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SEM 60TH ANNIVERSARY

SEPTEMBER 8, 2018
6:00 IN THE EVENING

HISTORIC CAR SHOW: 6:00PM
COCKTAILS: 7:00PM • DINNER: 8:00PM
AFTER DINNER SPEAKER

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ON THE COVER:
Invitation to the SEM/PCA 60th Anniversary gala

2018 SEM/PCA CALENDAR

MAY	AUGUST	NOVEMBER
3 Board Meeting	2 Board Meeting	1 Board Meeting & Calendar Planning
5 Selfridge Air Force Museum	5 #Gratiot Cruise	16 Membership Dinner
11 DE #1 at Waterford	5 #Troy Traffic Jam Car Show	
19 Street Survival School	17-19 #Porsche Mackinaw Bridge Crossing	DECEMBER
20 Spring Tour	18 #Woodward Dream Cruise	6 Board Meeting
	19 SEM Picnic and Concours	15 Holiday Party
	24 DE #3 at Waterford	
	26 #Cruising Hines Drive	
	TBD Wyandotte BBQ	
		<small># = Not an SEMPCA Event</small>
		<small>All dates and events are subject to confirmation</small>
JUNE	SEPTEMBER	
1-2-3 #Detroit Grand Prix Belle Isle	6 Board Meeting	
7 Board Meeting	8 60th Anniversary Party at St. John’s	
10 Waterford Hills Racing Family Day	22 Drive your Porsche Day	
17 #Eyes on Design	28 DE #4 at Waterford or M1	
23 DE #2 at Waterford		
28 July Board Meeting		
JULY	OCTOBER	
7 #Gilmore Museum Deutsche Marque	4 Board Meeting	
8-14 Porsche Parade & Caravan – Lake of the Ozarks	20 Fall Color Tour	
21 Progressive Dinner		
27-29 #Concours d’Elegance at St. John’s		

BOARD MEETINGS

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

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

Editorially Speaking



BY MICHAEL COHEN

I started off my column last month with the following sentence: “Spring is finally here and by the time you read this, hopefully the temperature will be warming, all the snow will be gone...” Well, as I write this on April 18, it is 32 degrees and snow is forecast for this evening. Again, I will say, by the time you read this, hopefully the temperature will be warming.

Fortunately, earlier this month, I travelled to California and while there took in some car activities. For the second time is seven months I attended the Porsche Experience Center in Carson, CA. Last time I drove a Cayman S; this time a Carrera S with the optional Power Kit motor (450 HP). The Cayman was great; this car was fabulous. Insane acceleration, phenomenal cornering and outstanding brakes. Using launch control, I accelerated to 128 mph before braking and turning into a 30 degree banked Nordschliefe type horseshoe turn. On the handling course, it was almost impossible to make the tires squeal.

Later in the week I went to the Petersen Museum in Los Angeles. The feature exhibit was the Porsche Effect, a 70 car display of some of Porsche’s most significant racing and touring cars. Highlights included Mark Donohue’s Can Am winning 917/30, a Gulf liveried 917K, the Whittington brothers Le Mans winning 935, Steve McQueen’s Speedster and much more. I will write a summary with pictures next month.

Check out the cover of this month’s P4. It is your invitation to our 60th Anniversary celebration gala. This is a once in a decade event and it will be fabulous. Mark your calendars and register early via Clubregistration.net. You don’t want to miss it!

There are lots of good stories in this issue. Our President, Marc Molson pays tribute to our current and past club racers. On page 10 Paula Trendov tells us about her first sports car. You might be surprised to find out what it is. Monthly contributor Tom Fielitz

discusses the importance of learning the nuances of a race track to maximize speed and smoothness. On page 16, Merritt Scott Collins recaps Munk’s tech session held on April 7 and a review of Motor City Auto Spa’s open house at their new facility appears on page 24.

May and June will be event filled months. There is something for everyone no matter what your interest, so mark your calendar, hop in your Porsche and join us for some fun. There are three major events in May - our first HPDE of the year, geared towards beginners, is on May 11, followed by Street Survival School, a must for young drivers on May 19 and the annual Spring Driving Tour chaired by Gretus Hoogestraat will be held on May 20. June commences with the Belle Isle Detroit Grand Prix on June 1-3. Come down and see the Porsches run on Saturday and park in the Porsche corral. On the 10th, Fred Young hosts Waterford Hills Family Day where you will have the opportunity to see great racing action, meet the drivers and take parade laps around the track.

The annual Eyes on Design car show at the Ford Estate is on Father’s Day and our second HPDE of the season is on June 23. Detailed announcements for all the club sponsored events can be found in this newsletter.

Sadly, we lost one of our long time members recently. Heath Hurlbert passed away on March 21. He was president of SEM/PCA from 1973-1975. Our condolences go out to the family.



The 911 S that I drove at the Porsche Experience Center in LA

PHOTO CREDITS

Photographs used on the cover of the April P4 and in Tom Fielitz’s story “Too Fast to Win” were taken by Dave Estes

SEM - PCA Driver Education Season Opener

FRIDAY May 11, 2018



Our Annual Beginner's Day

(Lot's of first-timers, you'll be in good company)

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For further information see the website, sem.pca.org
Look for the **Driver's Education** box to find all the info you need.
You can register online at www.Clubregistration.net

Still have questions or doubts, don't hesitate to contact:

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Porsche. People. Power. Passion...



