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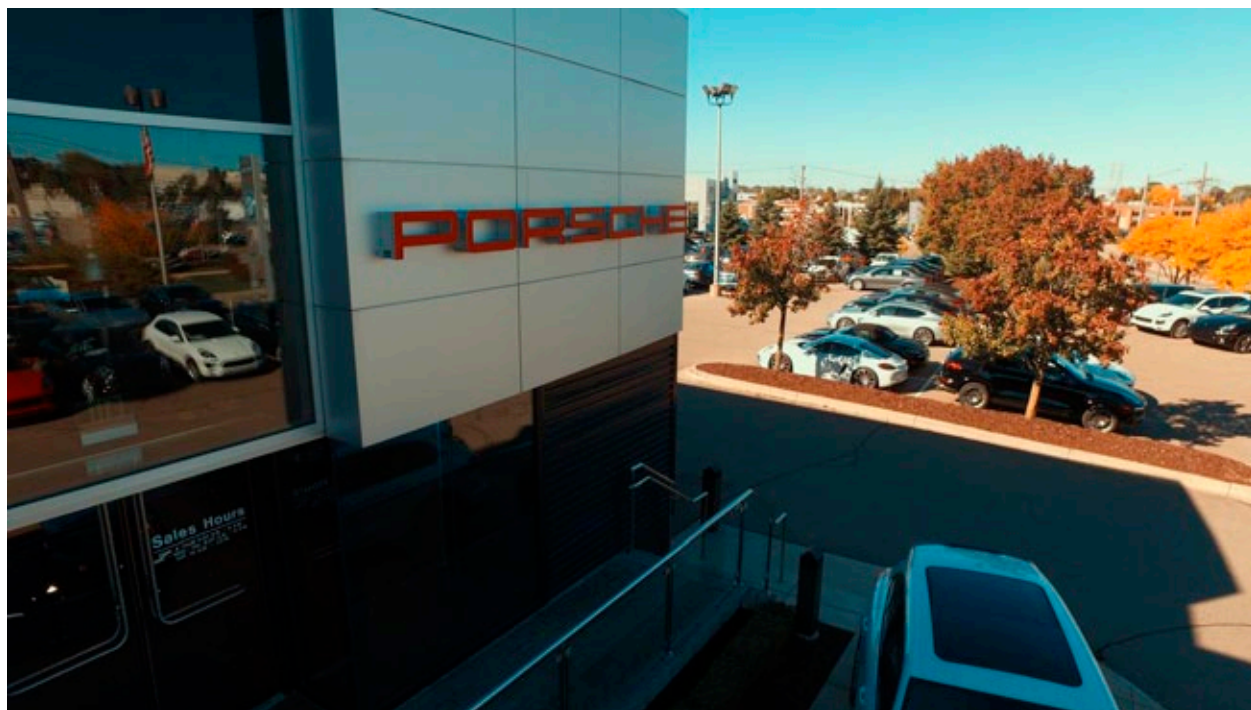
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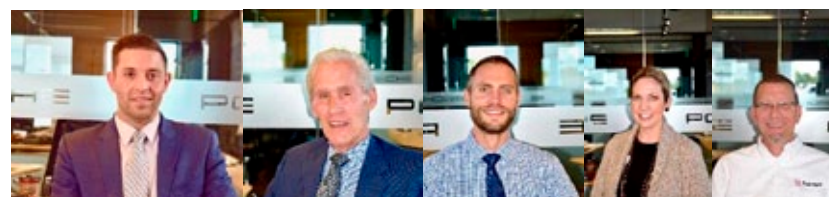
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ON THE COVER: A pristine 1959 718 RSK Spyder  
on display a The Revs Institute. PHOTO BY MICHAEL COHEN

BY MICHAEL COHEN

On page seven, our President, Marc Molzon writes about his impressions of the 2018 Rolex 24 Hours of Daytona and follows this up with a summary of SEM member Ralf Lindakers’ career path to winning a NASA National Championship. Although I didn’t attend the Rolex 24 at Daytona, I was in Florida for the month of January and went to a number of car events, thereby feeding my Porsche and sports car fix. In all, I partook in seven events, the first being the Suncoast Porsche Cars and Coffee, which I wrote about after attending last year. Additionally, I visited auto museums in Sarasota and Venice and a car show in Lakewood Ranch. However, the auto highlights of the trip were my trip to the Revs Institute in Naples which I review on page 24 and a visit to Sebring International Raceway during the 48 Hours of Sebring PCA Club races. The Reves Institute is truly a hidden automotive treasure with an incredible collection of racing Porsches and at Sebring, I had the opportunity to do several parade laps on the historic concrete airport track.

This month’s issue has a number of interesting articles. On page eight John Khami writes a heartwarming story about his first sports car—a 1973½ 911T which he still owns. We have enjoyed the entries we have published so far for our monthly *My First Sports Car* column and encourage all of you to submit your story to P4@sem.pca.org.

On page 14, we have an article by a new and talented author, Buster the Brumos Boxster. Buster cleverly describes for us his day at Munks Motors where his owner, Zone 4 Representative Lori Schutz grooms him for the upcoming driving season. Other interesting articles include monthly contributor Tom Fielitz’ How Did You Learn To Drive on page22 and my summary of my visit to The Revs Institute on page 24.

Starting in March, our club activities are in full swing and there is something for everyone. On the 10th, we have a tour of the Roush Racing operation followed by an open house on the 18th at Motor City Auto Spa’s brand new facility at 4300 Delemere Court in Royal Oak. April has three major events, Munk’s Tech Session on April 7, DE 101 Class Room at Waterford Hills Raceway on the 15th and an open house at Steve Cramer’s Autocore in Wa-

Editorially Speaking



terford on April 28. There are detailed announcements for all of these upcoming venues throughout this issue.

For those who missed it, there is an excellent article about SEM member Ron Roland and his very special Porsche 356 America Roadster in the December issue of Panorama. Also, congratulations to Ron and Karen for their 2017 first place in class Porsche Parade award. Speaking of Panorama, a few months ago SEM member Leon Lewis was interviewed about his experiences driving on the Nurburgring.

Finally, many thanks and good wishes to my friend and P4 Co-Managing Editor who has left Michigan and is moving to the southeastern US. While here, he was a very active and vital part of SEM/PCA serving as President, 50th Anniversary Committee, P4 Managing Editor and many other positions. It was a pleasure working with John and I learned a lot from him. His departure creates an opening on the P4 staff and we are actively looking for a qualified person who would like to join us and become more involved with SEM/PCA. Please take a look at the ad on page 27 and contact me if you like to find out more about this opportunity.

2018 SEM/PCA CALENDAR

MARCH

- 1 Board Meeting  
2-4 #Autorama  
10 Roush Racing Museum  
18 Motor City Auto Spa

APRIL

- 5 Board Meeting  
7 Munk’s Tech Session  
15 DE-101 at Waterford  
28 Autocore Open House

MAY

- 3 Board Meeting  
5 Selfridge Air Force Museum  
11 DE #1 at Waterford  
19 Street Survival School  
20 Spring Tour

JUNE

- 1-2-3 #Detroit Grand Prix Belle Isle  
7 Board Meeting  
10 Waterford Hills Racing Family Day  
17 #Eyes on Design  
23 DE #2 at Waterford  
28 July Board Meeting  
TBD #Cars’R’ Stars Car Show  
Packard Proving Grounds

JULY

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

AUGUST

- 2 Board Meeting  
5 #Gratiot Cruise  
5 #Troy Traffic Jam Car Show  
17-19 #Porsche Mackinaw Bridge Crossing  
18 #Woodward Dream Cruise  
19 SEM Picnic and Concours  
24 DE #3 at Waterford  
26 #Cruising Hines Drive  
TBD Wyandotte BBQ

SEPTEMBER

- 6 Board Meeting  
8 60th Anniversary Party at St. John’s  
22 Drive your Porsche Day  
28 DE #4 at Waterford or M1

OCTOBER

- 4 Board Meeting  
20 Fall Color Tour

NOVEMBER

- 1 Board Meeting & Calendar Planning  
16 Membership Dinner

DECEMBER

- 6 Board Meeting  
15 Holiday Party

# = Not an SEMPCA Event  
All dates and events are subject to confirmation

BOARD MEETINGS

Board meetings are typically held on the first Thursday of the month at various locations.

