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ON THE COVER:
Diane Burton’s 356 Roadster at Glen Lake in the heart of Sleeping Bear National Lake Shore.

2017 SEM/PCA CALENDAR

NOVEMBER

- 2 Board Meeting & Calendar Planning
- 17 Membership Dinner

DECEMBER

- 7 Board Meeting
- 9 Holiday Party

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.

Editorially Speaking



BY MICHAEL COHEN

In last month’s issue of the P4 (October 2017), SEM/PCA member John Khami wrote an outstanding article about his time spent at the Porsche Experience Center in Atlanta. Recently, I had the opportunity to attend the newly opened Porsche Experience Center in Los Angeles. I won’t bore you with another article about PEC or try to compete with John’s excellent story, but the bottom line is it was a great experience. For 1½ hours, accompanied by an instructor, I drove a 2017 Cayman S with PDK around their test track, through various sliding/drifted exercises and launch control acceleration runs. The car is outstanding—excellent power, strong brakes, great cornering limits. I didn’t think that I wanted to do the slow speed skid pad, kick plate and other sliding exercises (I just wanted to be on the high speed road course), but I’m glad I did—I learned a lot about car control. I also spent sixty minutes on their driving simulator—Laguna Seca in a Porsche 911 GT3 RSR is harder than I thought it would be; however I did much better driving a Cayman GT4 at Spa. Bottom line—if you have the opportunity, partake in one of Porsche’s Experience Centers.

This issue of the P4 is the final one for 2017. (We do combined November/December and January/February issues because there are fewer events to report on at this time of year). I would like to thank our excellent P4 staff—Co-Managing Editor John Keilly, Associate Editors Mark VanderEyck and Tim Hartge as well as Miranda Christian for making this magazine a success. Additionally, we are all most appreciative of monthly contributors Andrew Olson, Tom Fielitz and Marc Molzon’s time and effort—their articles are always extremely interesting and well done. Finally, we could not produce the P4 without the great cooperation and time invested by Copyrite’s Roger DeLiso and Bernie Palo. Thanks guys!

Two more exciting events are coming up before the end of the year. Our annual Membership Dinner will be held on November 17, at a different venue, the WaterMark Bar and Grille on Jefferson Avenue in St. Clair Shores. We have a very interesting surprise speaker. Also, plan to attend our 2017 Holiday Party and Silent auction on December 9 at a new venue, the Meadowbrook Country Club. Sign up early for both events because space is limited and neither event can accommodate “walk-ins.”



Standing next to the Cayman S I drove at the LA Porsche Experience Center.

This issue has several interesting articles for your reading pleasure. First time Ladies Drive participant, Paula Trendov writes descriptively about her impressions of the event on page 10. After several years of contemplating it, frequent P4 contributors Don Kleist and Nancy Richardson attended the Auburn, Cord, Duesenberg Festival in Auburn, IN this past Labor Day. Don states that it is a must see for any car enthusiast. Check out his recap starting on page 14. Associate Editor Tim Hartge tells us about his first sports car on page 18 (psst—it wasn’t a Porsche). Finally, our two autumn drives, the Fall Color Tour and Drive Your Porsche Day are summarized on pages 30 and 34, respectively.

2017 was a very successful year for your club. Membership increased and event attendance grew with lots of our new members participating. Regarding the P4, our new monthly feature—My First Sports Car has been well received. However, we would like to hear from more of you—we all have interesting stories to tell. If you have a good tale but are not comfortable about writing about it, give us the highlights and some pictures and we will help you construct the story. Also, many of you attend interesting car events, such as John Khami who wrote about the Porsche Experience Center (October 2017 P4). Let’s hear about it! Our readers would love to read your story.

If any of you have suggestions on how to improve the club or the P4, please contact any board member. Remember, this is YOUR club and we want to make it the best possible. Happy holidays!

2017 Southeast Michigan Porsche Club Membership Dinner

Friday, November 17th at 6:00 p.m.

WaterMark Bar and Grille
24420 Jefferson Ave, St Clair Shores, MI 48080, USA

We can not disclose the name of our guest speaker
I promise, it will be very, very interesting

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Porsche. People. Power. Passion...



