bosch Service Center

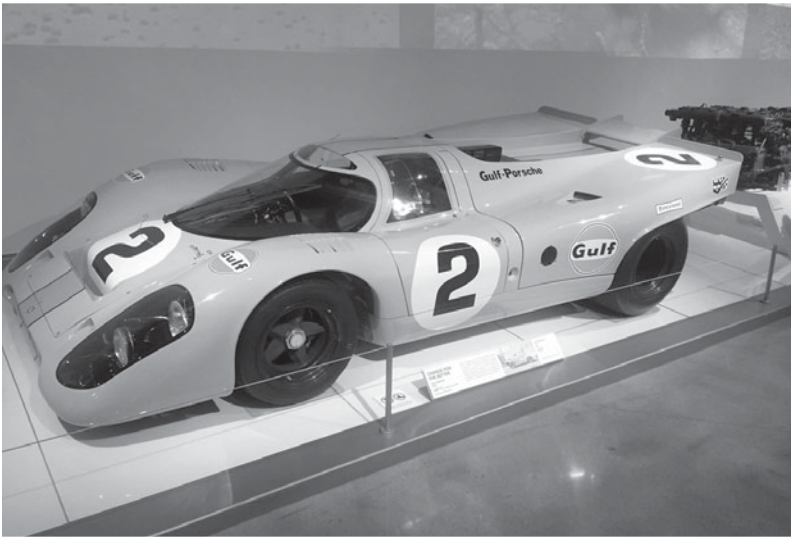




2015 Porsche 919 Hybrid which placed 2nd at 24 Hours of Le Mans.



1956 Porsche 550/1500RS Spyder



1969 Porsche 917K .5 liter flat 12. 630 hp 220 mph



1985 Porsche 959 Paris-Dakar rally car.

**Autocore**  
PERFORMANCE GROUP LLC

Come visit us at our new location:  
3565 Elizabeth Lake Road, Suite 200  
Waterford, MI 48328

Congratulations to Ralf Lindackers  
2016 NASA GTS3 Champion  
Eastern Nationals  
Work and Race Support  
by  
Autocore Performance Group

01  
GT2  
AUTOCORE  
PERFORMANCE GROUP LLC  
Hoosier  
NASA  
GTS 4

IMS Bearing  
Tire Mounting/Balancing  
Custom Fabrication, Cage, Exhaust, Welding  
Annual NASA and PCA Tech Inspections  
(Yes, we work on street cars too!)

**248-843-1900**

Race and Track Support  
Parts and Safety Equipment Sales  
\*Same day availability on most items  
Race/Track/Street Suspension Setup  
Transaxle Rebuild and LSD Installation

**CERTIFIED**  
**NASA**  
NATIONAL AUTO SPORT ASSOCIATION  
**TECH SHOP**

- Porsche - BMW - Mercedes - Ferrari - Lamborghini - Audi -  
www.facebook.com/apgracing | www.apgracing.com | autocore@gmail.com

2018 PROGRESSIVE DINNER

# Three Host Homes Are Required Why Not Yours?

This event requires that three members volunteer their homes to be one of our stops: Appetizers, Entrée and Dessert. You will have plenty of help...especially if you host the Entrée stop.

To volunteer your home, please contact:  
**Marc Molzon / mextremem@hotmail.com / 248-882-1759**



# My First Sports Car...

(an invitation to tell your story)

STORY & PHOTOS BY KEN WALLER

All my life I've been partial to small, sporty cars, which I blame on a neighbor who had a somewhat beat-up 356 speedster he parked on the street. I just could not help but stop and admire it every time I passed it. There was something about the size and the unusual shape of the body that sparked my interest. This led to the purchase of a well used 1953 Volkswagen split window sedan, but I never had the time to get it in good running condition while I was attending college and working part time.

My first sports car was my first running and street licensed car. During my sophomore year in college, while working the summer, weekends and some week nights, I was able to save up \$600 for a lightly used 1959 Austin Healey MK I 'Bugeye' Sprite—a rear wheel drive sports car with an 80 inch wheelbase and an overall length of 137 inches (almost 3 feet shorter than my 2015 Cayman GTS) complete with factory fiberglass hardtop, original 948cc (57.9 cubic inches) four cylinder dual 'SU' carbureted engine and 4 speed manual transmission, all in very good condition. The engine was rated at 43 hp and the car weighed just shy of 1500 lbs. Previously owned by a nurse, it was in very good condition in a British Racing Green livery over what had been a pale baby blue color from the factory. As was typical of most English sports cars at the time, it came with leather like top, tubular roof frame, removable plastic slide—side windows and a leather tonneau cover that had a zipper down the middle allowing me to drive with the rest of the cockpit covered. This was the way I drove the Sprite in all but the coldest of weather. As purchased it needed nothing; allowing me to immediately experience the joys of sports car driving.

The Sprite was driven daily for three years, commuting to school in Newark, New Jersey, on heavily traveled highways with heavy commercial traffic, usually during rush hours, where the Sprite was the smallest vehicle on 4 wheels. The tractor trailers made the Sprite seem even smaller. Being next to a tractor trailer, when I looked over, my eyes were about even with the hub of their wheels.

The Sprites' small size and dark color made it almost invisible in traffic and led to my first modification—I added a bright yellow racing stripe to help it stand out better in traffic. The stripe was really needed as the British Racing Green color was very dark and with the Sprite's small size it was very easy to overlook it in traffic.

In the winter, getting the interior warmer than outside temperature required opening a water tap on the engine block, allowing hot water to circulate through what was comically called a heater. On many winter days I had to scrape the frost off the inside of the windshield. It also required a warm jacket, gloves and a hat. Finally, in the coldest, wettest or snowiest weather I'd add the fiberglass hardtop which at least kept the snow and rain out of my face. During my first winter with the Sprite, some mornings were cold enough that I had to warm up the transmission by idling for several minutes to allow me to shift. The transmission lube would become so thick due to the cold that I couldn't keep it in gear. I eventually found out that Castrol R in the gearbox would greatly minimize the issue and allow me to drive without holding the shift lever in place. I don't ever remember getting stuck in the snow with the Sprite even without snow tires.

I eventually needed some rear tires to replace the worn out





**\$20 off our Complete Detail Package** with Ad

Expert Auto Detailing & Paint Protection Solutions

- Voted Best of Detroit!
- Xpel Paint Protection & Opti Coat Pro Certified
- Two State of the Art Locations in Royal Oak

248-AutoSpa (288-6772) motorcityautospa.com  
901 W 11 Mile Rd and 4300 Delemere CT



**Burton Brothers**  
GENERAL CONTRACTORS, L.C.

INSURANCE REPAIRS • BUILDING CONSULTANTS • SINCE 1922  
Commercial & Residential  
Alterations and Repairs

Website: www.burtonbrothers.net  
eMail: djb@burtonbrothers.net  
Office: 248-357-7000  
Fax: 248-353-5638  
Cell: 248-882-0231

**Dave Burton**

## Leather Interior Restoration

911 / 928 / 944 / 968 / 930

*Dash Boards • Seats • Console • Carpet*

Leather and Vinyl Coverings Available in Kit Form or Installed



Read about our work in the  
September 2008 issue of *Excellence Magazine*  
“Same Difference” (p.75)

Shop Hours by Appointment

**Classic 9 Leather Shop**  
7250 Drexel St. • Dearborn Hts., MI 48127  
[www.classic9leathershop.com](http://www.classic9leathershop.com)  
[info@classic9leathershop.com](mailto:info@classic9leathershop.com)  
313-682-1983

Please support our  
advertisers, they  
make this  
magazine possible!

**“Your Performance Printer”**



30503 Gratiot Avenue • Roseville, MI 48066  
586-774-0006 • Fax 586-774-2792  
[www.copyriteprinting.net](http://www.copyriteprinting.net)

## Paul's Auto & Boat Interiors

Award-Winning Original & Custom Interiors  
Serving Michigan for over 50 years  
***"When only the best will do!"***

We are a family-owned and -operated business currently run by the second generation of the Riemenschneider family. Combined, our techs have over 125 years of experience and expertise.

