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ON THE COVER: Introduction of the 2018 Panamera at
Porsche of Farmington Hills open house

Editorially
Speaking



BY MICHAEL COHEN

As many of you know, my wife Janice, passed away suddenly on March 2nd. We were married for forty nine years and SEM/PCA members since 1998. The outpouring of condolences from our club members was prolific. Many of you honored Janice by attending her funeral and/or coming to our home while we sat Shiva (Jewish mourning period) for the next two evenings. Others sent sympathy cards or made contributions to their charity of choice in remembrance of Janice. The club sent us a beautiful bouquet of flowers and both John Keilly and Marc Molzon wrote kind words about her in last month’s P4. We all know the PCA slogan, “It’s not just the cars, it’s the people.” The truth of this certainly hit home; thank you all.

Moving on, It’s SPRING! Hopefully, you’ve gotten your Porsche out of storage by now, have cleaned it and hopped in the car for at least one drive. We have lots of great events planned, with something for everybody. Take a look at the calendar on page 3 and the announcements throughout this issue, choose your events, sign up and enjoy your car and your fellow PCA members

The new Porsche Panamera is our “cover girl” this month. This major redesign of Porsche’s popular four door is now available. Please see your local dealer.

By the time you receive this issue, our annual Swap Meet will be history. We hope that the sellers were successful moving their treasures and buyers found those gems that have been long sought after. Thank you, Bill Block, for creating another challenging quiz and congratulations to the concours and quiz winners.

May will be an event filled month. Our first HPDE of the year will be held on Friday, May 12 at Waterford Hills. This is traditionally our “Beginners Day” when first timers will have the opportunity to drive their Porsches on a race track. Instructors will ride along and guide new students in a safe and reinforcing environment. Of course, experienced DE students will have the opportunity to drive in one of three groups determined by skill level.

On the following day, Saturday, May 13, Munk’s Motors will host their annual Devil’s in the Details. There will be various detailing presentations and demonstrations as well as goodie bags, food and drink and raffles. Plan to be there; this is a great time.

The following weekend also has two events. On Saturday, May 20, we host the Tire Rack Street Survival School For Teenagers in the parking lot of Faith Christian Assembly in Melvindale. Our instructors will teach students how to control their vehicle in emergency situations. Your children won’t learn these maneuvers in driver’s ed; what they learn at our Street Survival School may save their life.

On Sunday, May 21. We will have our first driving event of the year—the Spring Tour. Vice President Gretus Hoogestraat is plan-

ning an excellent route followed by dinner in a fine restaurant. So get your Porsche shined and gassed, grab your navigator and head out to the staging area to be announced

As if that is not enough, we have another program on Sunday, May 28. Fred Young is again hosting Waterford Hills Family Day. This is a fun opportunity to watch competitive racing on Waterford’s 1.5 mile road course, see club members Merritt Scott Collins, Tony Mac and others compete for trophies and participate in parade laps on the track during lunch hour.

The remainder of the summer is just as action packed. Check out the calendar on page four and read the detailed announcements throughout this issue.

We have a new feature starting this month, My First Sports Car. In this issue, John Keilly recounts the trials and tribulations of owning a FIAT 124 (As we all know, FIAT stands for Fix It Again Tony). This will be a monthly column and we encourage all of you to submit stories about your first sports car. Leo Wanstreet, Mark VanderEyck and I all had Triumph TR3’s as our first sports cars; there are some good stories here.

Other interesting reads in this issue include President Marc Molzon’s discussion of The Power, an analysis of the placement of Porsche’s engines. Andrew Olson brings back The Shark Tank with a review of his tow vehicle, Peppers. Finally, our monthly contributor Tom Fielitz, discusses two types of car enthusiasts, Collectors and Flippers.

We have a great season planned. Please join us for cars and fun. Remember, “It’s not just the cars, it’s the people.”



2017 SEM/PCA CALENDAR

MAY

4	Board Meeting
12	DE Waterford - #1
13	Devil’s in the Details – Munk’s
20	Street Survival School
21	Spring Tour
28	Waterford Hills Family Day

JUNE

1	Board Meeting
#2-4	Belle Isle Grand Prix
10	DE Waterford - #2
#18	Eyes on Design / Ford Estate
24	Progressive Dinner

JULY

#8	Gilmore Car Museum (Deutsche Marque) Kalamazoo, MI
#9-15	Porsche Parade / Spokane, WA
#28-30	St. Johns Concours

AUGUST

3	Board Meeting
#5-6	Vintage Races
#6	Troy Traffic Jam / Troy, MI
11	DE Waterford - #3
#19	Woodward Dream Cruise
20	Picnic and Concours

SEPTEMBER

7	Board Meeting
8	DE Waterford - #4
15	Ladies Only Drive
17	Drive your Porsche Day

OCTOBER

5	Board Meeting
TBD	Fall Color Tour

NOVEMBER

2	Board Meeting & Calendar Planning
17	Membership Dinner

DECEMBER

7	Board Meeting
TBD	Holiday Party
# = Not an SEMPCA Event	
All dates and events are subject to confirmation	

BOARD MEETINGS

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

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

New Member Welcome

at

Automotive Techniques

40500 Grand River, Suite J • Novi, MI

**Due to Unforeseen Circumstances,
this event is now
Saturday May 6, 2017**

10:00 a.m. to 12:00 noon

Come join us for coffee and bagels/donuts at Jeff Jones' automotive specialty shop to meet and welcome our newer members.

ALL MEMBERS ARE WELCOME.

Event Chair: Greg Gallagher

gjgallagher@comcast.net

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Porsche. People. Power. Passion...

BY MARC MOLZON



"The Power"

This month I want to dedicate my column to The Power of Porsche. In last month's article I mentioned that the power Porsche gets out of their 4 and 6 cylinder engines is just amazing to compete with the likes of the larger higher horsepower engines. It's not just the engine—it's also the thoughtful design of how the engine is placed within each Porsche. Take the 911, for instance. The way the motor is placed in the car gives the weight of the motor a much lower center of gravity by the cylinders being horizontally opposed or Flat which increases handling. This differs from the more popular V or straight cylinder configuration which puts some of the weight of the engine much higher and decreases the stability during performance driving. Also with the motor situated in the rear, it gives the car much more grip coming out of the corners which really helps on some tracks and situations. A caution for those not familiar with driving a 911: The rear engine does tend to make the car understeer (which means the front of the car is losing grip because of the weight in the back.) So it does take some great setup and knowledge to balance this out and get the most out of the car.