BY MARC MOLZON

Thanksgiving...

I just wanted to talk a little bit about how thankful I am for all we have accomplished this year and how great OUR club is because of our members. It's the volunteers who make what we do so successful and the many events we sponsor so enjoyable. I am thankful to everyone who gives their time to the club (members, spouses, sponsors and local businesses) - and it's rewarding to see the level of commitment our club has to helping educate drivers of all ages with their vehicles.

Because of so many volunteers who generously contribute to organizing and managing all the various events, we can fill our annual calendar. There is certainly no shortage in social opportunities! We have everything from driving tours, picnics, and membership dinners with great speakers to our annual end-of-the-year Holiday party. We've shared many great times this year—starting with the various spring events.

After a long winter, everyone was eager to get out of the house, get together to discuss car updates and get driving—so it's not surprising that April and May were a couple of our busiest months. The April HPDE 101 (High Performance Driver's Education "101") exposed potential students to the track environment and prepared them for what would be happening at the track on their first HPDE day. Also in April, the New Member Gathering was held at Automotive Techniques to welcome new member and to discuss different tech issues and solutions for our cars. Following this, Autocore, a new club sponsor, held a Tech Session focusing on some repairs specific to the IMS bearing and coolant line failures. Rounding-out the month, our other sponsors helped support our members as the weather turned to "cars." The annual swap meet at Porsche of Farmington Hills turned-up some of those hard-to-find parts at garage sale prices. And the annual Devils in the Details held at Munk's once again gave some great tips on detailing our cars and getting them ready for the concours in the summer.

Our first HPDE of the year was, as always, Beginner Day and held at Waterford Hills Raceway in early May. Thankfully, we have a dedicated team who conduct the High-Performance Driver's Education (HPDE) events which help our members safely explore and experience driving their Porsches at speed on a race track. Special thanks to our volunteer instructors who coach drivers while right in the car with them—ensuring they safely learn

how to fully handle their vehicle.

Another spring event for which I am thankful is our annual Street Survival School. There, we teach our kids and grandkids some great driving skills to keep them safe on the road. I'm proud so many members take an active role in teaching teens—and especially happy to share that my family's volunteers span 3 generations (my Dad, myself, my son and my wife) to make this event so successful.

The Spring Tour kicked-off the first of the various driving events we enjoyed through the year. This was followed a couple months later by the well-attended Progressive Dinner—where we had the opportunity to see some of our member's wonderful homes, have some great food and enjoy a fun drive along the way. And if you have a clean, well-detailed car, I hope you could get to one or all of the concours events this summer.

In August our annual Picnic continued to grow in popularity. This year we were overflowing the parking area with Porsches. The food, as always, was wonderful and there was another chance to detail our cars for the concours. Winners walked away with hand-crafted keepsake awards, hand crafter by Fred Young. Thanks Fred! The Woodward Dream Cruise was also in August and we joined the other million-plus people that drove or watched their dream cars go up and down Woodward.

Our last HPDE for the year was in September, and as the weather started to cool off we still had a few tours left for the year: Drive Your Porsche Day, the Ladies Only Drive and the Fall Color Tour. The Color Tour has been known to host over 70 Porsches all running together on a great route, with a cider/donut stop and a tasty dinner finale.

The General Member Dinner in November continues as another popular event. And each year, through member connections, we secure interesting and passionate automotive speakers. Rounding-out the year will be the Holiday Party with our Silent Auction. We raise money for the Joe Brighton Foundation helping special needs kids. It's so rewarding to support them and they are greatly appreciative of all we do for them.

There is a lot of planning and effort put in behind the scenes to keep our events going year after year—a huge THANKS to all the members that keep this club going! 2018 will be OUR club's 60th Anniversary—come volunteer to keep our club running strong and fun for the next 60 years.