Please note: for anyone interested in attending future Board meetings, please contact any board member.



# SOUTHEAST MICHIGAN PORSCHE CLUB MEMBERS ARE CORDIALLY INVITED TO REVIEW THE ROUSH AUTOMOTIVE COLLECTION



**SATURDAY, MARCH 10, 2018 at 10:00 a.m.**  
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*You can view their website and directions at [www.Roushcollection.com](http://www.Roushcollection.com)*

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



BY **MARC MOLZON**

After my 2018 visit to the Rolex 24 hour race in Daytona I am still amped up from the noise and smells of Sports-car racing. This gave me the idea to share the journey of a good friend who came up through our HPDE program all the way to become a national champion with the National Auto Sport Association “NASA”. After 10 years of countless HPDE’s, track-days, races and ups and downs, in the fall of 2016 my good friend Ralf Lindackers claimed the top step of the podium to be crowned National Champion. The venue was at the famous Watkins Glen in October when Ralf won the German Touring Series “GTS-3” national title and set a new class track record in the process in a competitive field.

### THE BEGINNINGS!

How did he get there? Ralf started in our HPDE program spring of 2006 with his 996 Carrera after joining our club the previous year. Diana Eblenkamp was Ralf’s first HPDE Instructor at Waterford and soon he was hooked driving on the track and became a regular at our club HPDE schools. I need to blame Jeff Amos, SEM chief instructor at the time; he lured Ralf to local NASA races. Jeff who had been racing for many years came very close to winning a National Championship title with NASA in 2009. Jeff was leading the race in his Porsche GT3 at Miller Motorsport Park Salt Lake City Utah when he had the dreaded coolant failure with just a couple laps to go. Jeff continued on with a white smoke plume trailing behind his Porsche. Race-control decided to “black flag” Jeff which took him out of the race. Ralf was there as Jeff’s crew chief and tasted the thrill of sports-car racing competition...down he went into that rabbit hole.

### THE LEARNING YEARS!

Coached by Jeff Amos, Ralf started going to more NASA events working his way towards his official racing license. 2010 Ralf started his rookie season competing with NASA often joined by fellow SEM racer James Stephens. Jeff was taking a break from competition and switched from the steering wheel to the crew chief head-set. Often Stephen Cramer from Autocore Performance Group and I would tag along for car and driver support, but most important to have a good time with friends at the track. As time went by Ralf gradually improved his driving skills in his Porsche 996-C2 and became a serious podium contender during the 2012 National Championship at Mid-Ohio. Unfortunately things went terribly wrong during the final race when a competitor punted his Porsche on the left rear corner and send him spinning into a concrete wall at very high velocity. This was Ralf’s first serious race incident and the car was a total write-off (<https://vimeo.com/50898839>). On the positive side the safety equipment did its job and he walked away from the crumbled Porsche. That fall of 2012, I remember Ralf telling me that he was done with racing while looking at his completely destroyed Porsche.

### FINE TUNE THE RACE CRAFT

Well it did not take long till he changed his mind. He stumbled onto a BMW E46 motorsport chassis previously campaigned in “Pirelli World Challenge” by California based Pro Team GMG. A few weeks later the car was delivered to Gilson Motorsport; the upcoming 2013 season was saved.

With a now experienced driver behind the wheel the new car was competitive out of the box and achieved many podium finishes. Throughout 2014 season the BMW was even more sorted out (meaning Adjustments to the motor, suspension) and Ralf was getting faster and more consistent becoming a front runner in regional races. This led him to enter the 2014 Eastern National Championship at Road Atlanta. By that time I had become Ralf’s crew chief with Stephen Cramer of APG for track support. We headed down to Atlanta and stayed in a nice rental property on a lake not far from the track. We had never been to Road Atlanta before so this was going to take some quick learning of the track. Thursday was free practice; Ralf started learning the track, Stephen and I making set-up adjustments to the car. In the evening we reviewed telemetry data and in-car video. As we got closer to the championship race we were feeling pretty good with some great qualifying races on Friday and Saturday. We scored enough points to be grided on the front row in P2. The pole position went to a very fast guy with multiple national championships from Florida. Based on lap times we knew it would be difficult to get passed him. As the final race started to play out Ralf is in second position but starting to gain on the leader when in lap 14 disaster struck. Ralf was approaching turn 6 around 120 mph when suddenly and unannounced the lower right control arm mount gave away under hard braking sending the BMW sliding off the track. From my vantage point I could not exactly see what happened all I could hear on the radio was an angry German yelling, “I lost my right front wheel...I lost my front wheel and I am stuck in the gravel” I think at that point Stephen and I got very worried hearing the cursing on the radio. Once I made it to scene of the incident I could see the wheel was still on the car. Later that day we found the broken mount and Stephen and I were relieved it wasn’t a loose lug nut or something we may have missed. At the end we had a great race week with an unfortunate finish.

After being so close to achieve his goal, Ralf decided to go to Sonoma California for the Western Championship race. This would be another new track for all of us so a big challenge again. I will continue this story next month, so don’t miss the ending.

I hope this story inspires you to come out to one of our 2018 HPDE events where you can learn from our experienced instructor team. All of our instructors have extensive track time and love to share. You don’t need to become a racer, just come out and see why our cars are built so well and give yourself some great driving skills that will help you in many situations on the road.

*We also have coming up in our club:*

In March, on the 10th at Roush Racing Museum. We also have an event going on for all the tricks to really shine up your car at The Motor City Auto Spa on March 18 at their new facility. Then early in April on the 7th a Munks Tech session, so come out and get answers to your tech questions. Also make a note that our club SEM PCA turns 60 years old this year and we are having a party on SEPTEMBER 8th, so get your tickets early as registration is open already on [Clubregistration.net](http://Clubregistration.net). We also are in need of an associate editor for the P4 so if you would like to help keep the P4 going strong please notify me at [President@sem.pca.org](mailto:President@sem.pca.org).



# My First Sports Car...

(an invitation to tell your story)

STORY & PHOTOS BY JOHN KHAMI



The 1973 911T as it returned from the body shop and engine rebuild in May 2015.

My first sports car was and still is a 1973½ Porsche 911T. This story begins in June 1977. A Porsche 911 sat on the used car lot at Tom Sullivan Porsche/Audi, now Fred Lavery, on Woodward Avenue in Birmingham. The body color was blue, the roof was scorched to a chalky white, the sunroof seal was torn and flapping in the wind and one of the tires was low. The salesman, Mr. Barta, walked out from the building and we said hello and introduced ourselves.

“Have you ever owned a Porsche?”

“This could be my first.”

He stared at me for a few seconds, smiled and said, “Ok. What do you want to know?”

“What year and the mileage?”

“It’s a ’73. 16,000 miles.”

“How about the motor? Why is the roof so faded?”

Mr. Barta leaned toward me and said, “The original owner was Dan Foster and he was the sales manager at this dealership. He died a short time ago. He liked to race and I can tell you that he raced this 911 and was good at it. This car has some special items

like cookie cutter wheels, upgraded gauges, rear and front factory stabilizers and what we call an appearance package. You know about the sunroof.”

“Do you have the original sticker?”

“We’ll have to look to see what papers are in the trunk.”

“Can I ask what you have as far as repair history on the engine?”

“Tell you what,” said Mr. Barta. “Let’s go for a ride and you let me know how you feel about this 911 when we get back.”

Inside the car, I looked at the headliner. No water spots. The gauges were behind glass on the instrument panel. The clock was slow, not keeping time. Door panels were in good shape, as was the back section of the cab. It was a five speed.