If anyone watched or made it to the Rolex 24 hour race this year, you may have heard about the changes made to the 911 race car in the GT class as they moved the engine forward. The main reason for this, in my opinion, was to put in a diffuser under the car to help with the aero grip on the track. The new Ford GT has a huge diffuser, as do the other teams. Without shifting the engine forward, Porsche could not get the diffuser in place to help with the grip in order to compete with the other teams using this technology.

So, wondering what's up next for Porsche to compete on the world stage? Will it be going to a flat eight-cylinder motor or will they go back to a smaller turbocharged engine to get that all-important Power all drivers love to feel? We know what they changed with the Boxster and Cayman... what do you think they will do in the future?

On the topic of power, if you haven't already attended one of our track events, I highly encourage you to sign up for one and give it a try—or feel free to just come by an event and check it out. It's nice with no speed limits, a closed track

and a qualified Instructor in the car keeping you safe and improving your driving skills. Sign up on Clubregistration.net or go to our web site for more details. We've got a lot of events on deck this month:

- The first DE of the season is May 12
- If you want to clean up your car before or after one of our events, Munks is doing their annual Devils in the Details on May 13 to show you some great tips and products to get our cars looking great.
- Our Annual Street Survival School will take place on May 20th. As mentioned last month, please get your kids signed-up or come out and help us with this great event.
- Bring your Porsche out for the first driving event of the new year on May 21, The Annual Spring Tour hosted by Gretus Hoogestraat for a great drive and dinner, with sign up on Clubregistration.net. If you haven't used clubregistration.net before, this is the way we sign up for events to keep everyone informed on all we have going on. We have a tutorial on our web site on how to set up an account on Clubregistration.
- We will also have our annual Family Day at Waterford Hills Raceway on May 28th. That's one of the race weekends at the track and we get VIP parking on the hill and have an opportunity to meet some of the racers—which some of them are our instructors and members. We also get the opportunity to do some parade laps around the track at Noon typically.
- Then there's the Detroit Grand Prix on Belle Isle on June 2-4. The IMSA Weathertech Sportscar Championship running along with the Verizon Indy Car Championship, The Trans Am race and the Speed Energy Stadium Super Trucks racing going over some jumps they put on the race track that gets pretty wild. Check out the special parking available on the island for Porsches by going to <http://detroitgp.com> and then for details, navigate to: Tickets > Continental Tire Car Corral > Porsche.

Hope to see you at these events as the driving season is at full throttle now.

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*Advertising will be accepted from non-members at the Editor's discretion, space permitting, at the rate of \$5.00 per issue
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FOR SALE: 1989 Porsche 944: Guards red with black interior. 2.7L In-Line 4 cylinder, fuel injected single overhead cam 8 valve engine. Porsche script seat inserts, 16” phone dial wheels, resprayed with factory original paint, aftermarket high flow exhaust, 5 speed manual transmission, Roadmaster VRCD400-SDU in-dash head unit with USB CONTROL FOR MP3 / WMA, 84,154 miles. \$8,900.00. Contact Matt Fenster 248-496-3004 or matt@sellyoursportscar.net. (11/16).

FOR SALE: 1987 Porsche 911 Carrera Targa, Guards Red with Black Interior, 94,500 miles. I have pampered this car for almost eight years. Drives and

looks great. New clutch, tires, shocks, updated electrical, recent oil change, and complete maintenance record. Front and rear spoilers, Sirius radio, and car cover. \$43,000. Mark Blazevic 248-761-5346, MarkBlazevic@yahoo.com. (11/16)

FOR SALE: 1971 Porsche 911T Coupe: Sepia Brown. One owner. Full service documentation. COA. Original window sticker.tool kit. Excellent condition. Survivor. Rare opportunity. Contact Michael Cohen 248-227-8604; michael@sellyoursportscar.net (1/17)

FOR SALE: Cayenne winter tires and wheels. Like new Blizzak 275/40x20 on black Rial (German) Porto (5-spoke)

20x9 wheels. These were new last winter at \$2200 for the TechArt Turbo. The Cayenne went to live in GA so winter tires are available for the worst of MI winter - still to come! Ready to bolt on (can do for you) \$1200. Call Ron 586-749-9804. (1/17)

FOR SALE: 2011 Trailex aluminum trailer. Dual axle with front stone guard and spare wheel/tire. (Originally built for Boxster-Spyder). \$3,800.00. Contact: Gordon Ford at: 586-291-7889; gordonford@yahoo.com. (3/17)

Welcome New Members:

Karl Barr

David Courter

Philippe Gaentzshirt

William Rietow

John Roby

Robert Rochte

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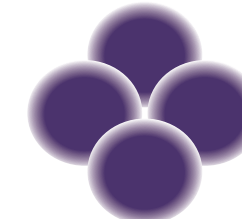
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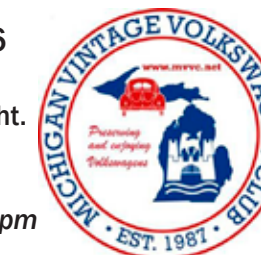
Saturday, May 20, 2016

- Slow Speed Slalom
- Pizza party & movie night.

Sunday, May 21, 2016

Gates Open 9:00 am - 3:00 pm

- Swap meet
- Non-Judged Car Show celebrating ALL variations of Volkswagens (originals, restorations, customs, race cars, drag cars, kit cars, dune buggies, trikes, ratrods, daily beaters...