BY MARC MOLZON

Over the last few months I've been talking about one of our members, **Ralf Lindackers**, and his journey from our HPDE program to racing and winning the NASA National Championship.

WARNING! The HPDE events are very addictive! Whether you are an aspiring racer or desire to become a better driver on the road—during these events you learn how to keep control of your car and really become a better driver.

There is no shortage of successful racers in our club—the rest of this month's article highlights many of our racers.

Vic Skirmants started racing around 1965 at Waterford and is still going strong. He races his E-Production Speedster and Roadster - and last year he won the G-Production SCCA National Championship. **Tony Mac** races as one of the “kings of Waterford” in the Waterford Racing Series. He started in our HPDE program and is now one of our current instructors—as are a lot of the racers in this article. **Gary Mason** ran in the SCCA Runoffs a couple times with a great run last year at Indianapolis. He was awarded the Driver of the year for SCCA in 2013 in his 911—and landed a win this year in the first race of the season at Road Atlanta. **Gary Ambrus** ran his 924 with PCA in past years and is hoping to be racing vintage in his 914 this year. **Jeff Amos** raced his 944 Turbo S in PCA club races—and was 1 lap from the GTS4 NASA 2009 National Championship in Utah when he tragically lost a coolant line in his GT3. With multiple wins at Waterford and other tracks, **Jim Stevens** started with us in 2007 and was hooked right away and started improving his car. He ran at our club race in 2008 with great results. He was having a great run at the 2012 NASA National Championship at Mid Ohio, coming from last to second, until he was bumped off the track in his great 951 build. **Merritt Scott-Collins** racing her 924 in the ITB class, taking the championship in class in 2017, started in a PCA HPDE program. Merritt's husband **Vaughan Scott** also races in the Waterford series in a sports racer, he built himself, and ran in the 2017 SCCA National Runoffs at Indianapolis.

Dave Burton has been racing since 1998 after his first PCA HPDE in 1997. He was invited to race his 356 in The Rennsport Reunion Race twice with great results and is still racing today. **Leo Wanstreet** started in our HPDE's in 1996 and moved into club racing in 2001 where he was a regular on the front row at many tracks and is still racing today with a track record in class at Gingerman last year. **Phil Kubik** raced in the Daytona 24 hour race in the 90's and was also a top competitor in PCA E-Production for many years. Over the years, he teamed-up with Dave Burton and raced some 3-4 hour enduro races at Sebring and raced with Leo and Jerry Door as well. Speaking of **Jerry Door**, he

was involved in our HPDEs for 20 years, raced a 944 Turbo S to a victory at Mosport in a PCA race in the early 90's and has many more great races under his belt. **Ron Roland** raced E-Production in a 356 in the 80's and **Tom Christen** just started racing in 2017 and is coming to the Waterford series this year.

And there have been many more racers: Erhard Dahm, Tom Payne, Doug Miller, Lou Livengood, Steve Scanell, Paul Noracki, Bill Demeter, Grady Ellis, John Thompson, Sam Weiner, Charlie Brown, John McConnell, Heath Hurlbert, and John Chatley. If you get a chance to talk to any of these members, I urge you to ask them about their stories and experiences. There are probably have more people in our club that raced and have some great stories - sorry if I missed you. Please send me an email or call me so I can share your racing highlights as well.

Now for some upcoming driving opportunities—so get your Porsches ready!

- May 11th is our first HPDE of the year at Waterford - sponsored by Autocore and Munk's Motors. Go to our web site SEM.PCA.ORG or Clubregistration.net to sign up.
- One of our most important and rewarding events of the year is our Teen Street Survival School. This event is so important to teach our recently licensed kids the skills to avoid accidents and provides the hands-on experience of how the vehicle will react in these potential life-saving maneuvers. So please get your kids, grandkids and/or close family friends out to this school for some great training from our club. We have lots of need for help with this event so please call me (248 882-1759) or email me to get involved in this great program. To sign up, visit our website or go directly to www.streetsurvival.org and select the Melvindale location on May 19th for our event.
- We also have our annual Spring Tour on May 20th - a great opportunity to enjoy driving your car with other members and finishes with a nice dinner.
- We also have the Detroit Grand Prix with the Weather Tech Series coming along with the Indy cars, Continental Series and the Stadium trucks with jumps on the track. Bring your Porsche and park on the island in the Porsche Car Corral which is located right next to the track and has a tent set-up. Sign up @ <http://detroitgp.com/corrals/> and go to Porsche Car Corral.
- Come out and cheer on some of our members racing at Waterford Hills in the Waterford series on June 10th. This is our annual SEMPCA Family Day as we all park our Porsches on the hill and we get the opportunity to do some parade laps at lunch time on the track.



If you know a young driver, consider this:

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One day of Street Survival School will teach teens more about driving their cars than all the Driver's Ed classes they take in school. And it is lots of fun!

**SEMPCA will sponsor a Street Survival School on May 19, 2018.
Go to <www.streetsurvival.org> for more information and to register.**

If you have questions contact:

Don Kleist d.kleist@att.net or (586) 247-8178

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My First Sports Car...

(an invitation to tell your story)

STORY & PHOTOS BY PAULA TRENDOV



Paula with her first sports car

First off, let me review what the internet says is the definition of a “sports car”: ***A low-built car designed for performance at high speeds.*** Well that, in my mind, could be a lot of different cars. I will give you the history of my experiences and take you on a journey to “my first sports car”.