With Mr. Barta in the passenger seat, we buckled up and took the car for a run. The transmission stuck a bit in second but when we were in third the 911 just moved. I must have been doing 90 in a 50 without paying attention. We drove north a mile or two along Woodward, made a Michigan left and returned to the lot. The engine backfired on downshifts and it had a rough idle at stop. None

(continued on page 10)

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of it mattered because I was hooked.

It's funny how things get under your skin sometimes and then you know the decision is a good one. That's how it was and a few days later I drove the 911 off the lot.

My wife and I married in 1982. Our son, Jason, was born in 1985 and that is when all of our priorities changed. Time and attention went to the family. I covered the car and let it sit in our garage with empty boxes stored on top of the front hood.

One Saturday afternoon in 1989, Jason was on his three-wheeler ready to race the neighbor boy across the street who was on his Big Wheel. For some reason Jason stopped pedaling, hobbled over to the 911, looked at me and said. "What kind of car is this, Dad?"

"This is a sports car and it's really fun to drive." He wanted to know more.

I pulled the cover back and Jason looked at the low, small, pointed blue shape. He could almost see through the windows as he stood on his toes. With the door open, he climbed inside, sat in the driver seat and had his left hand on the steering wheel and his right hand on the gearshift trying while to look out over the dash. Behind him, he could see the two jump seats. As Jason got out of the car he pushed the red button for the emergency flashers. The red light blinked. Jason smiled, laughed, he swung himself off the seat, stood looking at the inside of the car and then he sat in the rear by squeezing himself between the front seat and the door pillar.

His eyes were bulging and he looked excited sitting in that little spot in back.

"Can we go for a ride, Dad? Can we? Can we go? Dad, let's go."

What was there to say? "Ok, Jason. Let's ask your mom to go with us."

My wife, Ikhlas, joined us as we drove to Woodward. We noticed Jason looking, listening to the gears shifting, feeling the car

hesitate between gears. He touched the fabric on the low ceiling; he looked through the side windows that he said, looked like triangles. We were speeding up and down Woodward and stopped for ice cream. It warmed both our hearts to see him sitting in the back seat that fit him like a glove. We returned an hour later.

"Dad. It's so fast. It sounds like a jet."

"Did you have fun waving at people?"

He did not hear me because his next question was already in his mind and it was a classic.

"Can I see the engine?"

He walked to the front of the car and waited because that's where car engines are found, or so he thought. I pulled the latch, raised the hood. All he could see was carpet. He kept looking and staring.

"What happened? Where is the engine, Dad? Is it under the carpet?"

I stooped down, looked at him and said, "Jason. The engine is in the back. Let's go take a look."

Jason stared at me and his face was an easy read. An engine in the back of a car? He had to see it with his big eyes.

I pulled the cable for the engine compartment and lifted the hatch. Jason went to the back of the car and there he was, standing, looking at the 2.4 liter Porsche engine. He was the same height as the motor and he reached into the compartment, wiggled the wires, put his palm on the air cleaner, and tried to turn the fan. He looked and touched all he could on that engine. He put his hands on some oil and dirt and wiped his hands on his pants. It was great watching him clean his fingers.

"How come the engine is in back?"

"Well Jason, the engine is in the back because this is a German sports car called Porsche. Maybe that's why they go so fast and sound so loud. Let me show you the name." I closed the engine lid; he looked at the seven letters. "You have to say, Por-sche."

He put his hands on the letters and repeated the name of the car. Jason looked at the car once more, went back to pedaling his three wheeler with a story to tell the neighbor boy across the street about his first ride in a fast car. Jason smiled all that day and I want to believe, in his dreams that night.

Our second son, Bryan, was born in 1990. When he was five, his brother introduced him to the '73. Jason opened the driver door. I released the engine latch and opened the sunroof. Both climbed into the cab, grabbed the steering wheel arguing as to who would drive. They found the gear shift, moved it back and forth, turned on the radio, opened the glove compartment, stood on the seat, touched the ceiling, poked their heads through the roof, pushed the red button on and off for the flashers, put their hands on the windshield and door glass, they tried to roll down

(continued on page 12)



Father and son together. Jason's 1981 Targa (Platinum) and the 1973 (Blue) 911T, together on Belle Isle in June 2017. The photo is in the SEM staging area at the Detroit Grand Prix.

## Motor City Auto Spa Open House Brand New Location – March 18

Come visit to Motor City Auto Spa in Royal Oak at 1:00PM March 18 at their new state of the art 2nd location at 4300 Delemere Court 48073 (by 14 mile and Coolidge) where the owner Matt Lifter will show us how to detail our cars. We will be providing coffee and snacks while the introductions and techniques will be shown. Matt will go through all the products they use, and they will show how the many different tools are used. They will do a demo of Xpel Ultimate paint protection on a car. Matt will hold a raffle with the main prize of a \$189 Exterior detailing package. Other detailing products will also given away to members.

Matt will make it an interesting few hours with lots of tips on how to get the vehicles to look their best.

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or call Michael Cohen at 248-227-8604 or email: [P4@sem.pca.org](mailto:P4@sem.pca.org)



My First Sports Car (continued from page 10)

the windows, they got into the back and sat in the seats. Jason and Bryan were smiling and ready.

The four of us went for a ride on Woodward and had some ice cream.

As the years progressed, the boys learned how to operate a manual transmission by driving the Porsche. Both became interested in cars and I became interested in their health. The car stayed parked in the garage for ten years. I would start it now and then, bring it up to temperature, and take it for ride around the neighborhood. There was a Saturday morning where I started the car, Jason come out in his jammies to listen to the engine, then went back to sleep. I drove it around for some time and when I returned, Jason was dressed and was standing at the edge of the driveway, waiting. I stopped; Jason opened the door, got in and said, “Let’s go for ride, Dad.”

“Buckle up.”

As many of us in southeast Michigan know, there is Dream Cruise of 40,000 classic cars along a nine mile stretch of Woodward Avenue on the third Saturday of August. It is the scene of the longest, fun-loving traffic jam with cars of all colors, styles, makes and noises. As the boys aged, grew taller, they were unable to sit in the Porsche backseat so they sat in the rumble seat of the 1930 Model “A” Ford that my brother, Roger and I restored. Both cars are at the cruise and many other events in the Detroit area in warmer months.

More years passed. Jason called to say that he located a Porsche for sale from an owner living in Huntington Woods. He bought a 1981, three liter, Platinum color Targa that was once owned by Rob Sass, the current editor of Panorama Magazine. Jason and I drove Woodward in our two 911’s. I welcomed Jason to Porsche that afternoon. I look forward to doing the same for his brother, Bryan in a few years.

Quick Info:

The 1973½ Porsche 911T was a mid-year model and the only Porsche that year to have the updated Bosch K-Jetronic CIS. Porsche included the new fuel delivery system in all its cars beginning in 1974.

The car was purchased in June 1977 with 16,400 miles. Forty years later, on October 21, 2017, the odometer turned 40,000.