From small projects to large, from high end to low, we do it all:

- Award-Winning Original & Custom Interiors
- Hotrod & Antique Design
- Convertible Tops & Rear Windows (Both Plastic & Glass)
- Boat Tops, Interiors & Covers
- Vinyl, Cloth, Leather & Exotic Interiors
- Heated Seats & Custom Embroidery
- Motorcycles, Snowmobiles, & Aircraft, too.
- And Much, Much More!

700 Cesar E. Chavez  
Pontiac, MI 48340  
[www.paulsautointeriors.com](http://www.paulsautointeriors.com)

ph. 248-334-9936  
fax 248-334-9937



13 inch bias ply tires. Going against the tire dealer's recommendation I opted to only install two new, grippy Michelin 'X' radial ply tires on the front, keeping bias plys on the rear, to allow more spirited (over-steer) driving. Other than oil and filter changes, the only maintaince work needed during the 3 plus years of ownership was rebuilding and synchronizing the carburetors.

Since I lived in the city, there were no twisty/winding roads so I made the best of it by maximizing my cornering speeds around city blocks trying to induce some over steer. Given a clear level stretch of highway, the Sprite could attain a top speed of around 80 mph, but it was much more at home in the 55-60 mph range. With its 6 gallon fuel tank it cost under \$2.00 to refill.

The Sprite got me thru college and in the spring of my senior year. After I landed a job with one of the 'Big Three' auto companies, I purchased a new 1966 Shelby GT 350 Mustang which could, in 2nd gear, exceed the Sprite's top



speed in fourth – but that's a story for another time.

I have always felt that I should have kept the Sprite as it was such a fun car, but my move to Michigan made that impossible.

## TOP GUN, INC.

**Automotive Repair & Paint Specialists**



**WE DO — SCUFFS, GOUGES, CHIPS, SCRATCHES, DINGS, BUMPER REPAIR, SMALL DENTS, PEELING PAINT/DEFECT, SOME REPLACEMENTS and LIFES BUMPS & BRUSES.**



**WE SPECIALIZE IN  
MINOR REPAIRS  
FREE Verbal Estimates**



**YOU CAN DRIVE IT — WE CAN FIX IT** ...Book your appointment today! Office: **248-471-7110**  
**23743 RESEARCH DRIVE, FARMINGTON HILLS, MICHIGAN 48335**  
**www.topgunautopaint.com** FACEBOOK Email: [tgiautopaint@gmail.com](mailto:tgiautopaint@gmail.com)

**THE BODYSHOP  
ALTERNATIVE**

**NO, TGI is NOT a collision shop!**

# DE 101: 2 Outta 3 Ain't Bad, Right?

STORY & PHOTOS BY **STEVE CARBARY**

Isn't that the old saying? On April 15th, we held our annual DE-101 at Waterford Hills Road Racing Course. This event gives those who are thinking about attending one of the club's Driver Education events a more personal introduction. While there is a great deal of information on our newly revised website, we find it is always nice to put a few faces with the names and to help answer questions. It is also a chance to see Waterford Hills up close and tour the facility. Although this year was a bit of a challenge for that...again.

If you take a moment and think back, April 15th this year greeted most of us with varying severities of an ice storm. The roads were treacherous and the weather was not what you generally think of when talking about a day at a race track. Our Chief Instructor, Marc Molzon, and I were inspired that this did not discourage many, as our attendance was almost full. Everyone making it out safely was a promising sign of drivers with a high skill level base to start from and a great deal of enthusiasm for the upcoming year of DE events.

We all gathered in the classroom of the tower around 10 AM (which has heat and A/C thankfully) for some discussions on registration, preparations for the day and how the event actually runs. There are a number of things to consider when preparing for a day at the track. Marc and I gave some insight on such subjects as the technical inspection. Prior to a DE event, each participant's car is required to have a technical inspection. The inspection is done to ensure the safety of the vehicle for yourself, your instructor, and other participants. It can be performed by any state licensed auto mechanic, but we recommend using one that is perhaps more familiar with your exact brand and vehicle. We have two local shops that not only do a great job completing these inspections, but are sponsors for our DE events as well. Munk's Motors has been a sponsor of a breakfast stand at our DE events for years and this year we are excited to have Autocore Performance Group sponsoring our lunches. Both were on hand at the session to offer their helpful tips and expert experience. These sponsors help us make the DE experience that much better and we can't thank them enough.

The day continued with talks of what to do the night before, what to bring, the schedule for the day and helmet availability.

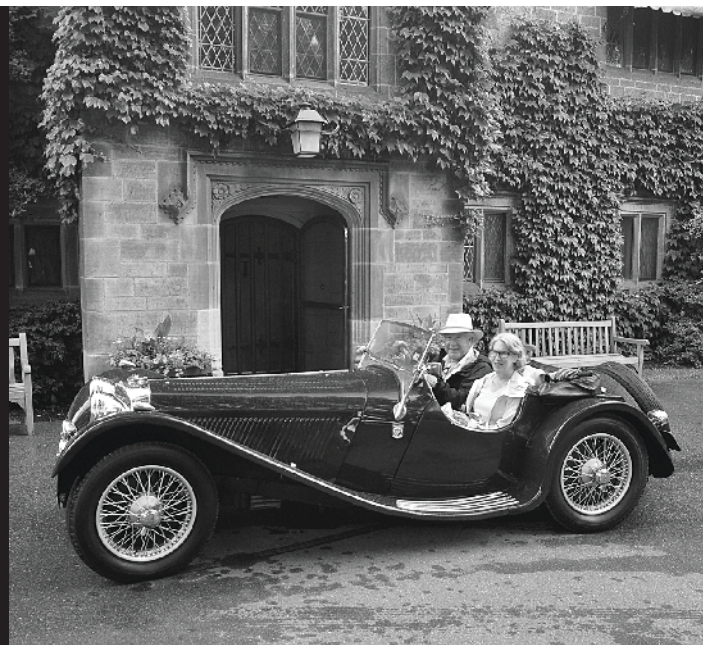


The club does have a few helmets that we rent to first timers that aren't sure yet about their DE participation and don't want to fully commit to purchasing a helmet of their own. We find this an easy way to eliminate one possible roadblock. We had these helmets with us at the session and after the presentation was complete several people tried the different sizes for their best fit. We usually try to end the event with a walking lap of the track. It was not possible this year. There was still too much ice on the track and it was too slippery to attempt. We did not need to spoil the fun with a slip and fall or broken leg.

The event wrapped up by early afternoon. I believe everyone left with a better understanding of what to expect and how to get ready. Also, perhaps they were a bit less nervous about doing a DE. We have an excellent safety record and a great group of instructors. If you could not join us, but are interested in participating in a DE event, please go to our website. There is a great deal of information there under the Drivers Education tab. You can also contact Marc or myself for further details or questions.

We were gathering our supplies and preparing to leave when I stopped to thank Doug Anthony. Doug is the Track Manager and was kind enough to open the facility for us to use that day. I owe him a great deal of thanks. He told me "I have been at this track 3 times now when it's snowed and two of those times it has been with SEM!!!" So again, what's the old saying? *Two outta three ain't bad?*





## CELEBRATE AUTOMOTIVE DESIGN

**FRIDAY, JUNE 15**

**VISION HONORED:**

**College for Creative Studies — General Motors Auditorium • Detroit, MI**

Attend the black-tie event honoring Lifetime Design Achievement Award recipient Ed Welburn, Vice President Design, General Motors, (retired).

Call 313-824-4710 for tickets.

Supporting sponsor: **MAGNA**

**SATURDAY, JUNE 16**

**TOUR THE LINGENFELTER COLLECTION:**

**Lingenfelter Collection • Brighton, MI**

Home of more than 150 cars that make up one of the greatest personal collections in the United States.

Donations accepted at the door.

**SUNDAY, JUNE 17 — FATHER'S DAY**

**AUTOMOTIVE DESIGN EXHIBITION:**

**Edsel & Eleanor Ford House • Grosse Pointe Shores**

Don't miss the 31st annual car show featuring nearly 300 invitation-only vehicles.

Tickets are available at the door.