I am happy to be married to Kiro, a car crazy guy, and because of that I have enjoyed many cars throughout our 46 years of marriage. He is a good looking European and did I mention he is car crazy? Growing up in Europe, Kiro always loved the German cars and said he would have one someday. Over the years together I have been lucky enough to enjoy his passion and grow to love cars as well. Since Kiro is not a good passenger, he tends to be the predominant driver wherever we go. On those rare occasions when I get to take the wheel I enjoy every minute of it. I will tell you right now that I am not going to be one who will embrace this new driverless technology. I really love to drive and I will never

be put on any list as a racing queen of the track circuit. But no matter what car I am driving, they all have “made me” go faster than I should have.

Our very first car together was a gold 1972 Chevy Camaro. I was so excited because it was my very first car. Kiro’s first car was a Fiat 1500 in Europe, but this article isn’t about his first sports car. We enjoyed the Camaro, but it was not a car I got overly excited about or considered my first sports car. Along the way, we tended to change cars like people change socks. We had an MG, a racing green convertible, and the very day we bought it we both called off work on a cold October day and drove all over with the top down. Two crazy kids just enjoying life. It was fun and sporty, but still I did not consider this my first sports car.

After that, we went through several makes and models of “sports cars”. A Pontiac Trans Am, which our son Stefan loved because he was an avid watcher of the TV program Night Rider.

He used to ask Kiro to make the car do what Kitt did on the show. Funny how our children think we can do anything. Just to name a few more, there was a Fiat X/19, a couple of VW Siroccos, a couple of Corvettes, a beautiful Toyota Supra, and a Datsun 280Z (we drove this beauty cross country). All were fun and we had many good memories, but I still did not consider any of them my first sports car.

We also had an Infinity G35, very nice and sporty, but again we did not keep it very long and not my first sports car. We moved on. One year, Kiro saw a BMW 6 Series and said he wanted me to see it. Like a good wife and probable recipient of yet another sporty car, I went to check it out. Low and behold I fell in love with it. It was the prettiest car I had ever seen and Kiro bought it. We did some traveling with this one as well and I absolutely loved every time I was in the car. We even got an offer from BMW for both of us to attend the BMW Performance Driving School in Spartanburg, SC. What an experience that was and I learned a lot about driving that I did not know. That came pretty close to being my first sports car and we absolutely loved driving it, but still not my first.

We weren’t getting old just yet, but we did want comfort when we traveled. So, we got our first Mercedes, an E350. It was an amazing traveling car, easy to handle and very comfortable, but definitely not my first sports car. Love those Germans though, they know how to build cars. Next, as we tend to always want another new car, we bought an Audi S5. Now this baby was amazing. More Kiro’s car, but again I reaped the benefits his car crazy passion for sports cars. We drove this one to the Tail of the Dragon and talk about a high. That car took the curves like the machine it was built to be. It did not have a grab handle at the roof line, so I was holding on for dear life for 11 miles with 318 curves. In Europe, Kiro grew up using the entire road to his advantage. So when we drove the Dragon in a group with the Audi Club, Kiro utilized the whole road and got caught on camera crossing over the centerline. We got busted and our leader scolded us in a friendly way. We fessed up and to this day it is the joke between

us when we drive the Dragon—don’t cross the center line. But alas, this was not my first sports car.

In 2014, Kiro and our son Stefan got an invitation from the Porsche factory to test drive Porsches at the Ford Proving Grounds and that is where he saw the Macan S. His first thought was “this would be a good vehicle for Paula”. Sporty, utilitarian and just great to look at...plus it’s a Porsche. He told me about the Macan S and then we went to the dealer for a closer look. There was a 2015 model already on the boat coming from Germany so we made the purchase. WOW! THIS was going to be MY vehicle and I could not wait. We picked it up and two days later drove down to the Tail of the Dragon with our sister car club. Between Kiro’s driving skills and the Macan, we had the time of our lives. I could not believe that this SUV actually was performing like a 911. When we stopped for a break, one of the members in our group asked Kiro if he was a professional racecar driver. I am not sure if it was Kiro’s driving skill or the Macan, but combined, it was the ride of my life. I would tend to say it was the Macan at its best and I could not have been happier with my new sports car. While some would say it isn’t a true sports car, I would beg to differ with them. It might not be low built, but it is definitely designed for high speed. My son even said he has never seen me so excited about a vehicle.

We signed up to become members of the Porsche Club after Kiro read about the Porsche Parade that was going to be held in Jay Peak, VT. Our SEMPCA group met up in Woodhaven to caravan to the event and that is where we met club members Gretus Hoogestraat (organizer of the caravan), Tom and Christine Grabowski, plus Dale and Marilyn Goby for the first time. What an experience we had and from that moment on we formed some very special lifelong friendships. We felt like we had known these people for years by the end of Parade. Kiro and I belong to two other German Car Clubs, but the Porsche people are by far the best.

So my friends, I say to you now that the Macan S is truly my first sport car and when I drive it I feel on top of the world.



Caravan to PCA Parade at Jay Peak VT



SAVE THE DATE

Sunday, May 20, 2018

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

The long-term weather forecast shows plenty of sunshine

If you have the top down on your convertible

do **NOT** forget your favorite sunscreen!!!