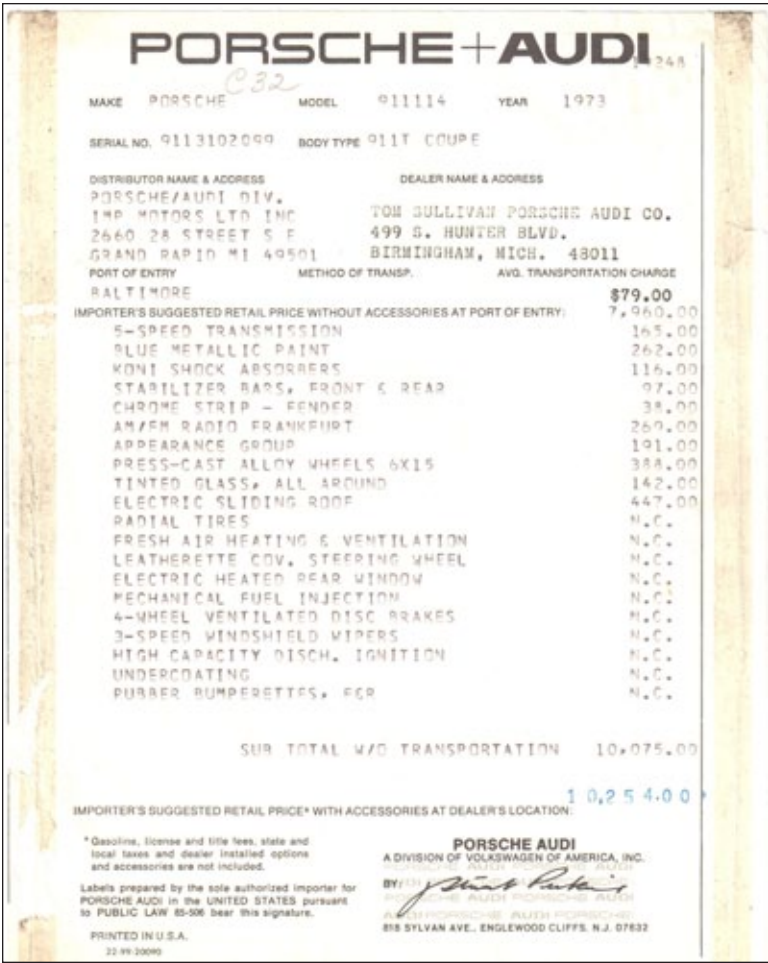
The engine rebuild began in April 2013 at Gilson Motor Sports. In the winter of 2014, Auto-Metric Collision sanded the car to metal, found no holes or rust on the solid body and repainted it. The original blue color is still on the hinges of the engine hatch and front hood. Gilson Motor Sports completed the engine rebuild in May 2015.

In June, of that same year, Jason and I drove together to the Porsche Parade in French Lick, Indiana. His Targa was chosen to represent the 1981 model year for the “60 by 60” years of Porsche in America.

All these memories and events, with more to follow, are absolute treasures for my family. They are the courtesy of ... “My First Sports Car.”



The odometer ready to turn 40,000 on October 21, 2017



A copy of the original sticker from Porsche Audi Volkswagen of America

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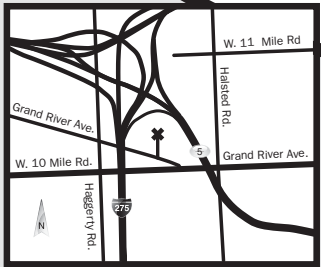
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# Clean All Under

(by Buster the Brumos Boxster...  
aka Pink Ribbon Porsche)

AS TOLD TO **LORI SCHUTZ**

**M**y name is Buster. I am a 2005 Porsche Boxster S. I belong to Southeast Michigan PCA member Lori Schutz. I was born seal gray metallic and when I was three Lori dressed me in pink Breast Cancer Awareness livery. I am a track car mostly, although I've been known to do touring events. Some years we have been in thirty High Performance Driving Education (HPDE) and open track day events. Lori and I like to go fast and pass other cars on the track! Here is my story about getting ready for next season.

The Driver Education season ended in September for me, after a wonderful day at Waterford Hills with my other Southeast Michigan PCA members. Lori had two great students who did very well that day and so did we! I even got to have some fun during the parade laps.



(Photo by Mike Yoksich)

However after a fun season of DE events at Waterford and M1 Concourse, the time has come to prepare for winter hibernation.

For a few years now, Chris Braden at Munk's Motors has offered Lori the opportunity to get me up on a lift and clean the underside and all the nooks and crannies where 'stuff' has gathered during the season. Especially from the SEM Fall Color Tour in October.



So on a chilly Saturday morning in November, after Lori had her coffee and protein bar for breakfast, we headed over to Munk's. They opened garage door #4 and in we went. Next I was lined up over the lift and they positioned the arms next to each wheel. Hmmm, what is going to happen next?



They lifted me up about 6 inches, and took my wheels off, that's what! Then up in the air I went. Gee, now I know what it feels like after a long day of sweaty hiking when you finally get to take off your boots and socks – Ah, wiggle those toes! That's me up in the air.

Lori asked Chris if he had some extra rags, as she forgot to bring some from home. He takes her into the walk in closet and said – “up on this shelf are the rags. What do you need one for?”



The shelf contained several piles of colored rags, with a decoder sign for which color shop towel is used for what purpose. How organized!

Oh my, look at the gook and grime. How will we ever get that clean?

(continued on page 16)

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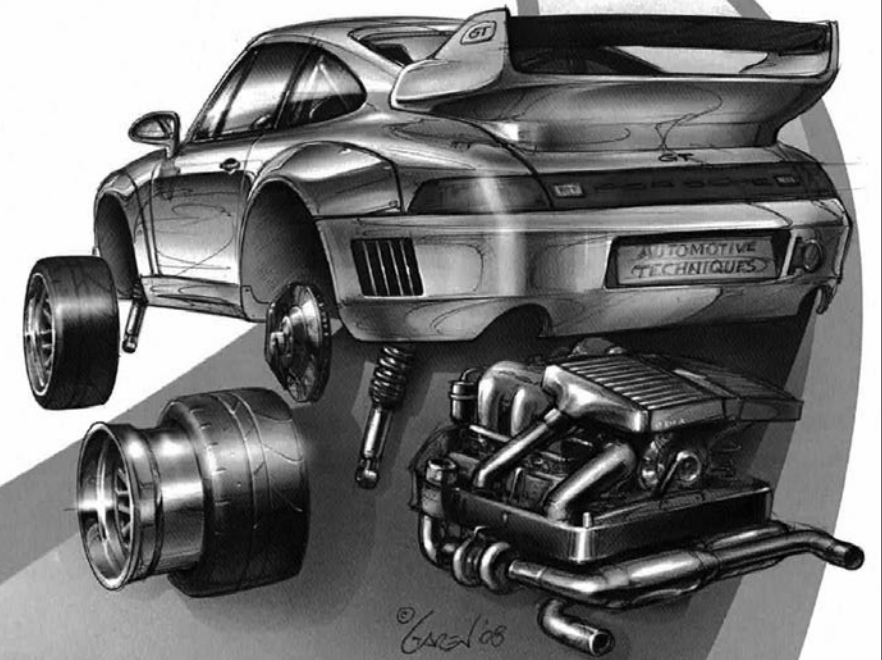
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Chris shows Lori how to clean the wheels inside and out. First we spray the secret stuff, which I think was a diluted potion of Simple Green. That loosened all the gunk, then wash with a rag and rinse.



Repeat three times, and there we have four shiny wheels and tires.



Now to those nasty wheel wells.



Chris has another secret sauce, Scrubbing Bubbles. Gee, Lori didn't tell me I was getting a bubble bath – how luxurious. Chris shows Lori how to get full coverage in the wheel well and then using a myriad of brushes, Lori scrubs the heck out of each corner. There's probably a little bit of Motorsport Ranch and Eagles Canyon dirt left over from Texas in there too! No more, all squeaky clean - after brushing comes the power washer spray.

It was especially important to get the brake caliper assemblies cleaned up.

Next came the vacuum cleaner to clear out all those leaves in the brake ducts and air scoops. Because you know that on the race track, stopping is much more important than going!

Now comes the real fun part – getting my entire under carriage cleaned up. Lori thought she was sneaking up on me, with her Charlie's Angel pose! Ha, felt good all under!

So now, I'm all tucked away for the winter in the garage with my battery tender hooked up and my blanket covering me. I will be dreaming of that first High Performance Driving Education event at Waterford Hills with the Southeast Michigan Region. Will I see all of you there? Hope so!