Supporting sponsor: **NISSAN**



A benefit for the  
**Henry Ford**  
HEALTH SYSTEM  
DEPARTMENT OF OPHTHALMOLOGY  
Detroit Institute of Ophthalmology

**eyesondesigncarshow.com • 313-824-4710**

# DETROIT: THE MOTOR CITY.


We rely on our cars. From cruising Woodward on summer nights, to getting through our punishing winters. We understand the value of a car that's in good condition to take us where we need to go. Rough rides can scratch and scrape our rims and unavoidable potholes can wreak havoc on our wheels causing bends and cracks.

Things aren't just made in Detroit, they are remade, repurposed, and repaired in Detroit.



Wheel Works Detroit

4519 Delemere Ave. Royal Oak, MI 48073 | Phone: (248) 259-4420 | [www.wheelworksdetroit.com](http://www.wheelworksdetroit.com)



**WWW.SELLYOURSPORTSCAR.NET**

**"Helping You Sell Your Porsche and  
Other Fine Automobiles"**

**Showings & Consultations  
by Appointment**

**Michael Cohen**  
[michael@sellyoursportscar.net](mailto:michael@sellyoursportscar.net)  
248.227.8604

## WANTED: Associate Editor for the P4

Do you like to write? Would you like to get more involved with our club? Join the P4 Editorial Staff!. We are looking for a well organized, creative individual to help us produce and improve the P4. If this sounds like you, let's talk!

**Contact Michael Cohen**  
Managing Editor  
[P4@sem.pca.org](mailto:P4@sem.pca.org)  
248-227-8604



# OUR HEART RATE JUST WENT UP. PORSCHE JOINS THE EITEL DAHM MOTOR GROUP.



## SALES HOURS

Monday and Thursday:  
9 am - 9 pm

Tuesday, Wednesday, Friday:  
9 am - 6 pm

Saturday:  
10 am - 4 pm

Sunday: Closed

## SERVICE HOURS

Monday - Friday:  
7:30 am - 6 pm

Sunday: Closed



VALET SERVICE TO YOUR DOOR.



**PORSCHE OF THE MOTOR CITY**

24717 Gratiot Ave.  
Eastpointe, MI 48021  
586/435-8200

[www.porscheofthemotorcity.com](http://www.porscheofthemotorcity.com)

**ed mg** | **eitel dahm**  
motor group

Four Great Brands. One Standard of Excellence.



**BAVARIAN  
BMW**

[www.bavarianmotorvillage.com](http://www.bavarianmotorvillage.com)



**AUDI OF  
ROCHESTER HILLS**

[www.audirochesterhills.com](http://www.audirochesterhills.com)



**PORSCHE OF THE  
MOTOR CITY**

[www.porscheofthemotorcity.com](http://www.porscheofthemotorcity.com)



**MINI  
MOTORCITY MINI**

[www.motorcitymini.com](http://www.motorcitymini.com)



# RECAP Autocore Open House

BY LUCAS PHAN

Similar to last year, Stephen Cramer, owner of Autocore Performance Group in Waterford was kind enough to open his shop. Roughly 30 members and guests of Southeast Michigan Porsche Club of America turned out for the event. Morning weather was pretty cold and rain was pouring down hard at the start of the event.

There were many race/track/Porsche cars on display, from a NASCAR Mello Yello No. 42 Pontiac to Ralf Lindacker's BMW M3 to my own NC Mazda Miata HPDE car to several different Porsches (914, 944, Boxster Spyder, 996 Turbo and 997).

While Autocore builds/maintains/tunes race cars and provides race support, they also work on other vehicle repairs too. Basically, it's a one stop shop for all your car needs; from daily driver to weekend fun and a full race car.

While there, we talked about our HPDE (High Performance Driver's Education) events. Four SEMPCA HPDE schools are planned for 2018. Many of us who have attended these events before were raving about how great (and addictive) they are.

While interest on HPDE was high, our President (Marc Molzon) was raffling a HPDE Certificate. The raffle was open to any SEMPCA member who had never been to our HPDE events but was interested to attending one.

At noon, Autocore was kind enough to provide all of us with



Managing Editor Michael Cohen (left) talking with Dave Kowalewski

lunch for the day. Autocore will also be sponsoring lunches for all 2018 SEMPCA HPDE's.

Weather cleared up at the end of the event. Overall, it was a fun event where many of us were able to look at many race/track cars, talk about our Porsches, HPDE's and most importantly reacquaint with friends whom we have not seen since our Porsches went to hibernation in the winter.

On a personal note here is my personal experience with Autocore. I attended a few SEMPCA HPDEs with my Porsche 996 and as I got more and more addicted to HPDE, my consumables (tires, brakes, etc.) were getting to the level that I decided that I needed a more cost effective car. As a result, I bought a 2006 Mazda Miata to be my dedicated HPDE car. I immediately started to strip it down and during the process, I found out that the chassis and stock roll bar was not to the point that I wanted them to be. The factory roll bar deflected close to an inch when I put my weight to it; this would not be good in the actual roll over situation. We initially planned for a simple roll bar plan and as we discovered more things during the build, we ended up with a full roll cage. Build process was far from simple and Autocore did a fantastic job building my roll cage.



Ralf Lindacker. His race car is sponsored by Autocore

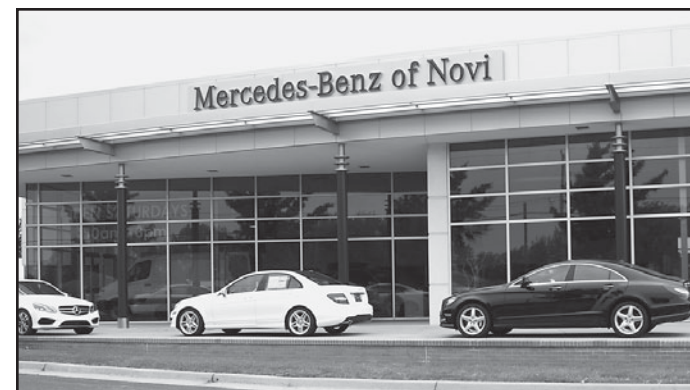
## CROSSROADS PLAZA

At 16 Mile & Van Dyke Ave.



**Phantom Fireworks -NEW-  
-\$5 Crunch -NEW-  
-Ding Ho Chinese Food  
-U.S. Cleaners  
-John's Coney Island  
-Ludwik's Mens Wear  
-Pet Haven  
-Anita's School of Dance  
-Chicken Shack**

**Retail Space Available.  
Office: 586-939-2211**



Eric Wheeler  
New & Pre-Owned  
Sales Representative  
AMG Specialist  
Master Certified

Mercedes Benz of Novi  
39500 Grand River Avenue  
Novi, MI 48375  
248 • 426 • 9600  
www.mercedesbenzofnovi.com  
eric@novibenz.com



Mercedes-Benz

## P4 Advertising Rates per Calendar Quarter

(Requirements for digital ads)

- PDF -- preferred, highest resolution
- TIFF -- 600 dpi
- EPS -- all fonts converted to outline

Two Page Gatefold .....	\$ 550
Full Page .....	\$ 325
½ Page (back cover) .....	\$ 325
½ Page .....	\$ 200
¼ Page .....	\$ 125
Business Card .....	\$ 75

(COLOR 50% EXTRA)

**MINIMUM AD RUN IS ONE FULL CALENDAR QUARTER**

E-mail your ad to: P4@sempca.org — Thank you!

Michael Cohen, Editor 248•227•8604

**Proudly Serving  
Oakland County  
for 30+ years!**



**Steve's European Automotive**

4920 Pontiac Lake Road  
Waterford, MI 48328

**248.674.2770**

StevesEuropeanAuto.com



# RECAP Selfridge Military Air Museum Tour

BY **TOM FIELITZ**

PHOTOS BY BLAKE VOORHEES



*Porsches and Planes*

On May 5, SEM toured the Selfridge Military Air Museum thanks to the organizing efforts of Fred Young. The museum is housed at the Selfridge Field Michigan Air National Guard base in Macomb County near Mt. Clemens. This self funded museum was formed in 1975 and features an extensive collection of aircraft and a compact museum of artifacts from the origins of flight to the present Afghanistan war. On display are historic personal pilot items from WW1 to the present. There are significant engines on display including a 400 HP Liberty engine from WW1, a 2,500 HP radial 16 cylinder engine used by fighters and bombers in WWII that was cut away to reveal all of the inner workings, a V12 Packard Merlin engine that powered WWII planes such as the P-51 Mustang and a T56 – A7 turboprop engine with service panels open that powered planes such as the C-130 and P-3 Orion. In addition, there is a room housing F-16 and A-7 cockpits that you can climb into if you're nimble enough and a Link trainer as used by thousands of pilots for training during WWII. There is a separate building housing a replica SPAD XIII WW I fighter plane built by volunteers at Selfridge. To learn more about the museum visit [selfridgeairmuseum.org](http://selfridgeairmuseum.org).