There will be bathrooms available at the starting location

The dinner restaurant in Plymouth is waiting for us with special parking

Separate checks for the Family Style Dinner with beef, chicken and fish

Plenty of variety and food for everyone

We meet at 2:00 PM in Auburn Hills

(exact location will be provided upon registration)

First car out at 3:00 PM

Please register at www.clubregistration.net

For questions contact event chair

Gretus Hoogestraat

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How to Learn a Track

BY TOM FIELITZ

One of the most fun aspects of driving school events for me was to learn a new track. The prime focus of a driving school is to improve our driving skills. Eliminating the variable of learning the corners allows one to concentrate on the mental and physical aspects of driving. The sooner a track layout is learned the sooner we can apply specific driving skills to negotiate the track. The track becomes the classroom and responding to the variables of driving become the true skills to be learned.

The learning process can be broken down into simple steps. Step one is to break the track layout down into manageable segments. By studying the layout or by seeking the advice of someone with practical experience you can focus on specific features of the track in order of complexity or challenge. Obviously the straight sections offer the least challenge so we focus on the connecting corners. The corner leading on to the longest straight becomes the most important to learn and so on to the shortest straight. The fastest corners become the next most important leading to the slowest corners as least important. The other factor to take into consideration are the corners that offer the most risk from the track surface such as camber or elevation, but also from curbing and runoff areas plus the proximity of safety barriers. When you are driving the track at speed these factors are difficult to observe which is why you often see a track walk conducted by someone with experience to point out these factors. Even very experienced drivers will perform their own track walk observing not only the obvious features, but even the small nuances of the track such as cracks and changes in pavement surfaces. Besides observing features that will affect the traction of tires and the reaction of the suspension, it is also an opportunity to pick out markers that will be useful for establishing driving checkpoints. These become the markers to establish brake zones, steering input points for corner apex, acceleration points and where to aim the car at the exit of the corner.

One of the most critical points, often overlooked, is the angle of approach to a corner that offers the smoothest transition and the least amount of counter force to the car. The smoothest arc through the corner offers the best mid corner speed which is often referred to as rolling through the corner. The way to achieve this is to find the angle of approach that offers the least amount of braking and steering input plus the earliest opportunity to apply the throttle. The objective is to maintain momentum and

minimize the loss of speed. The most successful drivers master this technique and those are also the drivers that impart the least amount of wear to the car and tires. The most important thing to remember is to never take learning the track for granted. There is something to learn from every lap you take if you are observant. Simple changes to the track surface affect the grip level and should not be assumed to be constant even from one lap to the next. Variations in grip require recognition and changes in driving technique. Even routine track maintenance such as a change in corner curbing will impact the driving approach to a corner.

Not to ignore all of us that drive on public roads, there is a parallel to learning here also. Observation of driving surfaces as well as traffic patterns offer their own challenges. On a race track the road is repetitive and we learn the reactions of the drivers we share the track with. The best advice on public roads is to never assume the skills and objectives of other drivers. Assume the worst of skills and lack of concentration, do not expect a logical or predictable reaction by them. Whenever possible, plan ahead for your reaction to avoid a situation. An example would be to not drive in the blind spot of another driver for any extended amount of time. Another example would be to leave an escape opportunity to change lanes or apply brake avoidance for emergencies. Never let yourself be surprised. That includes traffic patterns to avoid. We become aware of traffic patterns when driving at certain times of the day on roads that we use repeatedly. A simple change in departure times exposes you to an entirely different set of drivers plus their habits of speed and lane changes. Being Michigan drivers, I don't need to remind you that road surfaces constantly change such as the appearance of a pot hole that was not there the previous time you drove that route.

Challenges can be a fun part of the driving experience and not a frustration producing event depending on your attitude and driving objectives. Drive with fun in mind my friends.



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RECAP 928/944/996 Tech Session at Munk's Motors

BY MERRITT SCOTT-COLLINS

Despite freezing temperatures and snow flurries in the morning, the sun came out and helped make the 928/944/996 tech session at Munk's Motors in Waterford a smashing success. More than 50 enthusiasts came to this working-shop event that featured several projects going on at once. It was a busy session: techs worked on cars all day, questions were asked and answered; there was minimal formal presentation.

Chris Young, a Motorhead who often does his own vehicle maintenance using Munk's facilities, spent much of the day adjusting the ride height on his own Guards Red 1988 928 S4 over an alignment bay. "I'd have liked to get the 996 out," he said. "But not in this weather."

In the next bay, Rick Christian performed a post-purchase inspection on Michael Levich's 1992 convertible 968. Levich said he bought the car in October, "I didn't have much time to enjoy it before putting it into storage. It's my first Porsche, and I was planning on bringing it by in a few weeks anyway, so the timing of this event was great." Christian, an ASE Certified Master Technician, spent several hours going over the car using Munk's Car Care Report® and was able to put the owner's mind to rest.

Munk's tech Dan Sauve performed an IMS bearing replacement on a 1999 Boxster. An IMS bearing is a difficult part to access. Techs took enough of the car apart on Friday, so that on Saturday event attendees were able to see the more interesting parts of the job. These included removal of the old bearing and installing the new bearing with a direct oil feed. Chris "Munk" Braden passed around several IMS bearings, in varying states of failure, as well as a new one to emphasize the importance of bearing replacement. "These cars are available at bargain prices, but you need to have the bearing replaced as soon as possible. Once that bearing fails, all bets are off."