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RECAP **Ladies Drive**

BY **PAULA TRENDOV**



*Standing: (Lto R) Elena Kerasiotis, Maggie Ott, Patti Door, Janet Hart, Merritt Scott Collins.
Seated: Pat Ambrus, Sabrina Crump, Rebecca Kraus, Christine Grabowski, Paula Trendov.*

The Ladies Only Drive on September 15th was my first time and I have to say everyone who showed up made it a memorable one. We met at the mall parking lot of Tel-Twelve, or should I say across the street to organize ourselves. Patti Door had a goodie bag for each of us filled with different Porsche items. I'm liking the pen myself. Passersby drove around looking at all our beautiful Porsches parked together and even took some pictures of us. I was the navigator for Christine Grabowski in her Boxster, who lead our caravan and Patti Door brought up the rear to make sure we all stayed together. It was good she did because all we had to do was look behind us to see her yellow Porsche and we knew all was good. We drove through some very nice roads over to the restaurant in downtown Plymouth. With the help of Tom Grabowski, we were able to park together in a lot just a short block away since parking is at a premium in downtown Plymouth. As the lead car, of course we had to have the top down so I was the official flag holder. Gretus had them made for us and

I believe we only lost 1 or 2 of the flags along the way. And we weren't even driving that fast-wink, wink.

The evening was perfect and the weather cooperated nicely. We walked over to the restaurant and took our seats around the tables reserved for us and did what we like to do best...we talked and got acquainted with each other. Some of the other ladies were first timers as well. Patti also had extra gifts where she drew a number for each of us. Is she the best or what? Some of the gifts were jewelry, which Patti makes herself throughout the year. Not anything you would find in a store so that makes them special and unique. Thank you Patti. We all had such a good time and I look forward to next year's Ladies Only Drive.

If you were not able to make it this time I hope you can next time. This is a really fun night, especially driving our Porsches. It really is about the people and it's the cars that bring us together. See you next year.

MORE PHOTOS ON PAGE 12

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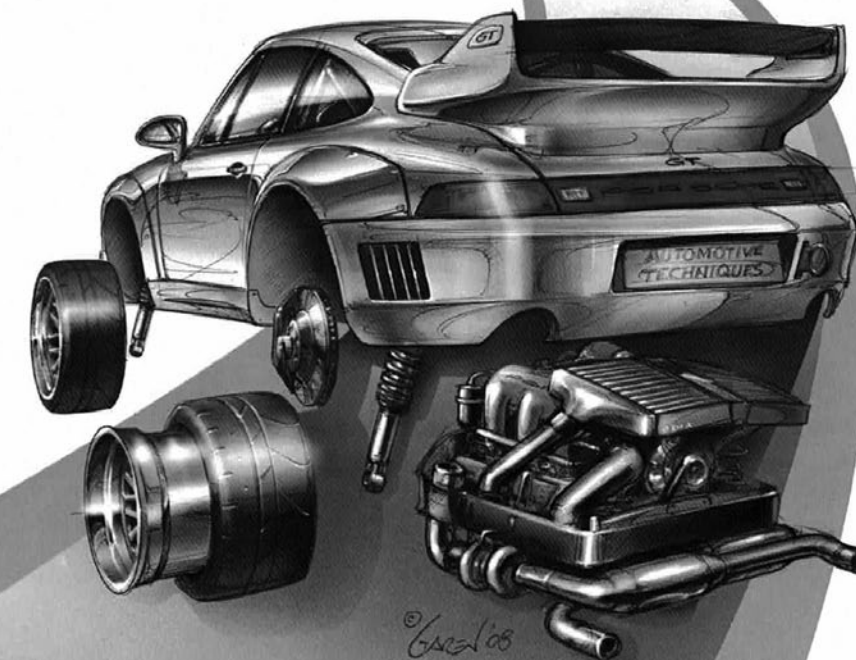
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Pat Ambrus guards red 911

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The Auburn Cord Duesenberg Festival

STORY & PHOTOS BY **DON KLEIST**



A casual line up of stars.

When was the last time you saw an Auburn, a Cord or a Duesenberg that was not in a museum or car show? Unless you are one of the few who saw a Cord at last year's Progressive Dinner, I bet the answer is never. Not so with Nancy and me.