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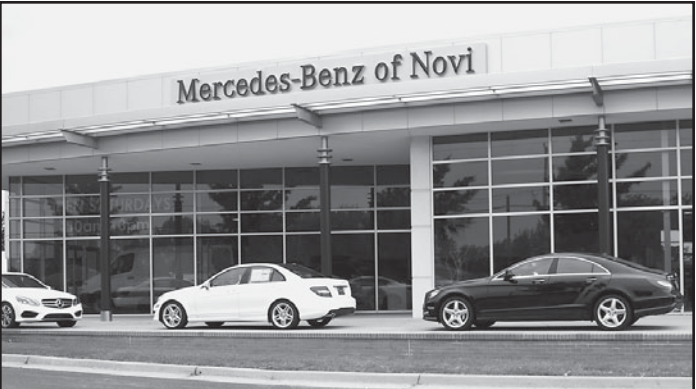
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The 60th Anniversary committee  
will have a meeting at the  
Door's home on  
Monday, March 26, 2018 at 7pm

If you have any questions  
please email me at pdoor@sbcglobal.net

## Where is John?

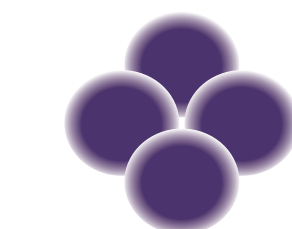
Many thanks to John Keilly for his years of service to SEM as a Board of Directors member, P4 Managing Editor and past President. John has elected to leave the winter wonderland of Michigan in search of warmer weather and lower taxes. We wish John good luck with the relocation and know that he will be a great asset to his new PCA Region.

## PCA JUNIORS PROGRAM

Porsche Club of America members can now enroll their children, grandchildren, nieces and nephews, or close family friends in PCA Juniors. Register yours today!

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- Enter all required information, including payment information, and submit your application.

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- Download application at: ([www.PCA.org/Join-Porsche-Club-America](http://www.PCA.org/Join-Porsche-Club-America)).
- Have check or credit card handy and enter all required information. PCA Region is SEM.
- Make your check payable to "Porsche Club of America, Inc." If paying with credit card, write your information in the space provided.
- Mail your application and payment to: PCA National Headquarters, P.O. Box 6400, Columbia, MD 21045

#### If Your Porsche is on Order

- If your Porsche is on order and you do not have your VIN number yet, print the application, fill it in and mail it along with a copy of your Porsche sales order to PCA National Headquarters at the address above. You may also fax them to (410) 381-0924.



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# How Did You Learn to Drive?

BY TOM FIELITZ

Remembering back to my teen years, possibly the most exciting class I ever took in High School was drivers' education. The dry classroom sessions learning traffic laws were rewarded by the improbable thrill of driving at 10 mph around a make believe town under the eagle eye of the driving instructor. Parallel parking on the side of a hill was the ultimate driving challenge. I was lucky enough to convince my father to request stick shift training even though we didn't own a stick shift car. I learned on a 1967 beige Dodge Coronet with a three speed on the column. To prepare me for the school my father took me to the local cemetery to practice in our Ford station wagon. From that basic drivers education I went directly to a state run drivers test and a license to drive on public roads. To actually hit 55 mph on a freeway for the first time felt like setting the land speed record. Years later my older brother's 1967 blue VW gave me my first laps around Waterford Hills following the legendary Vic Skirmants driving another VW as we lapped a freshly paved track, in both directions, to tamp it down. Then in 1971 in my 914-6 our Porsche club gave me my first track drivers' education. Our school back then consisted of riding with an experienced racer and observing their technique. We did not have classroom sessions nor did an instructor ride with us. The track was covered in traffic cones to add "chicanes only where necessary to avoid excessive speeds in the hazardous corners." Instructors were Bill Derouchie, Erhard Dahm, Chris Gahman and Jeff Lance, all experienced and successful racers at Waterford.

After "learning Waterford" (actually I am still learning that track) I branched out to every track I could find from Mosport, Canada to Blackhawk Farms, Illinois. My racing fix was satisfied by being on the race crew for several of my friends starting with a Bugeye Sprite finally to a Lynx Super Vee. I finally got my own racing experience with the Jim Russell Driving School at Mt. Tremblant, Quebec. I chose that school for the favorable dollar exchange rate but also to experience an historic Grand Prix track in a Formula Ford. The Jim Russell School was a racing school but it was my introduction to driving theory plus racing strategy. Richard Spenard was my instructor and an excellent role model for driving instructors. It didn't hurt that he was a Canadian national champion several times over.

When I married Jane I gave up racing and substituted instructing drivers' schools, both moves I have never regretted since 1987. My first driving school was with Track Time Inc, based in Columbus, Ohio. It was based on existing PCA school formats but raised the bar to a high professional level and we had an-

nual classes teaching us how to instruct. All instructors had some race experience and we often had some big name stars among us such as Elliot Forbes-Robinson, Randy Pobst, Shane Lewis, TC Klein, Price Cobb and Reed Kryder, and for a while we became Bobby Rahal's Track Time Inc. Many of my current close friends began as regular students of mine at Track Time events. Before Track Time closed its Performance School and I lost my instructor gig, I attended two Track Time Stock Car Schools and a Formula Car school at MIS. After over 20 years with Track Time I was very grateful to be able to instruct for SEM, MVR and RSR DE events. That led to instructing for Lotus, BMW, and Aston Martin and with Tire Rack Street Survival School for teens.

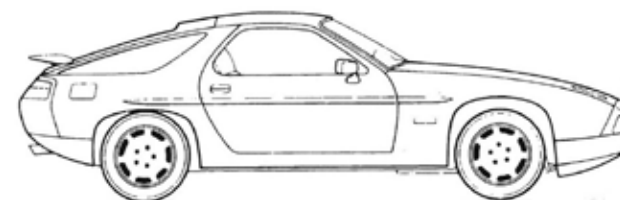
That is where your PCA club comes in. Early on, our PCA club realized how its members could better enjoy the capabilities of our Porsche cars had that remained untapped. The thrill of extracting that capability and of stretching and increasing driving skills should be shared. The club stepped up and offered driving instruction to all members. You didn't have to pay for an expensive training program to get quality training. Yet we see only a fraction of our club members using this opportunity. Even though you are a safe driver and a good driver you still could be better. The misunderstanding about our driver's education program is that it is about racing. It is really all about learning car control and smooth driving technique. You learn about awareness and concentration and take away skills from the school that applies to every day driving situations. You will learn a respect for speed and the proper place to drive at speed. Best of all, you get to do that learning with a friendly group of instructors who all want you to be as skilled as they are. Like most things in life, the education never stops because there is no limit to how much skill you can acquire. Take advantage of your PCA club's driver's education. I promise you that you will enjoy it and you will grow in appreciation for the skills you have and the capabilities of your Porsche, a truly remarkable car that deserves to have a remarkable driver.



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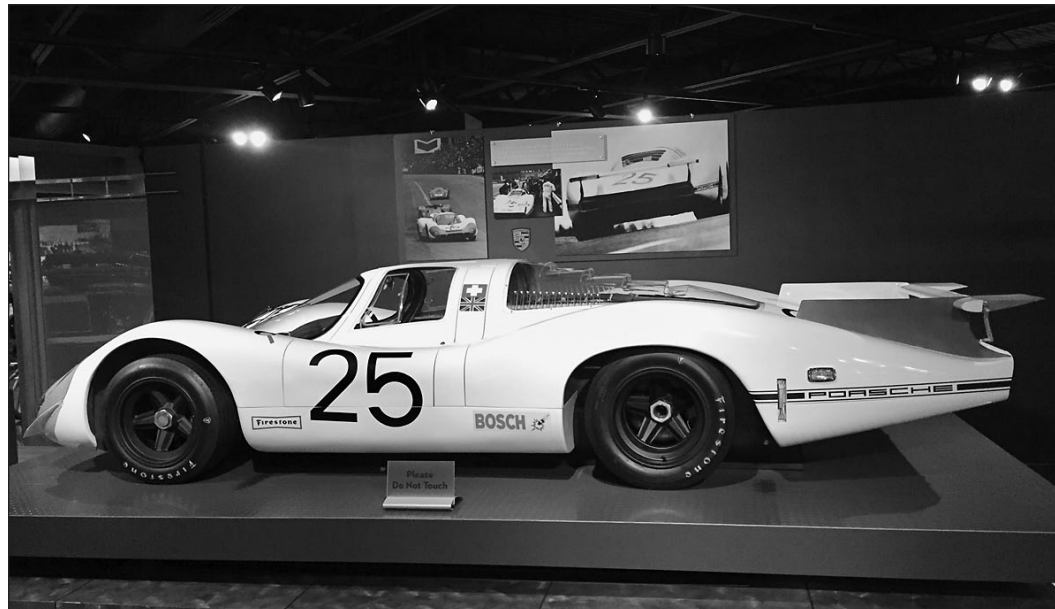


# The Revs Institute - Naples, Florida

STORY & PHOTOS BY MICHAEL COHEN

This past January, while vacationing in Florida, I visited the Revs Institute auto museum in Naples. Revs houses a collection of 115 very significant vehicles, primarily race cars. There are twenty three Porsches and eight Cunninghams on display as well as a Corvette Grand Sport, a McLaren F1, rare Ferraris, a bird cage Maserati, vintage Alfa Romeos as well as the world's first automobile, an 1896 Panhard & Levassor.