"The problem is a lack of lubrication," Munk explained as he held up an old bearing. "The original design included a sealed bearing, and a sealed bearing can lose its lubricant—grease—but cannot be re-lubricated. That being said, with normal use the bearing can wear down to the point where it disintegrates, or else the central stud snaps. If the stud snaps off, there's a chance that the



A few Porsches have emerged from winter hibernation

IMS will stay where it belongs and won't cause any damage. But if the bearing disintegrates, the IMS is pretty much guaranteed to fall out of place. When that happens, the timing chains skip, pistons can hit valves, and that will destroy the heads, cylinder walls and other things that you don't want to have to replace. We strongly recommend installing a direct oil feed kit along with the updated bearing to keep it constantly lubricated."

After lunch, Steve Carbary, SEM D.E. chair, inspected Guilherme Costa's 1999 996 for track-day readiness. "There was excessive clearance in the sway bar drop link, which the owner is already aware of, and the car needs a brake flush," said Carbary after completing the checklist. "Then it should be good to go." Costa is new to tracking and eagerly awaits the club's first DE of the season on May 11th.

Last, Jeff Spearin's 1986 944 came in with a suspected engine oil leak. The car was found to have an oil cooler leak, an exhaust leak, a failing steering shaft, and was in need of an alignment. The 944 stayed in the shop for additional service after the tech session.

While all of the cars were being worked on, Andrew Olson and Dave Kowalewsky from the Michigan 928 Owners' Club did

(continued from page 18)



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bench work demonstrating the magic of ultrasonic cleaning. Parts went into the basket covered in grime, and came out glistening. “This machine saves hours of scrubbing over a sink,” said Dave. “It’ll clean anything—car parts, gun parts, jewelry. Plus it supports a local business: it’s made right down the street in Pontiac.”

To cap off the day’s festivities, SEM president and chief driving instructor Marc Molzon held a drawing for a free D.E. at Waterford Hills. Bob Budd of Classic 9 Leather Shop was the

lucky winner. He expects to take to the track in his Cayenne later this summer.

Munk himself was elated with how the whole day went. “This turned out to be a winning combination—multiple cars, different projects, varying levels of complexity. We put the word out for cars in need of service, and enough owners came forward to keep the day interesting. There was something for everyone. We’ll do the same thing for the next one.”



Chris Braden explains IMS bearing issues



Chris Young adjusts his 1988 928 S4 ride height



Guiherme Costa's son-
PCA Juniors candidate!

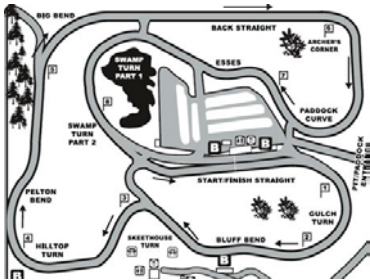
MORE PHOTOS ON PAGE 33

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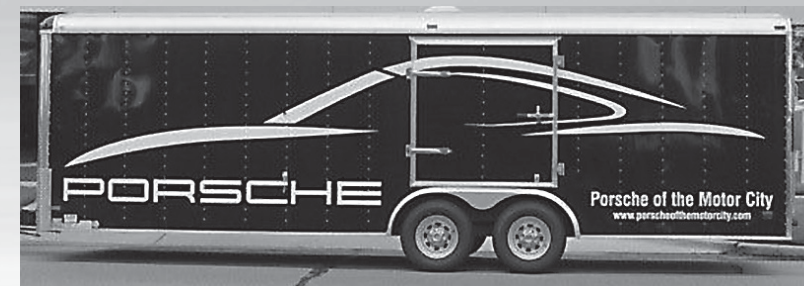
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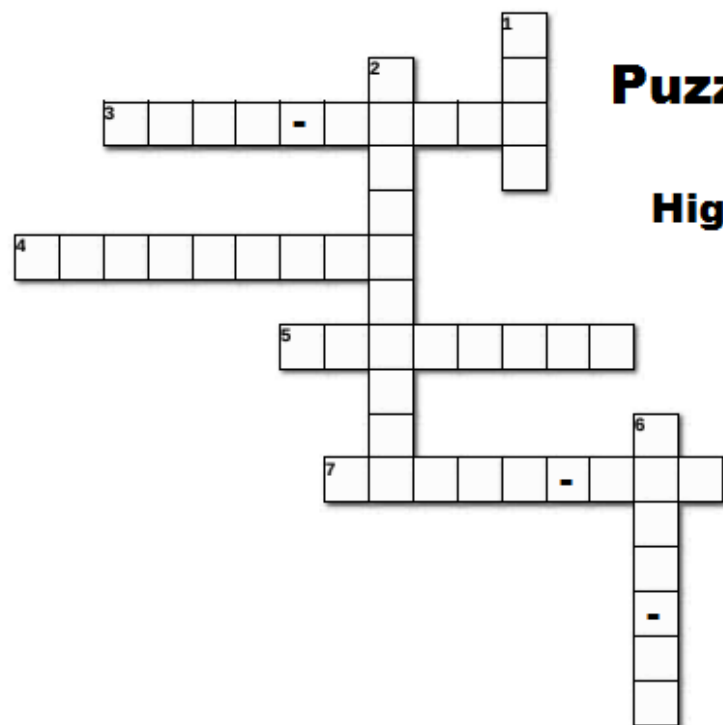
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Across

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

Down

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

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

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Steve Carbarry 586 • 242 • 6437

DE@sem.pca.org

Chief Instructor

Marc Molzon 248 • 882 • 1759

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RECAP Motor City Auto Spa Open House

STORY & PHOTOS BY MICHAEL COHEN

Matt Lifter, proprietor of Motor City Auto Spa, has been a longtime supporter of SEM/PCA. For years, he has been a consistent advertiser in the P4 and has held several open house detailing seminars for club members at his facility at 901 W. 11 Mile Rd, just east of Woodward Avenue in Royal Oak. Motor City Auto Spa has been voted Best detail shop in metro Detroit by Hour magazine and many of our members are patrons.