In 2013 Nancy and I talked several times about visiting the Auburn Cord Duesenberg Automobile Museum in Auburn, Indiana. Then one evening while sitting at my kitchen table I asked Nancy if she wanted to go. She gave a thumbs-up. I poked around on my phone and got us a motel reservation. On the Thursday before Labor Day, we made the 3-hour drive to Auburn. After a quick burger for lunch, we headed to the museum. When we arrived, we were surprised to find an Auburn and a couple of Cord cars in the parking lot. These were the first we had seen "in the wild."

After giving these cars a good looking over, we went to the museum. The building that houses the exhibits was once part of the factory where these magnificent cars were designed and built. One end of the first floor looks like the showroom of a dealership. Its décor is in the Art Deco style and is a thing of beauty itself. Here you will find 25-30 stunning examples of Auburn, Cords,

and Duesenberg's, with a couple of Packard's thrown in for good measure. It is like a small Concours d'Elegance.

The upper story of this building houses the main car exhibits and has several restored rooms that were part of the design department in the original administration building. Most of these 200+ cars are from the first half of the 20th century and include a Tucker 48. There is also a room devoted to cars made in Indiana, once a major car manufacturing state.

That evening we had dinner at Mad Anthony Taproom in downtown Auburn. We saw several Auburn and Cord cars on the streets and learned that the city plays host to the Auburn Cord Duesenberg Festival each Labor Day weekend.

The next morning, we noticed a Cord parked in the lot of the motel next to ours. We walked over to look at the car, and as we got about 30 feet from it, we smelled a mustiness coming from it. This car must have been a "barn find" because it smelled like it had been stored for ages. This car was unrestored.

Later that morning we went back to the A-C-D Museum to visit its neighbor, the National Automotive and Truck Museum

(continued on page 16)

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of the United States. Here we found a huge collection of model cars and a vast array of old trucks and a few cars. This building was also used as a partial staging area of cars for an Auctions America collector car auction held every Labor Day weekend in Auburn, Indiana. Lots of neat cars and we were walking among them.

As we came out of this museum, we noticed 40-50 exquisite cars parked three abreast in the street next to the A-C-D Museum. They had been on a drive to the Gilmore museum and had just returned for a sit-down lunch. Quite a sight. Even though some of these cars arrived in Auburn in trucks, these cars are far from garage queens or museum relics. They are driven and enjoyed.

We have been back for this event three more times now. We missed one year because we could not get a motel reservation in Auburn. The cars are beautiful, and the people are even better. Car nuts like Nancy and me love to talk about our cars and listen to others talk about their cars. This year, on Friday night, a full block of a street just off the town square was blocked off, and both sides were lined with cars on display. Nothing fancy or organized, just people with great cars enjoying others enjoying their cars and sharing experiences.

We tend to think of these cars in their fabulously restored state. But this year about 15%-20% of the A-C-D cars we saw were unrestored. The barn find Cord from four years ago was again present. It is at the lower end of pristine. Other unrestored cars were



An early Cord convertible

almost new in quality, and we had to look closely to tell that they were unrestored. These cars only make the event more interesting.

The weekend has several formal events for the owners of these great cars, organized drives, a swap meet, lunches, cocktail parties, and dinners. But every time a couple or more of these cars are parked together is a casual gathering and draws a crowd.

The next morning, we went back to the museum and found the parking lot about half filled with all sorts of A-C-D cars. Again, nothing organized, all casual. That morning was one of the few times when I could park my 911 in a parking lot and not have to worry about door dings. I had an Auburn on one side and an Auburn boattail replica on the other side. But as magnificent as these cars are, it is the people who make these weekends memorable.

For a great car-related getaway, head to Auburn, Indiana Labor Day weekend. There are A-C-D cars everywhere, two great car museums plus another we have not visited, a collector car auction where you are free to walk through the area where the for-sale cars are staged. This year there was also a parade/gathering of American cars. We saw several blocks worth of them lined up for some event. And best of all, lots of interesting people who share a common interest. But remember, if you plan to go, get motel reservation weeks in advance. Space is limited and gets booked quickly.