The collection is owned by Myles Collier whose father was one of the founders of Sports Car Club of America (SCCA). In 1986, Collier, who raced an E Production Porsche Speedster for ten years, acquired the Cunningham Museum collection from long time family friend Briggs Cunningham. This collection includes several famous Cunninghams raced at Le Mans including the Cadillac Le Monstre as well as the first Ferrari race car sold in the United States and one of six Bugatti Royales ever produced. What is now known as the Collier collection, began to take shape during the late 1980's and 1990's as Mr. Collier continued

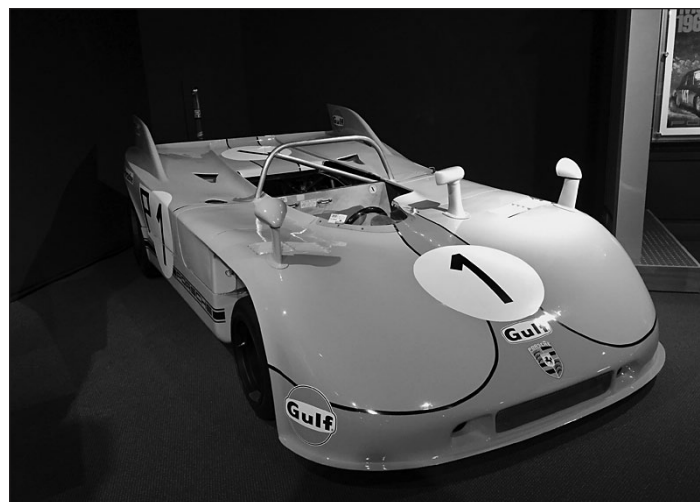


1969 908 LH longtail, first overall at Spa, Sieffert/Redmond driving

to grow his private collection of some of the world's finest and most original sports cars. Several of the significant Porsche race cars have been exhibited and driven at Rennsport Reunions and the Monterey Historic Races.

Following are photographs of a few of the most significant vehicles on display.

**MORE PHOTOS ON PAGE 26**



A 1971 908/3 in Gulf livery



1968 907 Coupe, overall winner at 12 Hours of Sebring

## Driver's Education 101

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We will cover how to register, prepping your car, prepping yourself, and what to expect. You will get a chance to meet some of our instructors, tour the facility, see the classroom, and (weather permitting) walk the track!

So, if you have ever been curious about DE and are thinking about trying this event, this will put you on the right path.

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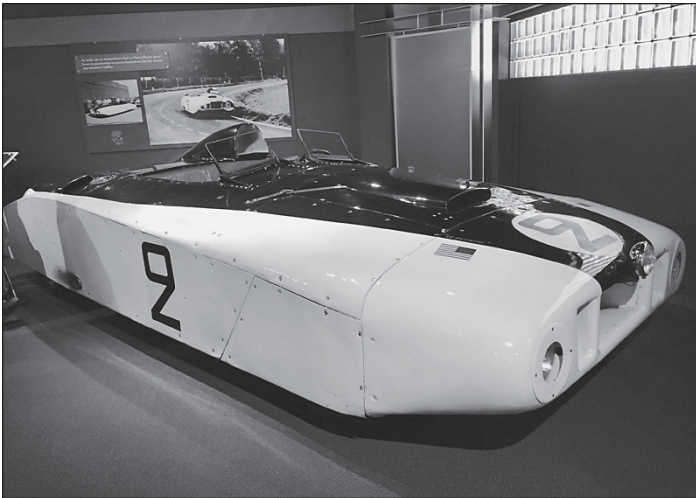
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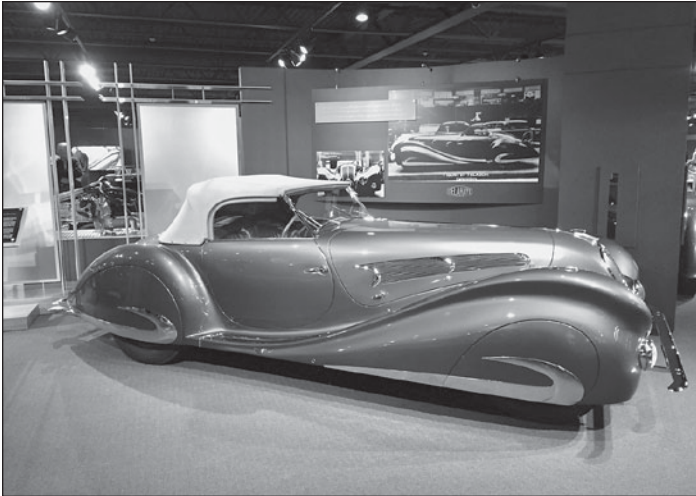




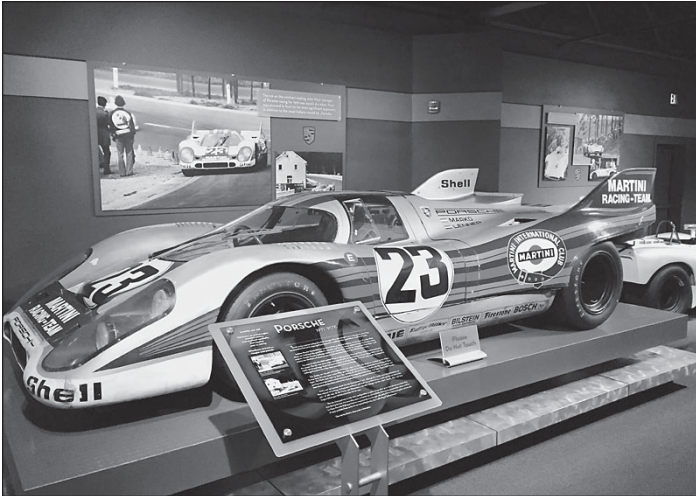
Three Cunningham Le Mans race cars in the US racing colors white with blue stripes



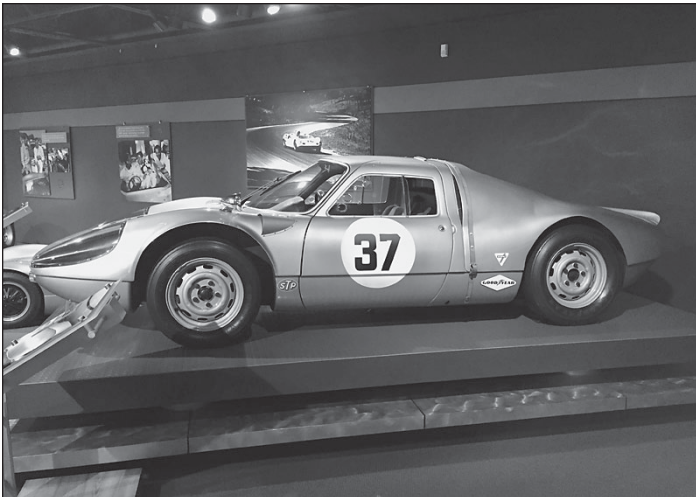
The famous 1950 Cadillac Le Monstre commissioned by Briggs Cunningham, placed 11th in the 24 Hours of Le Mans