What made this visit special for the eleven SEM members in attendance was the presence of long time SEM member Ron Roland, who is a retired Lt. Col. Air Force pilot with over 6,000 flying hours, many of them at Selfridge Field. In his over twenty years of service Ron flew a C-47 in Viet Nam and at Selfridge and at other bases flew the F-4C Phantom fighter, C-130E Hercules transport and F-16 Falcon fighter. The very same F-4 and C-130 that Ron flew are actually on display on the museum grounds. Ron accompanied our group and regaled us with many stories. We had personal tours of the C-130E and the P-3B Orion sub hunter plane. Ron also led us through a special tour of the workshops that house a FG-1D Corsair WW II fighter plane under restoration. While we were there a pair of A-10 Warthog ground support fighters made several practice take offs and landings.

The SEM members that attended were myself, Fred Young, James Long, Kim Virkler, Terry and Bradley Swick, Tom Gasser, William Roscoe, Blake Voorhees, Bob Bogart and Thomas McKay. It was a very unique club tour that we will all remember.

**MORE PHOTOS ON PAGE 28**




**MARSH & McLENNAN  
AGENCY**

Specialty Vehicle Coverages Available:

- Choice of Body Shop
- Agreed Value Coverage
- OEM Parts
- No depreciation
- Physical damage coverage for track use/driving

**We Will Help You Navigate Your Risk.**

Insurance expertise to assist you with finding the right coverage for your specialty vehicle.

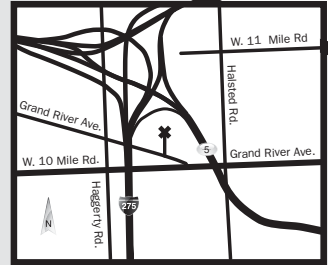
Contact Us:  
15415 Middlebelt Rd.  
Livonia, MI 48154  
734-525-2432  
Tina M. Worley  
[tworley@mma-mi.com](mailto:tworley@mma-mi.com)

## A Performance Sports Car Deserves a Performance Collision Center.

### That's Why There's AutoMark.


AutoMark specializes in body work for virtually every brand of sports car. Whether your Porsche needs collision work, paint repairs or any other cosmetic changes, AutoMark is there to accommodate you.

When your Porsche's appearance isn't meeting expectations, bring it to our state-of-the-art facilities for the quality care your car deserves—and you expect.



24750 North Industrial, Farmington Hills, MI 48335  
Phone: (248) 473-8100 • Fax: (248) 473-0800  
Hours: Mon. - Fri., 7:30 am – 6:00 pm  
[www.automarkcollision.com](http://www.automarkcollision.com)

**AutoMark**  
collision center







A Cub Scout stands next to Ron Roland in front of the very plane he flew.



Ron Roland in the cockpit ready for take off.





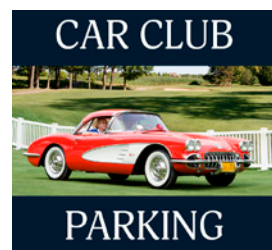
40<sup>TH</sup>  
ANNUAL  
JULY 27-29



PHOTO CREDIT MICHAEL FURMAN

## CONCOURS d'ELEGANCE OF AMERICA

THE INN AT ST. JOHN'S - PLYMOUTH, MICHIGAN



\$25.00/person - general admission\* \$10.00/car club pass\*\*  
A ticket is required for each person attending.

Purchase your 2018 General Admission Tickets and Car Club Parking Pass  
by visiting us at: **ConcoursUSA.org**

PORSCHE CAR CLUB MEMBERS USE CODE: PSCH#2018

Car Club Parking tickets must be ordered before June 24, 2018.  
Parking passes will be mailed to you via USPS.

Onsite Club Parking at the Inn at St. John's  
Sunday, July 29, 2018  
7:30 a.m. - 5:00 p.m.

\*\*You must purchase 1 Car Club Parking pass to receive \$25.00 admission price. Your Car Club pass will be mailed to you.  
You must have your car club pass to park in the designated area. NO EXCEPTIONS.

### PORSCHE LEGENDS



### SEMINAR

SATURDAY, JULY 28  
10:00 A.M.



REDMAN



HAYWOOD



ELFORD

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.

**\$35.00 per person** Admission price includes: Entry, 70th Anniversary Porsche poster and a keepsake magazine featuring bios, photos and short stories on the drivers and the Porsche factory Werks race cars. Seating is limited, purchase your ticket today: **ConcoursUSA.org**.

40TH ANNUAL CONCOURS d'ELEGANCE OF AMERICA - AT THE INN AT ST. JOHN'S - 44045 FIVE MILE ROAD - PLYMOUTH, MICHIGAN 48170  
248.643.8645

## AUTOMOTIVE TECHNIQUES

specializing in service & tuning  
for all European vehicles

40500 Grand River Ave, Suite J • Novi, MI 48375

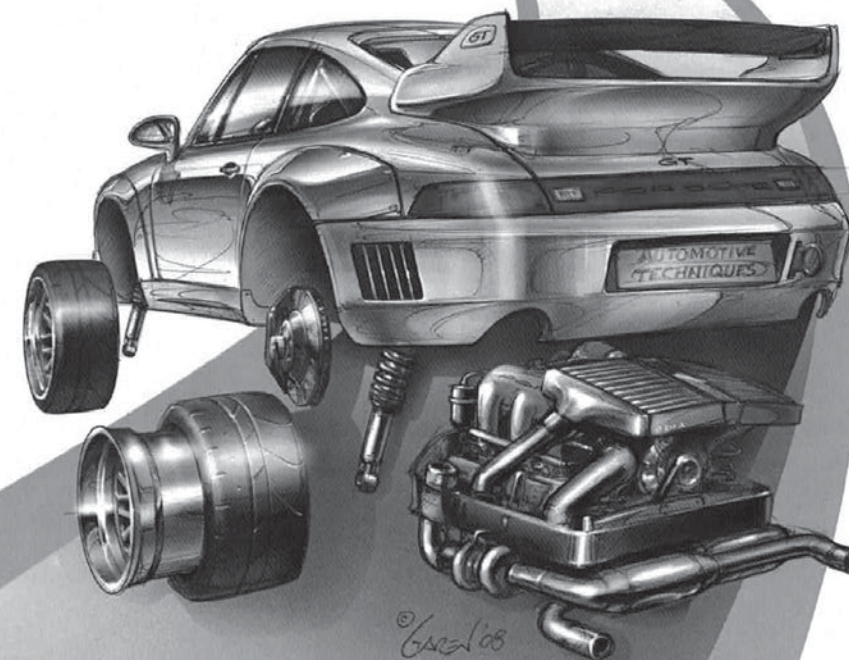
tel: 248 • 615 • 8964 fax: 248 • 615 • 8929

www.automotivetechniques.net

alphantango911@hotmail.com

Established in 1988

- service & maintenance
- engine & transmission
- suspension & brakes
- alignment
- performance upgrades
- track prep. & inspection
- factory scheduled maintenance
- towing available upon request



## Why is an EXCELLENT Porsche mechanic so expensive?

Why are you paying \$125 or more an hour when you should be paying just \$75.00?

Tomas, proprietor of R&T Motors, LLC., asked himself that same question. GUESS WHAT, he couldn't come up with a good answer either.

Make an appointment today, call Tomas for a quote on your next Porsche repair or general service. He's a trained Porsche Audi Rallye mechanic. He guarantees a lower price and the best quality service. **Satisfaction guaranteed.**

**Call today 248-227-1155.** Tomas will pick up the phone. Give him a call and get your first oil change for just \$75.00. Make an appointment to winterize your car today.