Success created a back log of work and about one year ago Matt realized that he needed to expand to a second facility to service all his customers on a timely basis. Months of planning, plus the purchase and renovation of an existing building has resulted in a large, state of the art second facility at 4300 Delemere Court in Royal Oak, south of 14 Mile Road. Colin Rumschlag will manage the new operation which will emphasize expert auto detailing and paint protection solutions.

On Sunday, March 18, Matt and Colin opened up their new facility to approximately thirty of our club members. Matt reviewed the various services that MCAS offers. He then showed us all of the chemicals, other products and



Members inspect Motor City's array of detailing chemicals and tools

tools such as buffers that they use to detail and protect a vehicle's exterior, interior and engine compartment. At the conclusion of the review, Matt demonstrated how to remove scratches from a Jeep Cherokee and followed this by polishing and buffing its damaged door to a better than new glossy shine. Matt's mother, Linda, was the event's hostess; she provided coffee, sandwiches, fruit, meatballs, dips, cake and cookies for our members. At the conclusion many members remained to ask questions, gather more information and purchase some of the detailing products that MCAS offers for sale.

There were several Porsches parked inside the brightly lit facility which the team had recently worked on. Parked beside these finely detailed masterpieces was Matt's latest vehicle purchase—a rusty rat rod, which he bought just because he wouldn't have to detail it.



Christine Grabowski and Kiro Trendov chat during a break

MORE PHOTOS ON PAGE 26

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Matt Lifter addresses the group



Members pay close attention to Matt's explanation



Matt Lifter's rat rod hides behind two 911's on display



A fabulous metallic gold radical Chrysler Imperial custom on display. This was originally a full size 4-door



Matt polishes out scratches on a black Jeep Cherokee





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Caravan to Porsche Parade Lake of the Ozarks, MO



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

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For those living on the West Side might want to take

I-275 straight down to Toledo and meet us there

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

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

Arrival Saturday in "Lake of the Ozarks" around 3:55pm gives us ample of time for the welcome tent
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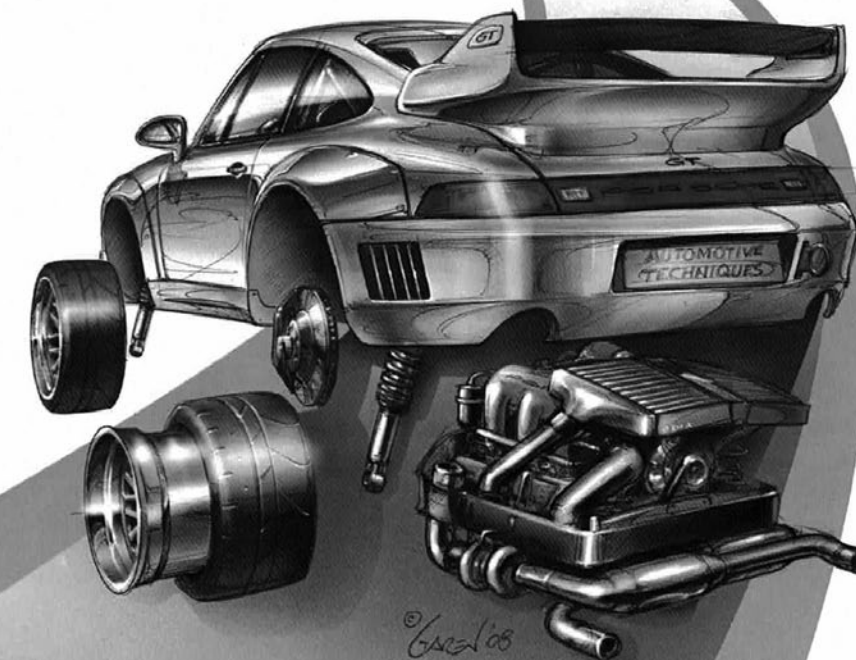
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Munk's Tech Session (continued from page 18)



More than 50 enthusiasts attended



More attendees



Rick Christian inspects Michael Levich's 1992 968



Steve Carbury inspects
Guiherme Costa's 1999 996



Ultrasonic cleaner demonstration by
Andrew Olson and Dave Kowalewsky



Jo Brighton Special Olympics

4460 18th Street
Wyandotte, MI 48192
Maggie Gibson, Local Coordinator

Cell 734-626-3600

March 27, 2018

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.

Two of our basketball teams qualified for the stat tournament. Both teams brought home a silver. We continue our Power lifting practices and bowling practices.

We have just started our swimming and track & field practices and will begin Kayak practices in May. We are starting something new, Unified Bowling with area High School students. We are so excited for every new challenge and opportunity.

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
Jo Brighton Center



Around the Zone –

By Lori Schutz



I hope this finds you getting ready for spring, getting the Porsche out and washed and buffed for the new season, and already registered for a few events. Here is what I did while impatiently waiting for nice weather.