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see MVVC.net or scan here

RECAP Autocore

BY TIM HARTGE

PHOTOS: TIM HARTGE, MARC MOLZON & GRETUS HOOGESTRAAT

Owners of 996/997 Turbo, GT2 and GT3 cars take heed, your coolant system may soon hand you a \$3500 plus repair bill. It could happen, says Stephen Cramer, owner of Autocore Performance Group LLC in Waterford, Michigan. “If there’s one message I could tell the group here today, it’s that the coolant pipes on these vehicles will fail at some point,” Stephen said. It’s another one of those IMS bearing like issues that worry most 996 Carrera owners, except this one is for 911 Turbo and GT cars. The coolant pipes loosen or come out altogether from their aluminum manifolds. Having said that however, Stephen cautions, “The percentage of cars affected doesn’t matter except if it’s your car.”

Roughly 40 members and guests of the Southeast Michigan Porsche Club of America turned out for the Tech Session on a rainy Saturday morning, March 25, 2017, to hear Stephen’s talk. He discussed the two possible methods of repair for the coolant pipes on all 996/997 Turbo, GT2, and GT3 cars. According to Stephen these are great cars and engines, but if you buy one and the coolant pipes haven’t been addressed, just subtract about \$3500-\$5000 from the purchase price because this repair will eventually have to be done.

There are two methods for coolant pipe repairs. Stephen said that he could TIG weld (aluminum welding) the coolant pipes to the water manifolds or pin the pipes and manifolds together. The 996 Turbo has 8 pipes and the 997 Turbo has 6 metal pipes plus 3 plastic elbows that get replaced with metal ones. The GT1, GT2, GT3 variants are all slightly different with regard to the number of pipes. Overall, there are approximately 8 - 11 locations on the engine that need to be repaired. Stephen says he prefers the welding process over pinning because it’s a more permanent fix. If you’re going racing, some sanctioning bodies specify the welding process. “You don’t want your coolant leaking all over your rear tires during a race because you will soon be backside into a wall



President Marc Molson chats with board member Fred Young

or barrier,” Stephen added. Whichever fix you choose, the engine must be removed from the vehicle.

Essentially, Stephen said the price is about the same, roughly \$3500-5000 depending on whether the coolant pipes are welded or pinned and other miscellaneous maintenance items. Welding does cost more because the coolant components have to be removed from the engine. This requires more labor and parts-gaskets, seals, etc. The repair takes three or four days to complete. Whether it’s a 996 or 997 Turbo, the car should be inspected for other maintenance and wear items at the same time. Stephen said, “While we’re in there we check such things as hoses, spark plugs, wires and the clutch.” Clearly, Porsche is a passion for the Autocore Performance team.

An attendee asked if all the work is done in house. Stephen responded, “We have a high standard, most outsourcing just doesn’t live up to our standard.” Details matter, he said, like flushing the cooling system and refilling it with genuine Porsche coolant. “You don’t want that stuff crystallizing in the engine,” he added.

There were many telltale signs of passion and a well-run shop at Autocore. The modern shop is well lit and the stalls are neat and clean. This all made sense once you understand that Stephen has a chemical engineering background. The details do matter at Autocore Performance Group and for you if you own a 996/997 Turbo, GT2 or GT3 car. Talk to Stephen and you will rest easier tonight knowing your car’s coolant system is well looked after by the pros at Autocore Performance Group, LLC. As Porsche owners know, the maintenance and details matter, otherwise it can cost you. Be advised Turbo owners. Darn, I better flush my Carrera’s cooling system this spring!



Past president Howard Gilson, Mark VanderEyck, Autocore's Kurt Olmstad and Gary Ambrus

MORE PHOTOS ON PAGE 16



Street Survival School for Teenagers

Saturday May 20, 2017

Faith Christian Assembly

25201 W. Outer Drive, Melvindale, MI

8:00 am – 5:00 pm

Only \$75 Limited Availability

Register Now at <http://streetsurvival.org>
Volunteers are needed to run this event.

Please Contact Event Chair Marc Molzon
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Checking coolant pipes on a Porsche Turbo



Some of the 40 plus attendees



Steve Cramer discusses the coolant pipe issues



Steve reviews coolant alternatives



Autocore Performance services race cars

SEM/PCA Lunch & Gateway Classic Cars

STORY & PHOTOS BY WRITER

After our Breakfast last month we decided to have our second “Food and Activity Event” on April Fools Day. At 12:00 PM we met at Longhorn Steakhouse in Allen Park, which is easily accessible from both, I-94 and I-96. It seemed like everybody had a great time and was enjoying food and drinks.

After lunch, around 2:00 PM, we met at “Gateway Classic Cars” showroom in Dearborn, just 5 minutes away from the restaurant. Actually it is a used car dealer, but it feels like a collection or museum. If you close by, stop in. It is worth to see the cars and you might want to buy one.

The Detroit showroom opened its doors in June of 2013 and is the fourth addition to Gateway Classic Cars chain. Detroit has been dubbed the “Motor City Capital of the World”. The showroom is located in historic “Ford Country”, just footsteps from Ford Motor Company World Headquarters and a short drive to the General Motors World Headquarters in the Renaissance Building in downtown Detroit. Henry Ford once roamed these streets



JP Joans, Kiro & Paula Trendov, Lucas Phan, Gina Joans & Victoria

with Model T’s, the Dodge brothers raced their way around city roads and extinct companies like Oldsmobile and Pontiac have left fossils reminding us of the greatest era in automotive history—the Muscle Car Era.

Events like these provide an opportunity to get together with fellow club members and visit interesting places.

I’m planning a “SEM/PCA Breakfast” or “SEM/PCA Brunch” on June 11th, before visiting the “HOODS IN THE REAR” show on Packard Proving Grounds in Shelby Charter Township.

For future Breakfast/Brunch/Dinner events, please help me to identify other interesting venues...a museum, a garage or something else that our members would enjoy.

Please email gretus@sempca.org for suggestions.

MORE PHOTOS ON PAGE 19

Kiro & Paula Trendov, Lucas Phan, Daniel Conrad Michael Cohen, Tom Grabowski & Tom Fielitz





SAVE THE DATE

Sunday, May 21, 2017

Spring Driving Tour & Dinner

Woohooooo, it is happening, our first driving tour of the Season !!!
Celebrate the end of winter and arrival of spring with your fellow Porsche enthusiasts
Enjoy your car, interesting roads, and good friends

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First car out at 3:00 PM going to our dinner destination on Lake St. Clair

Please register at www.clubregistration.net

For any question contact Event Chair
Gretus Hoogestraat / gretus@sempca.org

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Collectors and Flippers

BY TOM FIELITZ

Car enthusiasts love a good car story, and lately, those car stories are about the so-called Barn Find. That is where a presumably rare and valuable car has been hidden away in a barn only to be tracked down and found by a car enthusiast. What happens more often is that they were stored away in a tiny suburban garage for decades for reasons usually unclear. I am sure there are far more old cars stored in garages than in barns, but that would just take away some of the mystique of the story.