## 248-227-1155

4270 Haggerly Rd. Commerce Twp., Michigan 48390

996 and 997 Porsche Specialists







JOIN US FOR AN ELEGANT  
EVENING CELEBRATING THE  
**SEM 60<sup>TH</sup> ANNIVERSARY**

SEPTEMBER 8, 2018  
6:00 IN THE EVENING  
HISTORIC CAR SHOW: 6:00PM  
COCKTAILS: 7:00PM • DINNER: 8:00PM  
AFTER DINNER SPEAKER

REGISTER AT [CLUBREGISTRATION.NET](http://CLUBREGISTRATION.NET)  
(INSTRUCTIONS ON [SEM.PCA.ORG](http://SEM.PCA.ORG))

THE INN AT ST. JOHN'S  
4045 FIVE MILE ROAD  
PLYMOUTH, MICHIGAN

IF YOU PLAN ON STAYING THE NIGHT AT THIS HISTORIC HOTEL,  
PLEASE CONTACT THEM DIRECTLY AT (734) 414-0600 FOR ARRANGEMENTS.  
A SMALL BLOCK OF ROOMS HAVE BEEN RESERVED FOR OUR CLUB.

FORMAL OR SEMI-FORMAL ATTIRE

# Porsche of Ann Arbor



*We invite you to visit our brand new  
Porsche showroom.*

*Let us help you find the new (or used)  
Porsche of your dreams.*



Come visit our brand new Porsche building:

**PORSCHE OF ANN ARBOR**

2575 S. State Street • Ann Arbor, MI 48104  
Take I-94 to State Street, Exit #177, go North  
1/2 mile...Porsche of Ann Arbor is on the right.

Porsche Sales: 734-761-3200  
[www.porscheannarbor.com](http://www.porscheannarbor.com)





# RECAP DE # 1

STORY & PHOTOS BY JOHN DORSCHT



Anticipation and excitement was in the air at the first PCA-SEM HPDE driving event of the season at Waterford Hills. Brrrrr! How crisp and cold that air was. In SE Michigan, where we had been enjoying 65°–75°F clear sunny days earlier in the week, where the daffodils were blooming, grass was growing like crazy and the swimming pools were open. However today is a harsh reality check. Apparently, Mother Nature had created a black swan for our first HPDE track day of spring 2018.

At 7:15 am when I arrived at the track in my shorts and t-shirt (clearly impractical and overly optimistic), the temperature was hovering at 37°F, the sky was a low deck of heavy overcast and the threat of rain showers or more was rather obviously looming large. The daytime high was predicted by the weather guru's to be only 47°F, with scattered rain showers highly probable. Was this March or May? This was not a good day for slicks on the 928. Disappointing? Yes!

However, we are a hardy, resilient and prepared lot here in

Michigan. Up goes the tent roof, offload the car from the trailer and position the car under the tent. That tent roof will fend off those nasty rain showers from getting into the car without windows while parked in the paddock.

No whining! Just get on with it and acclimate!

The slicks on the 928 were changed out for wets. Notably, the activity from getting setup up and geared along with the handling changeout of wheels/tires, jacking up the vehicle, lug nut torque, all seemed to make it a feel just little bit warmer.

There is an upside to this despicable weather, right? Here is the rationalization... Yep, that cold, dense and moist fresh Waterford Hills air will undoubtedly punch out a few more engine HP; regardless of our ability to transfer that power from the cold tires to a potentially wet track.

On to the cars...they came rolling in, and a lot of them. Consensus is that this was one of the best attended SEM HPDE events with 17 novices, 13 intermediates, 11 advanced and 21 instruc-

tors attending, 62 participants in all. Mostly Porsche's of course, 911's, Caymans, Boxster's, 944's, 928's scattered with a sprinkling of BMW's, Mini's, Corvettes, Mazda's, Mustangs and Alfa Romeo's. Michigan plates were everywhere, but there were a few brave and hardy souls that had travelled from New York, Illinois and Ontario to enjoy the day at the track.

Waterford Outdoorsman Club bucolic grounds greets you with signs. Most importantly are the signs that post a 15 mph maximum speed limit (and they mean it) with 5 mph maximum speed within the paddock area. NO loud engines are to be run before 10:30 am in the paddock or on the track during weekdays. With the track proximity so close to the residential neighborhood homes we must be courteous to co-exist in harmony with the neighbors.

Once I had parked and was basically setup, it was time to go on a walkabout, do some visiting and get the lay of the land. On my radar and immediately to the rescue was the warm greetings and hot coffee found at the Munk's Motors tent. Munk's Motors furnished us all with a complimentary continental breakfast, including fresh fruit, yogurt, toasted bagels and more...all available in copious amounts. Kudo's to Chris Braden and his crew for taking care of us and our cars! Chris, at the next spring event, please bring a massive propane heater so we can cook up Mother Nature's black swans.

Off to registration where Gretus Hoogestraat and Chrissy Sweetness efficiently processed us to insure we had met the basic criteria as to event payment, vehicle tech inspection, number assignment, instructor assignment, track and classroom schedule, etc. Don't forget you will need your vehicle tech inspection form signed off by one of the local shops, otherwise you will not be allowed to participate. Tech inspections from qualified mechanics such as Munk's Motors insures that we all enjoy the highest level of safety possible on the track. Old is good, new is good. Old junk and new junk is not good and does not belong on the track!

Gretus had a brown envelope for me, filled with all my paperwork for the day, run schedules, instructor assignments, and other stuff, essentially the sum of all the of moving parts it takes to plan, prepare and run a first class HPDE event. The SEM club that does the HPDE organization/operations better than any other track day experience I have encountered. Safe, organized and friendly.

Next up, instructor introductions to the students, followed by each instructor completing an "in paddock" vehicle inspection with a general walk around of their student's car with the student present. My instructor was Andrew Olson, a newbie this year to the instructor ranks, but a very familiar face at the SEM events, more about Andrew later. Questions from instructors about the car in the paddock...Are the wheels torqued? Brake lights work? All the loose items, floor mats, coins and stuff out of the car's interior and trunk(s)? Do the windows roll down? Door locks work? Tire and brake condition? Hood latched? Mirrors? Loose or hanging parts? Any overlooked safety issues? Numbers in place? Anything else I should REALLY know about your car before we take it out and pound on it? Hmmm...here the instructors not only develop a first impression of their student's vehicle knowledge, driving experience and skill level, but also evaluate the students ride. This is where the instructor can develop their strategy to provide the best possible driving HPDE experience with safety for all being paramount. Yep, it the instructors butt in the seat too!

Regarding the instructors, these are people that volunteer their time and take a day off work for the love of the game. Each instructor is filled with a passion; that being to drive and instruct

with excellence. Each has their own style. Much can be gained from their differing insights and unique perspectives. Their motivation? My take is to simply enjoy a day driving their own rides and instructing their students at the track. No hidden agendas here! These instructors are to be commended. Think about it! Really? Getting into a car that is largely unknown to them, with a driver that is equally unknown to them without a second set of controls in front of them to affect a potential catastrophic outcome. All this in a high speed, high performance and at times I am sure a high emotion environment.

From my perspective as a general aviation pilot, I have received and given many hours of dual instruction, albeit I always had the safety net of a second set of controls that were fully operational in the co-pilot seat. Initially, this HPDE instruction concept sounded "absolutely" crazy to me. To think that any sane person would voluntarily do this? But they do! They mitigate their risk by relying on their years of experience, their confidence in their skill set, and their deep specific knowledge. Undoubtedly, we as students wholly benefit from their expert instruction and for this we should be thankful to them. With time, my acceptance of this HPDE concept has grown on me largely due to my observations as to the operational level of safety and control exercised by the instructors, each relying on their tailored strategy to mitigate the risk. Still, my logic yields that it is still just a "little" crazy...

Next up, our SEM HPDE group is led by Steve Carbary for a walk of the 1-1/2 mile long Waterford Hills track. Steve explains that Waterford Hills track is often referred to as the "washing machine", a very technical track, narrow in width, with a plethora of challenging corners. Not raining yet and the group is large for the 45 minutes of pure insight. Steve's footsteps is a cookie crumb trail of his "best line" as if he is actually driving with you on the track. The track walk is an interactive, informal session where anyone in the group is free to ask questions or comment on their experiences. Steve points out the "do's and do not's", what you can expect to experience in your car due to varying track surfaces, elevation changes, cambers, corner visibility, entry and exits points, etc. Today, there is much talk about the pending rain and how it might impact your line. Where will puddles form and other areas to exercise caution or be avoided? The changes in track adhesion on the concrete surfaces vs. the asphalt? As an aid, traffic cones are strategically placed at the apex of each corner, along with double traffic cones that mark the start / finish of passing zones that are determined by the driving groups skill level. The point to pass rule is explained, a one point / one pass system that offers everyone a safe and organized method to maximize your track and learning experience.