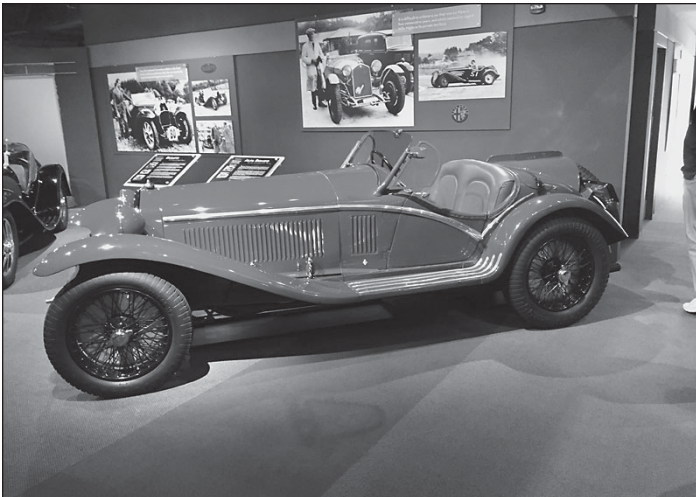
A 1937 Delahaye Type 135MS with body by Figoni & Falaschi



1971 917K which competed in the 24 Hours of Le Mans



The 1964 904 Carrera GTS driven by Briggs Cunningham and Lake Underwood at Sebring



1934 Alfa Romeo Typo 8C 2300 Copto Touring

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Contact Michael Cohen  
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[DE@sem.pca.org](mailto:DE@sem.pca.org)

**Chief Instructor**  
Marc Molzon 248 • 882 • 1759  
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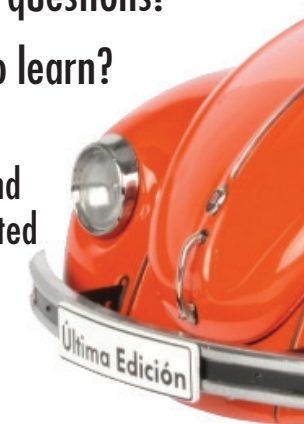
**Sunday, April 8<sup>th</sup>**  
**10:00 am to 4:00 pm**

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## SEM/PCA Member Anniversaries - January/February/March 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)
JANUARY		FEBRUARY		MARCH	
49	Ronald & Karen Roland	1	Marc Boonen	40	Ted & Nancy Schwartzenfeld
44	Ronald Hughes & Paul Gardy	1	Hussam Sabbagh	30	David & Marguerite Kimball
35	David & Suzanne Secord	1	Russell & Tammy Lynn Polena	27	Jeffrey & Imbi McErlean
35	Tom Gasser	1	JP & Gina Joans	24	David Nikolas
34	Lori Schutz	1	George Shade	22	Joel & Randee Miller
34	Douglas Marston			20	Anthony & Ernest Mac
34	Taylor & Lanita Dunham	41	Mark & Jeff Langren	20	Eric & Martha Manting
28	Daniel & Constance Conrad	39	Peter & Rita Heydon	19	P & Marta Trimmer
25	Richard Branka & Lydia Draper	31	Scott & Kim Elliott	19	Brian Chiara
25	Leo & Linda Wanstreet	29	John & Pamela Chatley	15	Marc & Lisa Molzan
22	Kashayar Honarkhah & Trish Buckley	28	Raymond & Joann Johnson	15	Stephen Shugg
21	Robert & Peggy Bogart	27	Tibor & Edith Szabo	14	Patrick Mccuen
20	Merritt Collins & Vaughan Scott	26	David & Debra Miller	13	Frederic Binggeli
20	Michael & Donna Krausman	21	Ben Salvador & Myrna Mendez	13	Erik & Gina Ohrnberger
18	Jeffrey & Pamela Feurt	19	Thaddeus & Thaddeus Shegos	12	Kim & Ginger Virkler
17	Joseph & Veronica Jakubus	19	Greg & Geoff Rouke	11	Jason & Allison Cardew
17	Anthony & Linda Hulls	18	Mark & Elizabeth Peters	10	Steve & Nancy Chavez
16	Edward & Debbie Reiss	18	Patrick Coleman	10	Shawn & Annette Bartush
16	Fred & Patricia Tarver	18	Clifton & Marti Patton	8	Edward Dawda & Alice Buckley
15	Christian & Lisa Thiele	18	Tony & Christina Amalio	8	Lothar & Ann Bauer
15	Marvin Winkfield	18	David & Barbara Peterson	7	Richard & Judith Huddleston
14	David & Dawn Wright	16	Frank & Elizabeth Tilli	7	Richard & Marcy Ford
14	James Seeling & James Seeling Jr	15	Joseph & Marilynn Kokoszka	6	Louis Shoha
10	Francesca Zonca & Crippa Paolo	13	Mack & Marilyn Gaut	6	Robert & Vivian Yonce
8	Michael & Deborah Paine	12	Paul Creasy	5	Robert Newill & Len Dodman
8	William & Donna Pankratz	12	Thomas & Jean Baumgarten	4	Tim & Maggie Otto
8	Steven & Diane Ault	11	Chris & Elaine Braden	4	Carl Code
7	Harald Schuster	9	Ahmet Ongun & Haluk Unsal	4	John Pantalone
7	Carlos & Veronica Carmona	7	Lucas Phan & Glenly Tjahgaji	4	Mark & Dawn Lubinski
7	Richard McClelland & Susan Budsys	6	Michael Kelter	3	David Yanez
5	Todd & Reggie Goldman	5	Victoria Hoogestraat	3	Todd Whiteley
5	Albert & Anita Stephens	5	William & Billy Crowe	3	Marc Brazeau
5	Kenneth & Kristen Lingenfelter	5	Roger & Katie Meiners	3	Timothy Kopec
5	Christopher Young	5	John Garippa	3	Christopher Hulen
4	Andrei Duma	5	Apostolos & Elena Kerasiotis	3	David Walker
4	Eliseo Carrillo	5	Ije & Eleanor Osuagwu	2	Carl & Denise Giosa
4	Maximillian & Alexandra Akemann	4	George Renaud	2	Geoff Rood
4	Gary Sylvester & Theresa Recchia	4	Mitchell Alley	2	Chaitanya Nandakumar
4	Matthew & Kerry Shaffer	3	Keith Koscak	2	John Darwak
3	Steve Shepherd	3	Gary Gumushian	2	Brad Conkey
3	Kevin & Drew Miller	2	Tom Brady	2	Cedric Alexanian
2	Stephen Cramer	2	Franco Parodi	1	Wayne Youngblood
2	Richard Cieszkowski Jr.	2	Ralph Valitutti	1	Karl Barr
2	Larry Dowers	2	Timothy Herndon	1	William Rietow
2	Jeffrey Bigelman	1	Philippe Gaentzhirt	1	Robert Rochte
2	P Michael & Deborah Quire	1	Dan Chandler	1	John Roby
2	Gary Kogowski	1	Dan Cutler	1	David Courter
2	James & JT Mestdagh	1	Michael Bannister	1	Lars Theunissen
2	Gianluigi & Christina Gennari	1	Chad Quick		
1	Steve Widdett				

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# Around The Zone



BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE

*Greetings Zone 4!*

The football season is over—and the best news is that the racing season has begun! I know many of you had official and unofficial watch parties for the Daytona Rolex 24 Hour—even if we had to shovel snow to get there.

The following weekend the Porsche Club Racing Season kicked off with the 48 Hours of Sebring, at guess where—yep—Sebring International Raceway. Located south of Orlando smack dab in the middle of Florida, this is a fantastic racing venue. Very flat, unlike most of our tracks here in the Midwest. On St Patricks' Day weekend, the IMSA guys will be back on track again at Sebring for the 12 Hour endurance race. Well worth the trip to see.

Speaking of the Porsche Club Racing series—did you know that you can watch via your browser from the PCA.ORG website? Live feed, blogs, photos—catch all the action. Watch for future Club Races to have coverage as well.