The best part of the story is how much money these derelict cars are worth even in their dirty and un-restored condition. If we are to believe the story even the dirt and grime adds to the value. Very occasionally one of these wrecks makes it to a major car auction and is sold off for real eyebrow-raising amount of money. There has even a new category created in some major car Concours events for the preservation class car on display with nothing more than a sympathetic cleaning. The auctions and the Concours do nothing more than validate this barn find as a collectible car fueling the dreams of real car collectors. To all this, I say if something is too good to believe it probably is too good to be true. Some of the most outrageous of these collector stories involve Porsches.

We are supposed to believe that a pile of rusty Porsche parts has the same value as a well-preserved car. In some cases, the value is just to obtain the serial number as the basis to restore a real car. It may be true that the value of a model with a low production number may appreciate more than a similar car of a different vintage. Establishing the true market value of an old car depends on a lot of factors. Anyone who follows the *Mart* area in *Panorama* will be amazed at how the number of old Porsches has shrunk over the years, yet asking prices have skyrocketed. As we might remember from our schooling, this is called the economic law of supply and demand. Supply goes down, and demand goes up, so the value goes up. But what if demand goes down? Owners are either forced to sit on their “offered” car or try to create the demand they need. The barn finds stories, and the auctions are one way to create demand.

I have lost count of how many stories I have read about cars that were found and restored and shortly thereafter go on the market for some wildly inflated price. The car that gets a fascinating background generates interest, and that generates demand. If you can prove, a celebrity drove that car much less actually owned it you have the basis of inflating the value. If

you can trot that car around to car shows and win trophies, you also add provenance and value.

There may have been thousands of a model sold, but there is always that odd combination of options that make it one of a kind and thus more valuable than all the rest. Once again this would mean almost nothing to the actual car collector, but means everything to the person who buys the car with the intent to flip it for resale at a higher price. Faced with a derelict car the real car collector knows that restoration costs can eat up all the profitability in a car. It is far better to let someone else pour money into a bottomless pit restoration of that derelict car. When the car collector sells off that restoration project, it often falls into the hands of the “flipper” who doesn’t want to own that car but is looking for instant profit and quick resale. Then there is the side of the business called the auto auction.

There is a lot of money to be made in the auction business. Like all business’, there is an element of people who manipulate the participants for their own profit. Fees and side businesses involving preparation and even shipping of cars for sale often fuel this business. Pay close attention to the car auctions on TV, and you will start to see the winners and losers in the car auction business. Like the casino house in the gambling business, the auction house is always the winner in the long run. They will collect their fee whether a car sells or doesn’t sell and assess an auction fee to the buyer when it does sell. That is why there is always the pressure on the buyer to sell without a reserve or minimum price. The savvy “flipper” plays that game as well and might put the same car in several auctions to drive up interest. The dirty side of that action is when the seller buys his own car at whatever inflated price just to establish a phony market value. Greed is an amazing driving force in most any financial transactions even among car enthusiasts.

There is certainly no harm in being amazed at the barn find story. Car auctions are a form of entertainment for some and a profitable business for many. But be skeptical of the barn find stories you hear because many of them are just stories and nothing more.



BY STEVE CARBARY

Trying any new experience can be intimidating. Especially one that involves a prized sports car combined with a race course. The amount of unknowns in that combination can seem overwhelming to just about anyone. Those of us on the HPDE Team completely understand this feeling as we have all been there ourselves. This is the reason for our annual DE-101 event. To open the first door and offer a look inside at all that a High Performance Driver Education event has to offer.

The event is always scheduled a few weeks before our first HPDE. For 2017, our first DE will be held on May 12th at Waterford Hills. The few weeks in between gives those who attend time to prepare their cars and themselves for an exciting day at the track.

For our DE-101, Doug Anthony, Track Manager for Waterford Hills, graciously opened the track up to us for the day. I cannot thank him enough for doing this. It gives everyone a first hand chance to see the grounds and facilities. I believe this goes a long way in easing some of the anxiety.

The day began with Marc Molzon, our Chief Instructor and Club President, and I talking in the classroom. Yes, classroom. Our High Performance Drivers Education days include times when students take their cars on the track with their instructors and times when we have classroom sessions. These classroom times allow us to discuss the concepts of car dynamics and driving techniques. We break down terms like understeer and rotation, weight transfer and threshold braking in further detail. The class sessions reinforce what students are putting to practical use during the driving sessions. We feel this dual approach is extremely beneficial and separates us from just ‘open track’ days. For this day though, Marc and I spoke about registration, how the schedule of the day runs, and a few driving basics.

Later that morning, we all took a walking lap of the track. A track walk is usually scheduled for 8:50 a.m. on every HPDE event. This is where an instructor will take a group for a walk around one lap of the track. They will describe the ‘line’ you should drive and where you should position the car. They will



Chief instructor Marc Molzon leads attendees on a track walk

give you visual clues and point out important features such as flagging stations and marking cones. This is a great opportunity to see the track at ‘ground level’ and is very popular. Seeing it at this pace and not in a car will give you vital information that benefit even experienced students .

It was a beautiful day and there was much activity as we saw some volunteers from the Waterford club working around the grounds and on the track itself. Patching and putting tar down in between seams is an every spring occurrence, I imagine. The spring driving itch is getting to us all, it seems. Waterford Hills has a busy summer schedule and we are happy to be part of it. Over the many years and decades we have held events at this venue, we have built a great relationship that is something I personally value greatly. They may not be full of glitz and glamor, but they sure do know how to take care of people and have a great track that is always ready for some serious driving.