During the 2nd weekend in March, many Zone 4 members journeyed south for warmer weather and the 2018 Amelia Island Concours weekend. Through bad weather, planes, trains and automobiles – we all arrived safely and ready for some Porsche fun. I was part of Marci & Paul Thieme's entourage from Western Michigan Region as their Porsche 962 race car was invited to the concours. We affectionately refer to their 962 as Mr. Miller since Miller Highlife Beer is the primary sponsor of the gold, white and green livery. The others in the crew were WMR PCA members Rick Riley, Chuck & Lynne Olenyk, Bob Stander, former WMR members Dan & Neila Bird, and the Thieme's son Paul and his wife Mary.



Photo 1 Marci and Paul Thieme with Mr Miller and 2 new trophies Photo by Chuck Olenyk

Mr. Miller won two prestigious awards- Corporate Award – The Andial Trophy and an Amelia Award – Grand Touring Prototype. We met up with good friends Ray Shaffer from PCNA, and Hurley Haywood (photo above).

The following weekend I was joined by representatives from every region for the Zone 4 President's meeting in Toledo, OH. Day 1 was focused on PCA National updates presented by Cindy Jacisin, Executive Council Secretary, Ron Carr National Procedures Chair and remotely we got a membership update from Minta Miller, our membership chair. Lori and Cindy discussed the new Touring Minimum Standards and an update on risk management and our insurance responsibilities. We enjoyed a great exchange of ideas, plans for your regions, and great comradery. On Day 2 the focus was all about High Performance Driver Education events, and we had the DE Chair or a delegate from the regions who are presenting HPDE events this year, and some who might in the future. John Krecek, our national DE chair joined us remotely to discuss the new resources available to our regions, including a very fantastic track mapping presentation of Mid Ohio Sports Car Course. Then Vicki Earnshaw, Porsche Club Racing Chair, joined us remotely to discuss the transition from DE to Club Racing and how we can promote the path with our qualified DE drivers.

I look forward to seeing all you at events this spring. Drive safe and love your Porsche!

Sincerely,

Lori

Business Meeting Minutes (4/5/18) by Fred Young

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

Call to Order: 7:00 p.m. by President Marc Molzon
Minutes: Moved by H.G. and S.C. to approve. Motion passed.
Financial: Leo Wanstreet - Tabled
Membership: Walter Crump - There were 14 new members in March for a total of 694 primary members. New members will be welcomed with a letter and a \$25.00 certificate to be used towards an event.
Insurance: Greg Gallagher - Insurance is up to date.
P-4: Michael Cohen - The P4's arrived early. A proposal to add color pages to the P4 was reviewed. The P4 and website are entered into the PCA national contest. Tim Hartge has resigned as associate editor.

OLD BUSINESS:
President's Meeting: Marc Molzon - A number of items were discussed at the meeting including: observer reports, social media policies, instructor schools, new member events with various chairmen present, and membership growth. The goal is to have 100,000 members by 2020. Current national membership is at 80,000. SEM has had a 6% growth this year. Steve Carbary reported there are some regulation changes for DE's. He also mentioned a beginner's intro program with one track session.
Cars and Kettles: Gerry Mason and Ross Dresser addressed the board about a "Cars and Kettles" car show benefiting the Salvation Army on May 12 in Port Huron, MI. It was moved by H.G. and W.C. to place an ad in the P4. Motion carried.
March 10: Roush Racing Museum: Fred Young - Over 50 members attended and were impressed by the collection and historian Mr. Tyler Wolfe's presentation.
March 18: Motor City Auto Spa: Michael Cohen - there were 25-30 attendees in the great brand new facility. Mr. Matt Lifter demonstrated various products and techniques used in detailing.
April 7: Munk's Tech Session: All set.
April 28: Autocore Open House: Marc Molzon - Will have cars on display.

May 5: Selfridge Air Force Museum: Fred Young - Response has been slow.
May 11: DE #1: Steve Carbary - It was moved by H.G. and W.C. to approve the contract. Motion carried. Munk's Motors will sponsor the breakfast and Autocore will provide lunch. It was moved by P.D. and H.G. to negotiate a contract possibility with M1 Concourse. Motion carried.
May 19: Street Survival School: On track.
May 20: Spring Tour: Gretus Hoogestraat - Ad in the P4.
June 10: Waterford Hills Family Day: Fred Young - All set.
July 7: Deutsche Marque: Fred Young - Great event featuring all German cars.
July 8-14: Porsche Parade and Caravan - Caravan ad is in the P4. Registration is now open.
July 21: Progressive Dinner: Marc Molzon - Needs a chairperson and host homes.
August 19: Family Picnic and Concours: OK
September 8: 60th Anniversary Party: Patti Door - The committee met March 26 and discussed a variety of items including name tags, a car show, programs and a photographer. Potential sponsors will be contacted for the anniversary program.
Charities: No report.
Webmaster: Erik Ohrnberger - Fine tuning is in progress. Much fresher appearance than the old site.
Goodie Store: No report.
Event Reports: Fred Young - Needed for Roush Museum and Motor City Auto Spa.
NEW BUSINESS:
It was moved by H.G. and P.D. to approve hotel, meal and mileage expenses for the president along with mileage and meal expenses for the DE Chair. Motion passed.
Meeting Adjourned at 9:45 p.m. - Moved to adjourn by P.D. and W.C. Motion passed.
Refreshments and Location: Thursday, May 3 - Marc Molzon - Gilson's
Thursday, June 7 - Michael Cohen - Gilson's