A beautiful Auburn boattail



1937 Cord



Barn find Cord



A real Duesy



A safe parking space for the author's Porsche.

My First Sports Car...

(an invitation to tell your story)

BY DR. TIM HARTGE

Alfa in the City – Fetching a 1971 Alfa Romeo GTV

Geez, I wish I still had that car back. Well, maybe not this exact car, but one like it! This story is a car story about a car journey, not so much about the car. The car turned out to be a good car, reliable and so much fun to drive. Including at no extra charge that famous Alfa lean in the corners.

The impulse of youth drew me to the Alfa Romeo. Although a first-generation German, I was in love with Italian cars. I gravitated to the emotion of the Alfa marque. The sight, oh, those sexy lines, a five-speed, fuel injection, four-wheel discs, all in 1971! But, what got me going was the sound of that 1750 cc, dual overhead cam engine winding out. Wow, in anticipation of a cacophony of aural sound and sight, I bought an Alfa Romeo GTV from an AutoWeek ad.

It was natural that I would find the Alfa for sale in the classified section of AutoWeek magazine. It was 1984, and I was the advertising manager of AutoWeek. Calling the seller, I learned that the car was stock, with the Spica mechanical fuel injection still intact and in good working order. It had no rust, a southern car located in Oklahoma City, 1000 miles and 15+ hours away.

What could go wrong with this deal? I'm young remember. The seller is an AutoWeek reader, a straight shooter and the car's a mere stone throws away. Oh, the folly of youth. I made the deal sight unseen, over the phone, May Day, 1984. For some reason, I still have some paperwork and the phone messages from the day. One message indicates that I negotiated the owner down from \$3000

to \$2650. I sure wish I had that car back.

Whatever the price, I was excited, my first real sports car! Lucky stroke for me at AutoWeek, I was in and amongst a bunch of car crazy's like me. Pondering how I would get the car back, one of my colleagues, Phil Buck, a Waterford Hills racer who raced a Green, Fiat 128 said, let's get the car. What, drive there, I said? Yes, he said. Phil was one of those guys, after all, who races a green car, yet alone a Fiat 128? Well, that's Phil, a bit eccentric, but the real deal, a real car guy. Driving down sounded like a plan. I'd have to pay for a couple of hotel rooms, some gas, and some good company. The trick was leaving on a Friday and returning on a Sunday, going 2000 miles, sure, why not, we're young. So, we did!

From what I remember the travel down together, was pure bonding, no-stop talk. If I recall, correctly we drove almost 700 miles on that Friday so that we could be in Oklahoma City by the afternoon to pick up the car and hustle our way back home.

We arrived at Steve Lambers' home in Oklahoma City



mid-afternoon on Saturday. Steve met us, I took the car for a drive and completed the deal. We turned that car and pointed NE and headed back to Detroit. The only trouble I remember with the car was a driving rainstorm in the plains. Alfa wasn't concerned about clearing the windshield of rain, at least this GTV's wipers weren't quite up to the task. I recall checking the oil about halfway through, and it wasn't even using any oil. I also remember pushing it a bit hitting 80 or 90 mph occasionally, no trouble. No shakes, no rattles it may have drifted a bit but, that was probably the wind buffeting the car. On the way back we even found our way to the Cowboy Hall of Fame in Oklahoma City. I've since been back to the museum four times.

What this deal taught me was that people could be trustworthy, not everybody selling you a car is out to screw you to the floor. Next, long-distance car travel in America is easy. Gas stations, hotels and food are everywhere, thank you Holiday Inn and McDonald's. If you break down, there's always a tow truck, a rental car, or train or a bus home and a shipper for the car. This trip was a pattern for me later in life.

I've crossed the country no less than ten times, picking up a car or truck in faraway Portland Oregon, Carmel California, Indianapolis Indiana or wherever. I've bought Suburban's off the Bureau of Land Management in Elko, Nevada, and Grand Junction Colorado at auction. Amtrak is fun and a great way to go to Grand Junction, but we'll save that for another story. I've bought Land Rovers from a good, newly acquired friend in Portland, OR., who just loved those 88's and 109 Land Rovers.