This years DE-101 may have come and gone but do not worry if you missed it. The Southeast Michigan Driver’s Education team is always prepared to help you and guide anyone into one of our events. If you are interested in seeing what the fun is all about, please hesitate to contact Marc or me. We will open the first door and invite you in !!!



Jo Brighton Special Olympics
4460 18th Street
Wyandotte, MI 48192
Maggie Gibson, Local Coordinator
Cell 734-626-3600

Dear Members of the Porsche Club of Southeastern Michigan,

Thank you for your very generous donation to Jo Brighton Special Olympics. As you may know, Jo Brighton Special Olympics receives no funds from federal, state or school districts. All of our funds must be raised by fundraisers or donations. That is why we so appreciate people like you. Our coaches all volunteer, too. But we need funds to attend competitions, overnight stays, transportation, uniforms and equipment, training fees, etc. We have begun a new sport, Kayaking. Jo Brighton started this activity three years ago. This past fall, Michigan Special Olympics held its first state competition for Kayaking at its Fall Games. This was possible because Jo Brighton was so insistent on making this an official state sport. It was also possible because of people like you who support our program.

We also train and compete in Soccer, Cycling, Poly Hockey (2 teams), Swimming, Bowling, Track & Field, Snowboard, Snowshoe & Alpine Ski & Power Lifting. We have 5 Basketball Teams! Our program has about 100 athletes with intellectual disabilities. We have increased our student population and now have athletes as young as 11. So, our athletes now range in age from 11-26, living in the 17 downriver school districts.


Without Special Olympics our athletes may not have the same opportunities as other young people in our community to train, compete, and just have fun. Our program provides social outlets for our athletes with intellectual disabilities. Our goal is to teach sportsmanship, to teach the game, and teach our athletes to love the game. We provide opportunities to make friends for not just our athletes but parents and volunteers as well.

Thank you again for your support of our program. God Bless you and your families.

Sincerely,


Maggie Gibson
Special Olympics Coordinator
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My First Sports Car...

(an invitation to tell your story)

BY JOHN KEILLY

This is the first of a planned series of articles about member's first sports cars. The idea came from a conversation with Michael Cohen, Gretus Hoogstraat and Mark Vander Eyk. Each of us had "a story." We vowed to share ours and we encourage you to share yours. Here's mine.

My experience with sports cars is bifurcated. One early in life, one later and a vast difference in ownership experiences.

My first sports car came via a circuitous and surprising route. Like many teen boys of my day, I was into drag racing. It was the age of the Detroit big blocks—Chevy's 409, Chrysler's 426 Street Hemi and the Ford 427.

My interest in racing was largely confined to NASCAR, back when "stock cars" were far closer to showroom stock than the formulaic models that run today, plastered with ads ranging from Tide to Viagra. Today, the name of the "manufacturer" is lost among the ads and the personality cult of the drivers.

However, even then, Le Mans was the world's premiere sports car race and I was awed when Ford finished 1,2,3 in 1966. Not surprisingly, my first car was a Ford, a 1969 Torino GT...Captain America.



The author's first car, a Ford Torino GT, "Captain America"

Several good friends had sports cars. Angelo DeLaurentis drove his MGB-GT from NYC to California and back...over spring break! Bob Healy managed to fit his 6'4" frame into an MGB and Bob Zanetti had a Triumph. Jim Reilly had a yard full of MGs and Austin Healey's. Jim was painfully familiar with why Joseph Lucas, electrical supplier to the British auto industry, was widely known as *The Prince of Darkness*.

Then these was the 1967 movie, *The Graduate*, where Dustin Hoffman's character, Benjamin, drove an Alfa Romeo 1600 Spider Duetto. Did the car have caché because Mr. Hoffman's Benjamin was doing Mrs. Robinson, or was he doing Mrs. Robinson because the car had sex appeal?

P.J. O'Rourke's iconic and hilarious review of the Aston Martin Volante, entitled *Palm Beach Weekend*, sheds some light on the question of cars and sex appeal. It appeared in the July 1979 issue of *Car and Driver*. O'Rourke said, "...the Aston Martin Volante is a dream come true. It's exactly the perfect GT car that you designed in sophomore study hall and it does exactly what you wanted that perfect GT car to do; it makes you look cool to girls. Like most dreams come true, it's about as practical as a home zoo. In fact, it's dumb as dirt." Awkward geek that I was, I stopped reading after the "look cool to girls" part.

Although still enjoying my Detroit big block, I was running it into the ground, commuting 60 miles each way to the Grumman Aerospace flight test facility in eastern Long Island, and chasing my college girlfriend who had moved up to Glens Falls NY. That put a new car on my radar.

While a sports car was in my consideration set, Alfas and Porsches were out of my price range. I told myself that a small, sporty car would provide better fuel economy. Captain America and it's big four barrel, feeding 325 thirsty horses, was only delivering 17 mpg...on the highway!

To my everlasting regret, I landed on a Fiat 124 Spyder. Damn you Mrs. Robinson! It was a 1.6 liter, DOHC, 5-speed, and an Italian cabrio, like the Alfa.

Like some Italian women, hidden beneath its attractive Pininfarina exterior was a cold hearted bitch...a nasty, expensive, heart and bank account breaking evil witch.

However, as with the signorina, my relationship with the 124 Spyder started out to be fun. It was a great car for what we called rat racing—something that only young boys in the age of "maximum dynamic pressure"—when you know everything and are certain that you will live forever—would be foolish enough to do. The "objective" was to chase the car in front of you and remain as close behind as possible. How close? One or two angstroms (look it up) was ideal. Meanwhile, the lead car would try to put more distance between you and him.

One of my few fond memories of the Fiat 124 was a weekend spent with two of my closest friends, Roseanna Carr and Rich Connolly. They are fabulous people, extremely smart, loads of fun with warm, engaging personalities and the best friends I could ever hope to have. We met as young children, survived our misspent youth and remain close to this day.

Anyway, Roseanna and her friend Pat had arranged a weekend at her friend's Dad's place. Getting there involved mountain roads with tight turns and steep inclines—ideal for rat racing. We still talk of the warning sign for a sharp curve that recommended a speed of 10 mph. It was the only such sign we heeded. Other memories of that weekend are less vivid. Pat's Dad, a sophisticated Italian man, was

eager to welcome his Irish guests and introduce them to his friend, Mr. Bushmills.