Parade 2018 registration opened on January 29th. Are you registered? Well, about 94 of you are. The overnight count of registrations on the first day was more than at this point last year. The registration for events—such as the concours banquet, auto-cross, rally etc.—is scheduled to open on April 2nd. I would like to have

a Zone 4 gathering at some point during the week—stay tuned for more information on that front.

After the winter PCA board meeting in Mid-February, I'll be updating the Zone 4 website, and encourage everyone to post their events on the calendar. I know many of you do already—please keep up the good work. Let's venture out to visit other regions who may have different types of events, or on convenient week-ends for you. Each region has it's own personality! Think about trying something new—many regions have an intro event, '101' etc designed for first timers. A few examples:

- **Mid Ohio Region April 14th -Autocross**
- **Southeast Michigan Region April 15th, Driver Education 101 at Waterford Raceway**
- **Central Indiana Region April 21-22 – Spring Color Tour – a great first timer event**

And, once you attend an event, share your experience with an article submitted to your region editor with photos!

Sweet Porsche dreams and stay warm—Spring is coming!

—Lori

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*We are planning our 60th Anniversary Celebration on  
September 8, 2018.*

*We will be having a historic car show and an elegant evening at the St. Johns Inn.*

*We have reserved rooms but only a small block.  
It would be advisable to call now if you plan on staying in the historic hotel.  
You can register on Clubreg.org.*

*Much more on this event will be in upcoming P4.*





## **SEM Board Minutes** (3/1/18) by Fred Young

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

**Call to Order:** 7:00 P.M. by President Marc Molzon.

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

**Financial:** No report.

**Membership:** Marc Molzon – 675 primary and 385 associate member for a total of 1060.

**Insurance:** None needed

**P-4:** Marc Molzon - Content is needed for the next issue. The club will be looking for a new editor in the near future. We also have to be more proactive with the new members.

### **OLD BUSINESS:**

**February 17: Henry Ford Museum:** Gary Ambrus – Response has been slow.

**March 10: Roush Racing Museum:** Fred Young – All set. Members may bring friends.

**March 18: Motor City Auto Spa:** Michael Cohen – The event will be at their new location.

**April 7: Munk's Tech Session:** OK

**April 15: DE-101:** Steve Carbary – Hoping for good weather.

**April 28: Autocore:** Marc Molzon – They will have cars on display and answer questions.

**May 5: Selfridge Air Force Museum:** Fred Young – Date is set. Members attending have to respond two weeks in advance for a vetting process.

**May 11: DE #1:** Steve Carbary – Contracts are to be forthcoming. He is looking for possible sponsorship for lunch. Instructor lunchtime laps

are a possibility. Steve is also looking into other venues and tracks. We also have to make a better use of social media in advertising and promoting the club.

**May 19: Street Survival School:** Registration is open.

**May 20: Spring Tour:** Gretus Hoogestraat – In the works.

**June 10: Waterford Hills Family Day:** Fred Young – Date confirmed. Expects good turnout.

**July 7: Deutsche Marque:** Fred Young – The date conflicts with Parade but it is a great event and an ad in P4 is possible.

**July 8-14: Porsche Parade:** Fred Young – Registration is open. Housing is filling up but additional housing is in the near vicinity.

**July 21: Progressive Dinner:** Looking for a sponsor and host homes.

**August 19: Family Picnic and Concours:** Moved by F.Y. and W.C. to approve budget for trophies. Motion passed

**September 8: Anniversary Party:** A meeting is set for March 26. Sponsorship was discussed.

**Web Site:** Marc Molzon – The board was shown several websites for perusal and feedback.

**Goodie Store:** Inventory needed.

**Event Reports:** None needed.

### **NEW BUSINESS:**

Marc Molzon – Looking for sponsorship to print posters advertising DE's after dates are confirmed.

**Meeting adjourned at 8:05 P.M.** – Moved to adjourn by S.C. and H.G. Motion passed.

**Refreshments and Locations:** Thursday, March 1 – Walter Crump – Gilson's

## **AUTOCORE OPEN HOUSE APRIL 28, 2018**

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## **SAVE THE DATE**

**Sunday, May 20, 2018**

### **Spring Driving Tour & Dinner**

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Celebrate the end of winter and arrival of spring with your fellow Porsche enthusiasts

Enjoy your car, interesting roads and good friends

We'll meet in the Auburn Hills area at 2:00 PM

First car out at 3:00 PM going to our dinner destination on the West Side.

**Please register at [www.clubregistration.net](http://www.clubregistration.net)**

For any question contact Event Chair  
Gretus Hoogestraat

[gretus@sem.pca.org](mailto:gretus@sem.pca.org)

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**FOR SALE: 1986.5 PORSCHE 928S.** The original Shark styling with the S4 brakes, suspension and 5.0 L 32 valve V-8, and 4-speed auto transaxle with limited slip differential. Original guards Red paint and black leather seats, all in excellent condition. Original Blaupunkt Monterey radio. Tires and brakes near new. New fuel injectors, plugs and wires. 10K on timing belt. Service records. Excellent overall, just doesn’t get used much – too many other Porsches. Haggerty says \$32K for a #2 car (ha, ha, ha). I’ll take \$15,000 so I don’t have to store it another winter. Ron Roland 586-749-9804 (11/17)

**FOR SALE: 275/40x20” Bridgestone** Bliz-zak tires on 20”x9” black Rial wheels. Used on 2004 Porsche Cayenne Turbo for two months last year. (\$2200 new plus shipping). Now \$1200 and you won’t have to ship. I’ll install them for free, if you want. Don’t wait until there is a foot of snow! Ron Roland 586-749-9804 (11/17)

**FOR SALE: 1986 PORSCHE 944 TUR-BO:** Concours condition. Multiple trophy winner. Guards red. Black leather. Fully serviced. Everything works. New brakes, tires, timing belt ++. 76k miles. Clean Carfax. 2 owners; first owner is a former SEM/PCA president. Never tracked. None finer. \$23,900. Contact Michael Cohen 248-227-8604. Email michael@sellyourscarcar.net (11/17)

**FOR SALE: Four 1999 Porsche 911** Carrera Snow Tires and Wheels. Front: 205/50 R17 89 H Dunlop, Rear: 255/45 R17 91h

Dunlop. (Minor scratches; bought tires and wheels 11/12/09 for \$1400) Wheels are these: <https://tinyurl.com/y7sy3zd9> Asking \$1000. Call Spanos at 949-999-7717 (1/18)

**FOR SALE: 2007 PORSCHE CARRERA 4 COUPE:** Black/black. 6 speed manual. 45,276 miles. All wheel drive, navigation. Well maintained. Very nice. Wheels just re-finished. Clean CARFAX. \$39,500 Contact Michael Cohen 248-227-8604. Email michael@sellyourscarcar.net (3/18)

**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 55,211. 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. \$65,000. email me for a detailed spec sheet and photos. billderouchie@gmail.com (3/18)

### Welcome New Members:

Richard Blomberg

John Chalifoux

Francesco Maria Fenici

William Hancock

Keith Koerber

Joe OConnor

Andrew Sonntag

### Check Out Our

### Updated SEM/PCA Website

Note our new email address:

**sem.pca.org**

This replaces our old address

**sempca.org**

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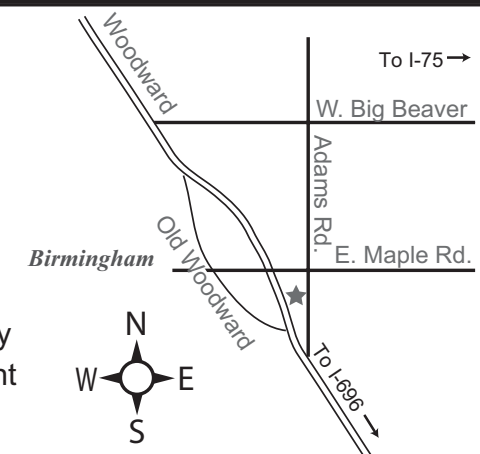
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