It is still very cold and damp but not yet raining. Now, at 9:45am it's time for the mandatory drivers meeting at the start/finish line. The drivers meeting is led by Marc Molzon, flanked by the large group of instructors. Instructors are introduced to the student group. If you still haven't met your assigned instructor, now is the time to put the name with the face so you can meet with them after the meeting. Questions and interaction at the meeting is welcome. Marc opens the meeting with the question "Who's ready to race"? Best answer from experience?...should be no response. However, the first timer's enthusiasm and anticipation is feverish, their energy levels are riding high, no doubt fueled by copious amounts of caffeine to fend off the foul weather. The "Who's ready to race" question always yields the answer of a few students who raise

(continued on page 36)





their hands and respond yelling out “we are”. Yep, when they are singled out with their hands in the air and yelling out as the rest of the group does not respond, they got caught and they know it. Marc emphatically explains that we are not here to race. Our purpose is to insure the best possible driving and learning experience for each of us, with rules and protocols set out that are paramount to the safety of all. Marc’s next question “Who all wants to go home with their car in the same condition as when you arrived? Best answer is, you got it “all of us”. Marc goes on to explain... where, when and how to enter/exit the track. Here we also get

demonstrations of hand signals and interacting with track personnel, the flags and their meanings. Communication and situational awareness as to the track and changing conditions is critical. The track position of other drivers, location of track personnel stations, traffic cone positions, landmarks and braking signage all play important roles. Further, the Waterford Hills track personnel are very experienced. They know their track! They know cars! If they observe a car operating beyond what they deem to be a safe threshold of the driver, that driver will be black flagged and brought into the penalty box for a frank “discussion” as to the future of continued participation. With fervor, the two new “rookie” instructors for this season, Andrew Olson and John Agrusa demonstrate the proper hand signals for allowing a faster car behind you to pass.

All this and more can be found in the new SEM HPDE handbook on the SEM website ([sem.pca.org](http://sem.pca.org)) under the Drivers Education tab. The manual was developed by SEM club members Michael Eblenkamp, Garen Nicoghiosian, Marc & Lisa Molzon, Jerry McDermot, Jeff Amos, and Steve Carbary and I am sure will be the “gold standard”, likely to be adopted by other PCA clubs. I wish I had this as a resource when I was a novice!

At the drivers meeting I spotted George Spaons, one of the service managers from Munk’s Motors. In speaking with George he is wide eyed, smiling and completely stoked to share that he is participating as a driver for his first HPDE event. Albeit, he is driving a borrowed car, a 944 graciously provided by Erik Ohrnberger who runs in the blue group. Awesome Erik! What a great gesture by you and what an opportunity for George. If you have yet to experience HPDE, it will undoubtedly be remembered as one of your life’s remarkable experiences. If you ask George, I am sure he will agree.

All in all, it was an informative drivers meeting, setting the tone for safety, the learning experience and more importantly--fun. The drivers meeting breaks up. It’s off to the classroom for the green novice group.

It is now sprinkling, but nah, it’s not going to rain. Our HPDE group is now in full blown weather denial.

At 10:30 the track is open to the cars. The red group runs the track first. Today’s schedule is setup to run each group Red (instructors), Blue (advanced), Yellow (intermediate) and Green (novice) for 20 minute sessions. Sessions start/end every 20 minutes and run systematically like they are on a Japanese train schedule. When first pondering the driving schedule as a novice, I thought you are kidding? All this hoopla for 80 minutes of driving! Now hold on folks, your first HPDE event is an intense experience where at the end of the day, I guarantee you will be spent. On any HPDE hot day staying hydrated is an absolute survival requirement. Today, hmmm, not so much. The green

and yellow groups get 2 classroom sessions during the day. Blue gets one classroom session.

Not 10 minutes into the first Red driving session, the rain begins. Not a hard and driving rain but at a rate that quickly soaks the track and grounds and all that stuff that was removed from the cars. Most of that stuff that is sitting on the ground gets completely soaked, some from the bottom up depending on where you parked in the paddock. It’s a good idea to bring a tub if you have the space or a blue tarp at a minimum to shelter your stuff from foul weather. Our groups weather denial now changes to a weather reality. Yes, you still drive the cars in the rain. Yes, both windows must still be down in your brand new Porsche for the 20 minutes. Yes, regardless of how hard it rains. Who knew?

Now, the track is rain soaked. Caution prevails, back it down a few notches. Car handling is dramatically impacted due to reduced adhesion. Visibility is reduced. This was my first session. Andrew Olson was acting as my instructor and yes it was in the rain. Andrew was relieved that my slicks had been changed out for wet’s. Yep Andrew, only a single wiper on the driver’s side of my car. Every available pound has been stripped out. A strong argument for using Rain-X window cleaner to bead up the rain on the instructor’s side. Andrew has been running a similar 928 to mine. It is known as the Coke car largely for the red/white paint scheme. Andrew and Dave Kowalewsky, are members of the 928 Michigan Shark Club and both have been instrumental in assisting me in the buildup and upgrades to my 928 track car. This is my 3rd event of the season in this “new to me” car. I purchased my 928 in Nov 2017 from Dave Osborne, the track chairman for PCA-UCR (upper Canada region). This is my first time operating this supercharged beast on a wet track. My immediate first impression is that getting the power to the pavement in a controlled manner is extremely challenging, whoa boy, hang on! A huge difference from running the Pirelli 305/645/18 slicks on a hot track with great adhesion. Finesse and modulation of the throttle action (no traction control) and braking action (no anti-lock) on this slippery surface is definitely at the front of my mind. By the end of that first 20 minute session, Andrew and I both agreed we had a successful session.

After my session I was curious whether I had generated any heat in the tires, NOT! Air pressure was acceptable, re-torqued the wheels, checked the oil, engine and other systems for integrity in preparation for the next session. Then I checked out my sessions track data record on my phone. I have Harry’s track timer app on my android. It is an insightful method of looking back to analyze your run. Highly recommended and reasonably price for around \$20. Grabbed the umbrella, watched some of the other groups run on the track and it was time for lunch.

A variety of sandwiches in a box lunch format was served up at 12:10 pm. The lunch was generously provided by Stephen Cramer at Autocore Performance. Thanks so much to Stephen for sponsoring lunch. Autocore builds and services high performance street and race cars. They also do the PCA tech inspections on cars. Most of the HPDE group huddled up for lunch in the classroom where the obvious attraction was that the room was heated and dry. The enthusiasm, energy level and chatter of the group was high. The hope of the group that the rain might end was higher.

(continued on page 38)





After lunch there was some relief from the rain, but not the cold! The track never really did dry out.

Track sessions began at 12:50 pm. My classroom session was with the blue group immediately after lunch. The classroom session was led by Jim Stevens. The focus of the session was the wet track conditions, the variable of adhesion on the different track surfaces and how the Waterford Hills and other tracks “wet line” can be substantially different than their “dry line”. Very informative, a lesson that I could immediately test and exercise in my car on the wet track.

So the rest of my day was spent dodging intermittent rain showers, visiting and comparing track day stories with the cohort. At 2:50 there was a break for the corner workers and track personnel. Their posts were attended with great care, regardless of the wet and cold. It was a Carhart and raincoat day for the track personnel. Thanks to all of them, for keeping us organized, on schedule and safe.

After the last session Andrew Olson shared a story with me about his student in the novice group he had instructed during the day. His students name is Candice Mack. Candice’s ride was a BMW 128i. Andrew’s synopsis was that Candice was not only totally stoked by the HPDE experience but showed great promise

as to mastering the lessons. Andrew is confident that Candice will be back for other HPDE events.