Meanwhile, the 124 Spyder would do 112 mph flat out, when the engine was in tune. When the Spyder's top end dropped to 105, it was time to "render unto Caesar"—the Fiat mechanic.

The engine mounts allowed more rotation than the joint between the header and the exhaust pipe could handle. This, and adjustment of those 16 valves, became regular, expensive repairs. Any savings in fuel economy were obliterated by frequent "rendering" unto Fiat mechanics.

The beginning of the end was my move to Michigan. A car made in sunny Italy was hopeless in Michigan's merciless winters. Apartment living meant keeping the car outside. The plastic inside door handles snapped off in the cold and the outside door locks froze. On many winter mornings gaining access to my car required tying a Kleenex around the door handle and setting fire to it! Several seams on the seats let go. Woefully inadequate only begins to describe the performance—or lack thereof—of the heater/defroster. The absence of AC probably saved me a fortune in repairs...and frustration.

Driving the 124 Spyder also brought the stark realization that cabrios of that era were delightful...at under 35 mph and under 75°F. Otherwise, you could replicate the experience by sitting behind the



His ill-advised Fiat 124 Spyder...an income security guarantee program for mechanics and completely consumed at only 35,000 miles.

exhaust of your Shop Vac while you clean a winter's worth of dirt and road grime off your garage floor on...a hot day.

The list of problems grew exponentially; it was long, mind numbing and bank account draining...just like that signorina.

In the spring, I opted for sanity over sex appeal and put the car up for sale. God smiled upon me. The only two people who came to look at it arrived at the same time. It sold! The only things I was ever more

delighted to be rid of were the signorina and my house in CA! A nightmare of about two years and 35,000 miles was over. As a friend familiar with my experience said, "If you buy an American car and it has an Italian cigarette lighter, you'd better remain a non-smoker!"

Thereafter, I drove Ford products throughout my career there, and for years afterward. My 11-year-old Volvo S 60 was a better ownership experience—and in better condition—after 11 years and 175,000 miles—than that Fiat 124 Spyder was at two years and 35,000 miles.

Thankfully, the Cayman S has been reliable, fun and richly rewarding, from

the moment my daughter Alexis and I took delivery in Zuffenhausen, to today.

The Italians make excellent wine and pasta; they are fashion leaders and have some of the more impressive product specialists at auto shows. The Italians should stick to the many things they do well. That 124 Spyder was not one of them!

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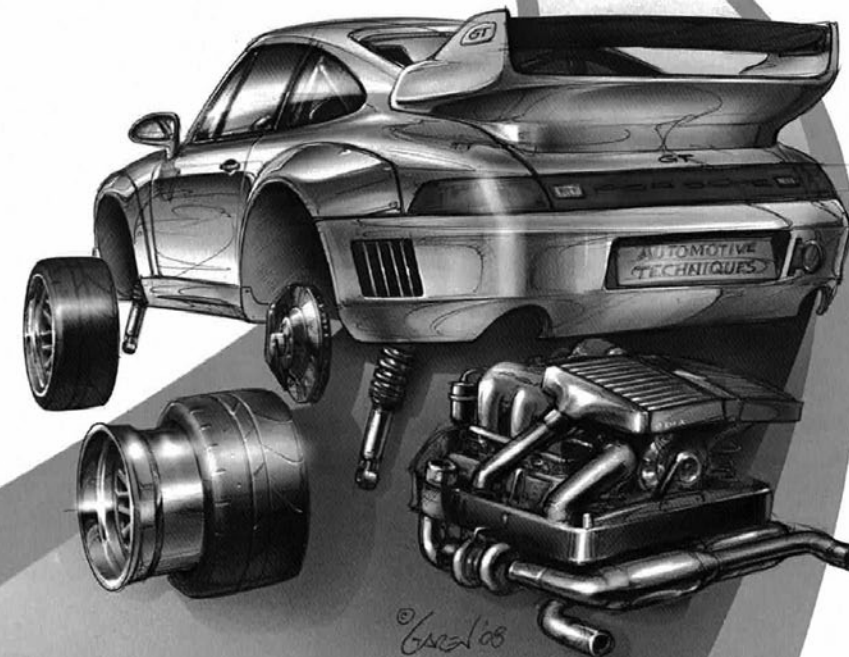
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Primary Registration for the Parade
 Number and Housing is scheduled
 for February 21

Specific Event and Banquet
 Registration is currently planned for
 early April

PLEASE SAVE THE DATE FOR THE ANNUAL

SEM/PCA Progressive Dinner

Saturday June 24, 2017

Please note the date change for this year's Progressive Dinner. This revision is due to the timing of the Porsche Parade in Spokane, Washington. We apologize in advance for the change from our usual July date.



The Club provides the entrée and soft drinks. Members are asked to bring a favorite dish to share.

Please sign up early.
This popular event has limited space and it often sells out.

Event Chair: Howard Gilson
hgilson@gilsonmotorsports.com
248-770-1788

SEM Board Minutes (4/6/17) by Fred Young

In attendance: Board Members: Marc Molzon, Gretus Hoogestraat, Fred Young, John Keilly, Patti Door, Michael Cohen, Greg Gallagher and Howard Gilson. Officers: Leo Wanstreet, Mark VanderEyck, Tim Hartge, Steve Carbary and Erik Ohnberger. Absent with notice: Walter Crump

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

Minutes: Moved by J.K. and G.H. to approve. Motion passed.

Financial: Leo Wanstreet – Financials are all in order. Revenues from the P4 are down. We received a special rebate from National. Moved by J.K. and G.H. to approve. Motion passed.

Membership: Greg Gallagher. – 1013 total members. Membership holding steady.

Insurance: Greg Gallagher – Needed for May events and DE's. There is to be a script for driving tours and a lead and follow-up car to avoid incidents.

P-4: Michael Cohen and John Keilly – Tim Hartge offered to serve as associate editor. "My First Sports Car" is to be a new column.

OLD BUSINESS:

March 4: Stahl's Automotive Foundation: Gretus Hoogestraat – 25 members attended the breakfast and museum tour. The museum consisted of unique cars along with automated musical instruments and was thoroughly enjoyed.