SEM/PCA Member Anniversaries - May 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)
46	William Lovett	12	Ricardo Garza	4	Chris & Iweta Ostberg
46	David & Christine Renner	12	William Goldenberg & Enid Bienstock	3	Fred Andalora
42	Robert & Fayclare Blau	11	Glenn & Pamela Cumberland	3	Scott Patterson
35	Gene & Dawn Kiesel	10	Mark & Deb Panter	3	Dale Pearson
33	Gregory & Kevin Priestap	9	Arthur Siteman & Nancy Cobb	3	Kiro & Paula Trendov
27	Ray & Sharon Horn	9	Gregory & Janice Foersterling	3	Mary & Jim Fleischhauer
27	Frederick & Kathy Young	8	James Warner	3	Nicholas & Nancy Bogaerts
25	Charles & Tania Spurlock	8	Dennis McDermott	2	Scott Kempf
23	Gene & Denise Jordan	8	Mark Bellissimo	2	Rodney Corby
22	William & Antoinette Kreager	7	Matthew & Wanda Verdura	2	Thomas & Christine Grabowski
19	Gordon & Christine Ford	7	Daniel Applefield & Lisa Walters	2	Joe & Mary Karey
19	Patrick McFall & Heather Sinclair	7	Ronald Hable	2	Jean Pierre Debailleul
18	Richard & Carole Walker	6	Steve & Julia Slane	2	Christopher & Anne Hager
18	Stanley & Seth Engelhardt	5	Cleve & Paula Masson	1	Peter McElroy
17	Donald Kleist & Nancy Richardson	5	Charles & Carol Etterman	1	Ademir Casco
17	Angus & Karen Campbell	5	Juan Valdez Vazquez	1	Rob Schwab
16	James Marsh	5	David Rand	1	John Kuha
15	James & Meghan Dyke	4	Mikhail Karasev	1	L.M. Sumler
15	Dale & Marilyn Goby	4	Andrew & Jennifer Wrobel	1	John Battista Jr
14	Gregory & Diane Gallagher	4	Mark & Carolyn Koblin	1	John Zawacki
14	Ron & Darlene Geb	4	Jeff & Kimberly Aneiros	1	Michael Gordon
14	Ron & Deborah Oye	4	Michael Yusaf		
14	Stephen Diamond & Patrice Alman	4	Joel & Lisa Peltier		



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Remembrance

Our condolences
go out to the family of
Heath Hurlbert
who passed away on
March 21.

Heath was the 1973-1975
president of SEM.

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either “For Sale” or “Wanted”—for three months at no cost.

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

FOR SALE: 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: 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 de-

tailed spec sheet and photos. billder-ouchie@gmail.com (3/18)

2002 PORSCHE 911 CARRERA CABRIOLET: Seal gray metallic/gray supple leather and top. Excellent cdn. Tiptronic. Lowered, suspension mods, Pioneer head unit with Bluetooth, navigation and back up camera. IMS Guardian+LN Engineering oil filter adapter non-bypass filter system. First place SEM/PCA concours. 99,833 miles. \$16,900. Contact Michael Cohen 248-227-8604. Email michael@sellyoursportscar.net (4/18)

FOR SALE: PORSCHE PARTS: 1-pair full power seats (black) from 987/997 (Boxster, Cayman, 911).

New condition \$1,000 pr.1- 912/911 Steering Rack. 2 – replica Abarth 4 pipe exhausts. Stainless steel (large pipes). Prototypes. New. Never used. \$600 ea.5 15”x7” phone dial wheels w/caps. Bill Hallandal – (231)377-9310 home; (231)676-7780 cell (5/18)

FOR SALE: 1977 PORSCHE 911 TARGA: Guard Red, 3 piece BBS 16” gold wheels, front spoiler, full black leather interior. No rust and never driven in the winter. 130,000 miles but transmission and engine rebuilt at 75,000. All records since 1985. New targa top by Brown in Denver, same as original top. \$24,000. Jerry Door 248.207.7617 or 248.661.4362 (5/18)

Welcome New Members:

Neil Bacoski
Michael and Sarah Becker
Guilherme Costa
Eric Jackson
Timothy LaBuda
Paul Lyon
Saad Malik
Isaac Mitchell
George Moilanen
William Moore
Mike Paige
Nick Saroki
Ed Wizner
Peter Bezjak-Transfer
Chip Lydy-Transfer

2018 High Performance Driver Education (HPDE) Schedule

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

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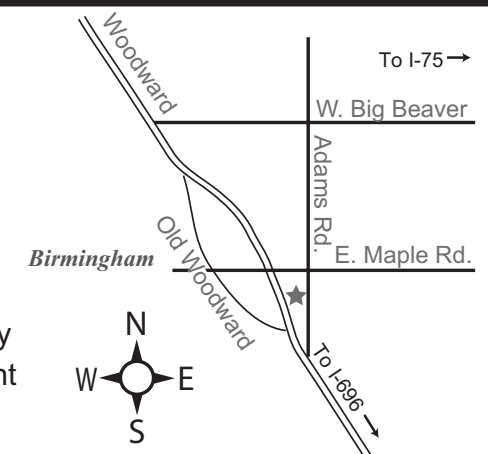
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