One of the Land Rovers I brought back, I traded to the Ferrari Dealer at the time in Dearborn, Bob Schneider at the Sports Car Exchange. I traded him the Land Rover 109 for a new 1987 demo, Alfa Romeo Milano. I traded the Milano to Phil Buck, the same Phil, my companion on this trip for a 1967 Alfa Duetto Spider. I kept that Duetto for 30 years! That funded my car hobby.

What a journey both literally and figuratively. Buying cars and fetching them by plane, or rail became a craving. In fact, my 2000 Cab, 996, came by way of a road trip to Indianapolis and a drive home. I'll tell you a secret, when I discovered that I could wrap a new car into a trip for my wife, suddenly, my car hobby from my wife's perspective wasn't just "his hobby" now, but our hobby.

It's better guys, I'm sure you know when she's' with you in the car hobby mentally, physically and spiritually than against you. Thank you 1971 Alfa Romeo GTV! We've seen more of America by a back road, and the better for it. What a great country, and now we still do it but it's done, not with Phil anymore, but with my best friend and wife, Gail. Here's to you honey and the next object of desire, how about a 997 turbo in Santa Fe? I think I need a trip!

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Car Enthusiast Levels

BY TOM FIELITZ

Many people profess to be car enthusiasts, but not all enthusiasts are the same. Some people are way more immersed in car enthusiasm than others. The levels of enthusiasm can be obvious or subtle. Rather than be judged by others, maybe it is best done by retrospection than by being called out publicly. It is probably best if we recognize our level of enthusiasm rather than try to act out a false enthusiasm to fit into the true enthusiast's circle. Let's look at some of the symptoms and failings of the true car enthusiast and the pretend enthusiast.

One of the true requirements of a car enthusiast is to own a suitable car or car collection. The collection can fall into several categories from classic to contemporary exotic. If you want to hang with the hot rod crowd, obviously that will require a hot rod. You cannot call any old car a hot rod. If you can't find it in the pages of a hot rod magazine chances are it is not a recognized hot rod. If you want respect in the classic car crowd, you cannot pretend that your Ford LTD II is a classic even if it is the last known running example.

If you expect to mingle with the sports car crowd, do not try to pass off your four-door sedan or worse yet your sporty SUV as a sports car regardless of whether the manufacturer splashed the chrome tag of SPORT on every fender. The fact that you have a dozen derelict cars scattered around your property makes you a hoarder and not a car collector. What we are searching for are relevance, desirability, and provenience. In other words, no amount of self-proclamation makes your car or car collection the definition of you as a car enthusiast. You aren't cool because you say you are cool and your car or cars follow suit. The true car enthusiasts I have met are self-deprecating, modest, and don't boast about their cars. Other people judge them as a car enthusiast, and they don't proclaim it themselves.

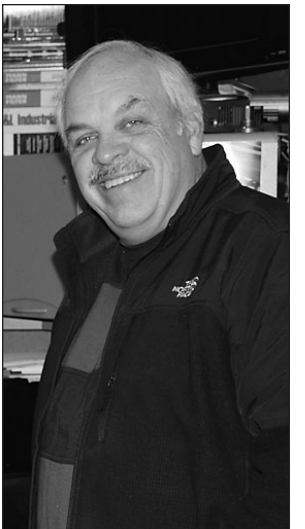
There are probably a lot of good reasons not to be a car enthusiast. A relative few can leverage their car enthusiasm into a career or at least into a profitable hobby. The majority of car enthusiasts have a small circle of friends who are fellow car enthusiasts and the feature they most share is that they lack a reasonable and well-rounded diversity of interests and friends. Car events dominate their social calendar as well as much of their reading materials. There is also the strong probability that their garage is better decorated and more orderly than their living quarters. More thought may be put into car themed decoration of their garage and den than to actual living spaces

in their home. They are far more likely to have all of the latest tools and car products than they are to have matching eating and cooking utensils or even matching plates. The refrigerator and pantry may be bare, but the garage will have enough oil and maintenance fluids to put any professional car mechanic to shame, and that includes spare parts and full collections of nuts, bolts, and washers. The truly paranoid has the local parts store on speed dial, and the insane are on the distribution route of Snap-On and Matco tool trucks.