Let’s face it, the more new faces we get to the track the better our shared experience, and the better for the SEM chapter. You don’t need a Porsche to participate in a PCA HPDE event, all you need is the desire to improve your driving skills and enjoy your car at an elevated level of performance. BOTTOM LINE: If you own a Porsche, do participate in the next HPDE day. Friendly people, great experience, practical skills building and your ride will get the exercise it was built for... :)

*About the author: This is my second year of tracking a Porsche at local Michigan tracks. I have been participating in a multiplicity of driving events at various tracks; PCA HPDE events, open track days, invitation days and bracket racing. I am presently tracking my third car, the first being a 911 Turbo S that is now relegated to a garage queen, a Cayman S that I use as my daily driver and a supercharged 1987 928-4S which is my “new to me” dedicated track car. My wife Kim has a Boxster S. It was Kim and the Boxster S that got me hooked on Porsche’s. And it was an HPDE event that got me hooked on tracking a Porsche. Hooked? You bet... :)*

changing designs on tire sidewalls not only the brand designation but very catchy model designations such as Sport Cup, F1 Supercar and so on. More significant data is contained on the sidewall about the tires construction, government rating, load ratings, pressure guidelines and codes the manufacturer adds to track the origin and date of construction. With the continuing evolution of tire diameter and the low profile ratio of tire width to sidewall height this billboard of information has become miniaturized almost necessitating a magnifying glass to read the information.

As mentioned one of the most significant changes in tire involve tire diameter and tire compound. The early tires were huge diameters taking their themes from the horse drawn carriage designs intended to smooth out the jolts of rutted dirt roads. For decades the 15 inch diameter was the norm but it was common for compact cars to have tires of 14, 12 and even 10 inch diameters. It is hard to say what the common diameter tire today is because car manufacturers use large diameters such as 18 and 20 inches as a design feature as much as performance features. Race tire design and production car design have often gone in parallel for marketing objectives as much as for racing objectives.

The real art of tire construction involves the rubber compound which almost has nothing to do with rubber but the additives to the compound to meeting the challenges of traction, longevity and even noise. In almost wizardly fashion the tire compound has become a blend of materials that vary from the inside to the outside of the tread and even through the levels of rubber to expose a changing tread surface. Of course there are specialized tires for specific weather conditions and even road surfaces. The design of the tread becomes a critical component of the intended purpose of the tire. Summer high performance tires work well in most race track situations with a few compromises in street use. For some high performance tires the manufacturer recommends not even rolling the tire in sub freezing temperatures because the non compliance can fracture the tread! Few of us would put up with a race tire so soft the life span can be measured in hundreds of miles or more accurately in a number of heat cycles. In fact tires have a government recommended life of six years. In a few years past, the tire age was obvious when deep cracks appear in tire tread and even sidewalls. Advancements in compounds counteract the effects of ozone and air pollution but that doesn’t mean that the tire hasn’t gradually lost its pliability and traction to road surfaces.

Given the current huge advancements in horsepower and torque the modern tire is an amazing advancement in technology that rivals the best manufacturers but goes mostly unnoticed by the consumer. Without tire traction horsepower is meaningless.

Tire Traction BY TOM FIELITZ

Essential to the development of the automobile is the development of the automobile tire. Tire design and manufacture has always been an industry parallel to the automobile even though they are codependent. Today there are far more tire manufacturers than there are car manufacturers. Something as simple as a round tire is backed by exotic science, sophisticated design, extensive testing, and competitive marketing all to persuade the motorist to choose one brand over another in a field of thousands upon thousands of tire designs and hundreds of manufacturers. And it all started with a simple bicycle tire.

Wikipedia has an excellent synopsis on the history of the tire, or as the English prefer to spell it the tyre. Early tires were bands of leather or steel on wood rims. The first pneumatic tire appeared in 1847 by Scottish inventor Robert William Thomson. Another Scot, John Boyd Dunlop sought to ease the ride of his sons bicycle and created his version in 1888. He founded the Pneumatic Tire company for bicycle and light vehicle tire production that later became Dunlop Rubber. A big advancement in tire construction came in America by Charles Goodyear and his vulcanization of natural rubber greatly improving the durability. Synthetic rubber did not come long until Beyer laboratories in 1920. In 1946 the Michelin tire company developed the radial ply or carcass construction but it was slow to be adopted over bias ply because of the high cost of changeover in production methods and machines. Michelin resorted to buying the bankrupt Citroen car company to promote radial tires. Today the radial tire is the standard with over 1 billion tires produced annually by over 400 companies. By 2019 this is predicted to grow to over 3 billion tires annually. You might be amazed that the largest producer of tires is the Lego Group producing over 318 million toy tires per year.

The materials and construction of tires continues to advance at a rate that few of us would realize. Very early tires were white which was the natural color of rubber and had no tread pattern. Adding coal black to the rubber was more of an aesthetic transition and reduced the oxidation aging from sunlight. One of the very first tread patterns was adding the words NON SKID on the contact surface probably adding marginal additional grip but was a stroke of marketing genius. Likewise the sidewall of the tire stayed blank for many years until the white sidewall made a comeback to symbolize luxury brands. Other color bands such as red and gold showed up on sidewalls as well as white lettering but today sidewalls are predominately all black. Likewise there have been constantly

Around The Zone



BY LORI SCHUTZ, ZONE 4 REPRESENTATIVE

YEA – spring is finally here in Zone 4. After a very long winter, we can finally get our Porsches out and on the highways and race tracks! The month of April for me started off with attending the Central Indiana Region monthly meeting where I was able to be reacquainted with dear friend Bob Snider. Bob and I met at my very first Porsche Club event—the dinner at the 1983 Parade at Tan-Tara resort, and was great to see him again. We haven’t changed a bit!

Then it was off to LAX to work my first club race of the year as a Scrutineer. The California Festival of Speed (CFOS) is a fun combination of several events with the highlight being the Club Race. Our hostess Suesan Carter did a fantastic job of coordination and execution (see photo above)

Central Indiana Region has a lot of great events planned this year. Last weekend was their first DE at Putnam Park with a successful instructor training day on Friday featuring Scott Mann from the national instructor trainer team.

Also last weekend was the Club Race and DE at Mid-Ohio Sports Car Course, hosted by the Mid-Ohio Region. President Chip Henderson and his team did a fantastic job except for the weather—wow was it chilly! The Porsches ran great, and I had a great time in my Boxster S during my DE sessions. Chip’s son Connor drove in his first Club Race, and finished both Sprint races, and won their class in the Enduro with his dad. Here I am with the winners!

As the spring continues we look forward to many gatherings



Bob Snider and Lori

across the zone. Get out there, drive your Porsches and have a blast with all of your friends. See you out there!

Sincerely, Lori



Lori and Susan Carter



Chip Henderson and his son Connor with Lori



Business Meeting Minutes (5/3/18) by Fred Young

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

**Call to Order:** 7:00 p.m. by President Marc Molzon  
**Minutes:** Moved by W.C. and M.C. to approve. Motion passed.  
**Financial:** Leo Wanstreet - Rebates came in and finances are in good order. It was moved by W.C. and H.G. to approve tax return changes. Motion carried. Leo discussed access to club accounts and possible changes including tighter controls. Moved by P.D. and G.H. to approve. Motion carried. It was moved by G.H. and P.D. to appoint Temple Cumiskey as the new treasurer. Motion carried. Leo will remain on also for the transition.

**Membership:** Walter Crump - 701 primary and 390 associate members for a total of 1091. A letter is being sent out to new members.

**Insurance:** Marc Molzon - DE and spring tour insurance needed..  
**P-4:** Michael Cohen - The May issue is in the mail. Paula Trendov is interested in helping out.

OLD BUSINESS:

**April 7: Munk’s Tech Session:** Went well with over 50 members attending

**April 15: DE -101 at Waterford:** Steve Carbary - There was an impressive turnout despite bad weather. The 2 ½ hour session had good reviews and many signed up for DE’s.

**April 28: Autocore Open House:** Marc Molzon - It was a busy day in the area. Despite that over 30 attended and had lunch.

**May 5: Selfridge Air Force Museum:** Fred Young - All set.  
**May 11: DE #1:** Steve Carbary - Over 35 signed up. There was a price increase on the ambulance service. Breakfast and lunch are covered by sponsors.