March 25: Autocore: Marc Molzon – Well attended with 50 members. They talked about water pipe welding and IMS bearings.

April 9: DE-101 Class at Waterford: Steve Carbary – Handbooks are printed and looking for a good turnout.

May 6: New Member Gathering: Greg Gallagher – Due to a conflict for Automotive Techniques the event date is changed to May 6th.

April 29: Swap Meet at Farmington Hills Porsche: Michael Cohen – Plaques made. 20 tables available. 7 have been reserved already.

May 12: DE Waterford #1: Steve Carbary – Contracts are signed. Some members have registered for all four events. Looking for a great season.

May 13: Devil's in the Details: Chris Braden – On track.

May 20: Street Survival School: John Keilly, Don Kleist – OK

May 21: Spring Tour: Gretus Hoogestraat – Plans in the works

May 28: Waterford Hills Family Day: Fred Young – The date is confirmed. Will hoist banners.

June 24: Progressive Dinner: Howard Gilson – Homes are secured.

July 8: Deutsche Marques: Fred Young – Motor City BMW Club is going. Details forthcoming.

July 9-15: Porsche Parade: Gretus Hoogestraat – 11 SEM members are signed up.

August 20: Picnic and Concours: Patti Door, Don Kleist, Fred Young – No report.

President's Meeting: Marc Molzon: -There is a new editor for Pano. A charity subsidy is now available. New 6 month "Test Drive" memberships are available. Motion by P.D. and G.H. to approve payment for hotel, meals and mileage (IRS rate) for the president and a designate to attend the President's Meeting. Motion passed. Motion by G.H. and P.D. to reimburse DE Chair for mileage and lunch.

60th Anniversary Party: Patti Door – A tentative budget was presented. Moved by G.G. and G.H. to approve. Motion carried. The date will be the 8th or 15th of September, 2018.

Web site: Gretus Hoogestraat – PCA is now the host. Erik Ohnberger discussed the changeover method.

Goodie Store: Gretus Hoogestraat – No report.

Event Reports: Needed for Stahl's and Autocore.

Meeting adjourned at 9:06 P.M.

Refreshments and Locations: Thursday, May 4 – John Keilly – Gilson's; Thursday, June 1 – Patti Door – Gilson's

SEM/PCA Member Anniversaries - May 2017

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

Congratulations to all who have a membership anniversary this month!

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

YR	Name(s)	YR	Name(s)	YR	Name(s)
45	David & Christine Renner	13	Gregory & Diane Gallagher	3	Andrew & Jennifer Wrobel
45	William Lovett	11	William Goldenberg Enid Bienstock	3	Joel & Lisa Peltier
41	Robert & Fayclare Blau	10	Glenn & Pamela Cumberland	3	allan nachman
34	Gene & Dawn Kiesel	9	Mark & Deb Panter	3	Lisa Meils Matt Baroli
32	Gregory & Kevin Priestap	8	Arthur Siteman Nancy Cobb	3	Mark Williams
26	Frederick & Kathy Young	8	Gregory & Janice Foersterling	3	Michael Yusuf
26	Ray & Sharon Horn	7	Mark Bellissimo	2	Kiro Trendov
24	Charles & Tania Spurlock	7	James Warner	2	Dale Pearson
23	Howard Gilson	7	Dennis McDermott	2	Fred Andalora
22	Gene & Denise Jordan	6	Ronald Hable	2	Nicholas & Nancy Bogaerts
21	William & Antoinette Kreager	6	Michael Jacobs	2	Andree Riley
18	Gordon & Christine Ford	6	Karl & Mary Wittbold	2	Scott Patterson
17	Richard & Carole Walker	5	Daniel Applefield Lisa Walters	1	Rodney Corby
17	Stanley & Seth Engelhardt	5	Steve & Julia Slane	1	Jean Pierre Debailleul
16	Donald Kleist Nancy Richardson	4	Juan Valdez Vazquez	1	Thomas & Christine Grabowski
16	Angus & Karen Campbell	4	Cleve & Paula Masson	1	Christopher & Anne Hager
14	Dale & Marilyn Goby	4	David Rand	1	Scott Kempf
14	James & Meghan Dyke	3	Jeff & Kimberly Aneiros	1	J & Mary Karey
13	Ron & Darlene Geb	3	Chris & Iweta Ostberg	1	James Yono
13	Ron & Deborah Oye	3	Mikhail Karasev		

Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

Before all of our regions' driving seasons began, it was time for us to hold our annual Zone 4 Presidents' and DE Meetings. This year we were joined by National President Caren Cooper as well as several other members of the National Staff. The meetings comprised a weekend full of activities which began on Friday night with a Welcome Dinner at Zia's located at the Docks at International Park, where we were given the use of their private dining room. The next morning started bright and early with the Presidents' Meeting. Attendees had the opportunity to win some fantastic prizes generously donated by the organizers of the Detroit Belle Isle Grand Prix, Racer Parts Wholesale, TireRack, Griot's Garage, and PCNA. I am pleased to announce that every region within Zone 4 was represented, with most regions sending a number of members, as we filled the ballroom at the Maumee Bay Resort. The afternoon session consisted of several presentations including a Social Media Webinar, Parade, and an important presentation by National Driving Tour Chair Greg Halverson. After an informative and enlightening day of interactive discussions, many of us went out to enjoy an evening of dinner and entertainment in our own private VIP area at the Hollywood Casino for some social playtime. Sunday's meeting was dedicated to addressing DE questions and concerns led by John Krecek, a member of the National DE Committee. A great deal was accomplished during these meetings.

Most importantly, I wanted this weekend to be a balance of productive discussion and education as well as a chance for us to socialize and bond through fun, light hearted activities thereby promoting my main theme for the weekend, which was to encourage all of us to join forces and come together in order to enhance our ability to work as 1 cohesive Zone thus providing even more opportunities for our members to enjoy the camaraderie that PCA offers.