**May 19: Street Survival School:** On schedule. Need instructors.

**May 20: Spring Tour:** Gretus Hoogestraat - Members are signing up on Clubreg.

**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 - A hotel is set up for the caravan.

**July 21: Progressive Dinner:** Marc Molzon - Needs a chairperson and host homes.

**July 27-29: Concours D’elegance of America:** Fred Young - Putting together online registration for discounted tickets and car club parking. Promises to be a fun all weekend event and celebrating the Porsche 70th anniversary.

**August 19: Family Picnic and Concours:** OK  
**September 8: 60th Anniversary Party:** Patti Door - The committee has worked on details. There are sponsorship opportunities.

**Charities:** No report.  
**Webmaster:** Has a fresh, clean look. Everyone is pleased with the results.  
**Goodie Store:** No report.  
**Event Reports:** Fred Young - None needed.

NEW BUSINESS:

Paula and Kiro Trendov have agreed to host a two day tour to the Fenn Valley Wine Festival on June 22-23. It was moved by P.D. and G.H. to advertise the event. Motion carried.

The Grand Prix on Belle Isle will have a Porsche Corral.  
A new member gathering and membership meeting was discussed.  
**Meeting Adjourned at 9:02 p.m.** - Moved to adjourn by H.G. and G.H. Motion passed.

**Refreshments and Location:** Thursday, June 7 - Michael Cohen - Gilson’s Thursday, June 28 - Patti Door - Gilson’s

SEM/PCA Member Anniversaries – June 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)
42	William Derouchie	7	Horst & Helene Reinhardt	2	James Anderson & Harrison Mayfield
42	Dennis & Susan Denyer	7	Leon & Ileana Lewis	2	Gregory Szarama
30	Robert & Marilyn Amano	7	Christopher & Mary Martella	2	Joel Elton
24	Carole & Richardo Kilpatrick	6	Paul Zlotoff & Terese Sante	2	Dean Kiriluk
22	Robert Count & Nancy Ellis	6	John & Carol Falk	2	Hans & Shannon Lipp
22	Marcus & Jennifer Pillion	5	Michael Acho	2	James Tanner
20	Steven & Christopher Nofar	5	Michael Scheid & Will Bass	2	Dennis Hessell
18	James & Sally Garner	4	Alain & Valerie Baur	1	James Friedman
17	Ralph & Julie Kandt	4	Bryan Sieber	1	Chuck Schmidt
13	Greg & Stacey Dyer	4	Kenneth Robinson	1	Laurence Buckley
13	James & Gerald Saelens	3	Wayne & Sheana Colonnello	1	Gary Malo
12	Garen & Lilana Nicoghosian	3	Adam Nielsen	1	Bryan Phillips
9	John Boruta & John Phillip	3	Jon Woods	1	John Dorscht
8	Ron Kagan	3	Conor Ahearn	1	Kevin Prush
7	Michael & Alissa Jacobs	3	Scott & Sherri French	1	Jeff Walters
7	John Keen	3	William Roscoe		
7	Craig & Stephanie Fournier	3	Michael Ugval		

558 FARMER • PLYMOUTH, MI 48170  
ph: 734.259.0021 • www.ClearAutoBraMI.com • larry@ClearAutoBraMI.com  
PROFESSIONAL INSTALLATION • 14+ YEARS EXPERIENCE



Fenn Valley Open House  
6130 122nd Ave.,  
Fennville, MI 49408



**Date: June 23, 2018**  
Time: 1pm to 6pm (12n for pre-registered guests)  
\$8.00 pre-registered, \$10 day of registration  
Registration includes admission, wine glass to keep and tastings.  
Meet 9am for breakfast at: Fowlerville Farms Family Restaurant,  
941 S. Grand Ave. Fowlerville 48836

BRING A WALKIE TALKIE for communication during drive to winery.  
Bring lawn chairs and a snack to share (coordinate with Kiro & Paula Trendov at pjtrendov@gmail.com)  
If anyone has a canopy let Kiro & Paula know as well.

Ethnic food dishes are offered at a cost on site and a band plays for your entertainment during the day.  
This is out in the open air and lots of fun.

You can pre-register online at <https://www.fennvalley.com/wine-festival-and-open-house/>  
Click on “Saturday Registration” and it will take you through the steps.

Looking forward to a fun filled day.  
Once you pre-register then let Kiro and Paula know you will be going to the Open House.  
[pjtrendov@gmail.com](mailto:pjtrendov@gmail.com)



## 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: 1977 PORSCHE 911 TARGA:** Guard Red, 3 piece BBS 16” gold wheels, front spoiler, full black leather interior. No rust and never driven in the winter. 130,000 miles but transmission and engine rebuilt at 75,000. All records since 1985. New targa top by

Brown in Denver, same as original top. \$24,000. Jerry Door 248.207.7617 or 248.661.4362 (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.

## Welcome New Members:

David Barnes  
Kenneth Bassey  
Chase Birks  
Susan Busch  
John Fair  
Steve Gross  
Craig Koza  
Jeremy Lamb  
Mary Beth Meador  
Samson Ng  
Michael Pickman  
Hadrian Rori  
Matthew Rowan  
Mike Szumlinski  
AJ DeSantis-Transfer

## You know Munk's. But do you know about Vintage Munk's?



3088 Huron St. (M-59)  
Waterford, Michigan  
service@munks.com  
248-335-5424

# PORSCHE

## NOTHING EVEN COMES CLOSE



## PCA Specials

### 10-YEAR OR 100,000 MILE CLUB DISCOUNT

20% DISCOUNT ON SERVICE FOR  
PORSCHE OVER 10 YEARS OLD  
OR OVER 100,000 MILES \*

WITH COUPON  
(\*some exclusions apply)  
**10% OFF**

Valid only at Fred Lavery Porsche. Must present coupon when order is written. Not valid with any other offer. Tax, shop supplies and environmental charges are extra.

### PORSCHE WATER- COOLED OIL CHANGE

We feature Mobil 1 **Mobil 1**  
(1997 and newer)

**INCLUDES:** Porsche oil filter, engine oil,  
drain plug washer (where applicable), tire  
pressure adjustment

WITH COUPON  
'05-'08 '09-'16  
**\$289.95 \$329.95**

Valid only at Fred Lavery Porsche. Must present coupon when order is written. Not valid with any other offer. Tax, shop supplies and environmental charges are extra.

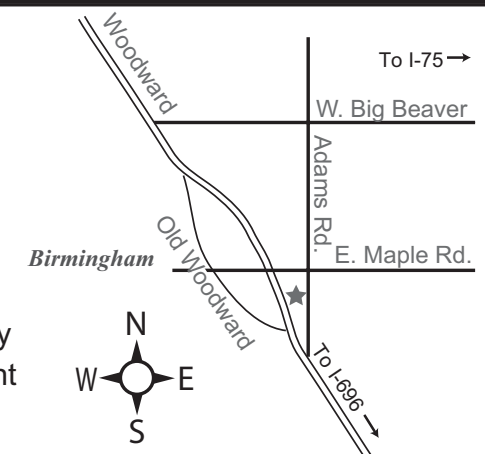
Present Coupons to  
Service Advisor

**FRED  
LAVERY**  
COMPANY

34602 WOODWARD AVE.  
BIRMINGHAM, MI 48009

For Your  
Convenience...

Our Service  
Department is  
Open 7 a.m. until  
**12 Midnight**  
Monday thru Friday  
Call for appointment  
**248-645-5930**





Michael Cohen, P4 Editor  
25545 Hereford Drive  
Royal Oak, MI 48067

PRSRT STD  
U.S. Postage  
**PAID**  
Mail-Tek

24792 Crestview Ct.  
Farmington Hills,  
MI 48335

## NIKOLAS MOTORSPORT

### INDEPENDENT BMW PORSCHE MINI SERVICE

- All Scheduled Maintenance
- General Repairs
- Brakes & Suspension
- Engine & Transmission Repair/Replacement
- Four Wheel Alignment
- IMS Bearing Replacement
- Performance Tuning
- Air Conditioning
- Fabspeed Dealer

2683 Orchard Lake Rd. • Sylvan Lake, MI 48320

**248•682•7755**  
**nikolasmotorsport.com**

*Excellence Since 1987*