I recently attended Northern Ohio Region's New Member Party held at Porsche of Beachwood. Nearly 200 members were treated to an amazing display of cars which included a 918 and two 911R s, while dining on a fantastic buffet dinner. During the evening, the region awarded 1 lucky new member with a free DE, and I had the honor of recognizing Robert Frye for his 50 years of membership in PCA by presenting him with several items from the region and National.

There are a number of wonderful events taking place this year throughout the zone. Please continue to check the master calendar, which is posted on the events page of the Zone 4 Website, <http://zone4.pca.org>, as well as your local region's website and newsletter for the latest details on the many events close to you that are being planned. Also, consider attending other regions' events, such as:

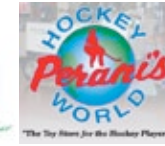
- May 5-7 is **MORPCA's** Club Race and DE at Mid-Ohio Sports Car Course
- **Western Michigan Region's** New Member Gathering at Porsche of Grand Rapids is May 6
- May 6 is **Central Indiana Region's** 1st Saturday Breakfast at Eva's Pancake House in Muncie
- Join **Maumee Valley Region** on May 6 for a Kentucky Derby Party at Porsche of Ann Arbor
- May 12 is **Ohio Valley Region's** Annual Charity Wine Tasting and Member Social
- **ARPCA's** Meguiar's Car Detailing Session at Fowler Automotive is May 13
- May 16 is **Rally Sport Region's** Beginner's Track Day at Waterford Hills
- **Motor-Stadt Region's** Autocross Practice is May 20 at Spartan Speedway
- May 20 is **Michiana Region's** first Autocross of the year at The Tire Rack
- **Eastern Buckeye Region's** Dinner Drive to Raven's Glenn is May 20
- May 21 is **Northern Ohio Region's** Autocross at Rolling Acres Mall in Akron
- **Southeast Michigan Region's** Waterford Family Day at the Races is May 28

I look forward to having the opportunity of meeting each and every one of you at events throughout the upcoming year. Please feel free to contact me at MSoriano.ZoneRep@gmail.com.

Thanks, Michael

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

For further information call: Fred Young at (586) 566-3193 or frederickyong73@gmail.com
Go to waterfordhills.com for Maps and their Website

IN THE SHARK TANK Let's Talk Peppers

STORY & PHOTOS BY **ANDREW OLSON**

Normally I write about the Porsche 928, but this month I have decided to write about another Porsche that does not seem to get much attention in the P4. It is undoubtedly one of the most important cars in Porsche's history. I am talking about the Porsche Cayenne, which accounted for more than 44% of Porsche's US sales prior to introduction of the Macan.

I have owned my 2005 Porsche Cayenne Turbo for about 3 years. Like any Porsche, there have been some ups and downs with my ownership, but on balance it has been a great car and I routinely remark about how much I love it. The three key reasons I love it are:

1. It has 450+ horsepower and goes like snot;
2. It is super comfortable;
3. It can tow up to 7,716 pounds!

Of course there are many different attributes that other owners may point out, but the one that really should not be overlooked is value. My 2005 Turbo sold for over \$100,000 when new in 2005, but a clean used one today can be purchased for less than \$20k!

Like any Porsche, it's the maintenance that can kill you—especially if you have to have other people do the work. I tend to do my own repairs and during the time I have owned this car here are some of the things that needed attention: brakes, battery, interior AC drain, coolant expansion tank, crank position sensor, passenger window regulator, water pump, transmission valve body, and a few minor bits here and there. And just the other day, the driver-side window regulator broke, so now that has to be fixed.

That sounds like a lot of repairs, but for a 12-year-old car that I drive daily and has over 150,000 miles, it really is not too bad. The car has never left me stranded and as I mentioned, when running properly it is a dream to drive.

The utility of the car is something that often gets overlooked. I use my Cayenne to tow my enclosed 20-foot track car trailer. It is at the upper limit of the Cayenne's 7,716 pound towing capacity, but it has no problem with it. When I go to tracks like Mid-Ohio or VIR, I see many other people using their Cayenne as a tow vehicle, so it's not just me. Here's a fun fact, the 2005 Cayenne Turbo weighs over 5,400 pounds (600 more than a new F-150) yet goes 0-60 in about 5 seconds!

It's not all roses however. I have one major gripe, the radio sucks. It sounds nice, but you are stuck with the PCM2.1 system unless you want to spend a couple thousand dollars to upgrade. 996 owners will understand my objections. It's all because Porsche used Bose and (I assume) got talked into their fiber optic communication system that links the head unit with the navigation system, satellite radio receiver, amplifier, and subwoofer. You cannot just swap out the head unit. If one of those things stops

working, they all stop! So, there is no Bluetooth to connect your phone and that just feels wrong.

Other than that, the car has heated seats and steering wheel (man I love that feature), air-suspension, awesome air conditioning, auto wipers, xenon headlamps, all-wheel drive, and it's a Porsche!

If I had to do it all over again, I would not hesitate. My Cayenne has not been the most trouble-free car (that award goes to my wife's Honda CR-V), but it has been one of the most satisfying vehicles I have ever owned. Every time I drive it, it puts a smile on my face, and I cannot wait to get back in it and go again!



This is my 2005 Porsche Cayenne Turbo



The interior on these cars is super comfortable

MORE PHOTOS ON PAGE 36



A recent article said the Cayenne Turbo is the cheapest Porsche Turbo on the market now as 944 Turbos have increased in value.



The Turbo models have larger air intake vents on the nose.



If you decide you want to tow, get one with the factory tow option because it's expensive to add after the fact.



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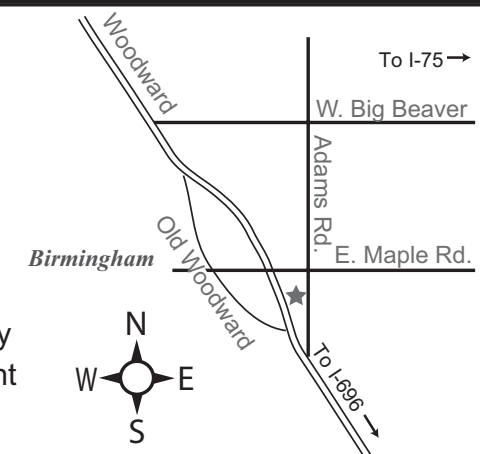
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