The dedicated car enthusiast likes to prove the depth of his enthusiasm by how much time he dedicates to his hobby. At the most basic level, the car enthusiast may wash and wax their car. The fanatic will expand that to a full detailing, and the fully respected enthusiast prepares his car for competition. The basic enthusiast can change his oil, the fanatic does most of his car maintenance, and the maniac does his engine rebuilds. You will only get the respect of a car enthusiast at the same peer level of involvement that the other enthusiast has. Don't expect to fit into the car enthusiast crowd that exclusively works on their car when your involvement falls into the category of dropping your credit card on the desk of your car detailer shop desk.

The true car enthusiast is knowledgeable about his car hobby and perhaps has expert level knowledge about his niche of car interest, whether hot rod, custom, classic or contemporary modern. The next level car enthusiast probably has a library of car books and a wide breadth of car magazine subscriptions. The fanatic car enthusiast has written his car book or contributes stories to car magazines. Another form of fanatic takes copious pictures of cars and has a basement full of picture albums of cars. Isn't acceptable enough to be able to drop the name of famous car people you have met. It is respectable that other recognized car enthusiasts know you as a personal friend.

We all want to be recognized car enthusiasts. The best way is not to try too hard and to be genuine about how much you care about the car hobby and the people who share that enthusiasm with you.



IN THE SHARK TANK

Saying Goodbye

STORY & PHOTOS BY **ANDREW OLSON**



The 928 has a uniquely shaped rear quarter window.

I'm not leaving yet, so relax. A few weeks ago, I said goodbye to my supercharged Euro 1985 Porsche 928 S. After 5 years of ownership and restoration, it was time to say goodbye. In previous installments of this article I documented how I bought this car with a blown motor, rebuilt it, had it blow up on me, rebuilt it again, and then enjoyed it for several years. Here's a short recap.

The car looked like was in really nice shape, but I knew the engine was sick. It had a 5-speed manual transmission and a supercharger setup that was very clean, so it had that going for it. I bought it for \$8,000, which was probably a bit high considering the engine was probably junk. After I got it home, I inspected the cylinder bores and found they were heavily scored and the piston tops looked like they had been chewing on nuts and bolts. All signs of heavy knock.

I pulled the motor and found all rings were broken causing the sharp edges of the small pieces to gouge the bores. Basically, the engine was a goner. I bought a replacement engine and had my son and daughter help me slowly fix it up and reinstall it. After about 9 months the car was on the road. I retuned it and thought I had it ready to go.

On its maiden drive, the tiny little drive belt that synchronizes the two distributors broke causing catastrophic damage to the cam shaft on one side. This prompted removing the engine again and fixing the cam and distributor. A month later, everything was back together and the car was again on the road. It sounded amazing and was quite the looker.

A few small issues like the rear ABS sensors and brake master cylinder arose over the following three or so years, nothing major in my book and just par for the course. It had become a very reliable car. But this past spring, I realized that I was neglecting my 1991 928 GT, so I decided it was time to say goodbye to the 1985 928 S.

After fixing the notorious odometer gear that had just failed, it was time to post it for sale. It was not a show car and would never be, as evidenced by its ranking in the annual SEMPCA picnic concourse, but it was nice clean driver. Very nice paint, good interior, and a clean (modified) engine.

I took a ton of photos and posted it on eBay. I thought it was worth \$20,000, but at that price there were no nibbles. I dropped

(continued on page 26)

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In the Shark Tank *(continued from page 24)*

it down to \$18,000 and to my surprise someone bought it – sight unseen. I thought that price was a bit on the low side of market prices for a clean 5-speed 928, but I am a firm believer in market forces and I guess on that day it was worth what it sold for. So while not 100% happy, I was satisfied.

The car shipped out the other day to a guy in Dallas, TX. It was

bit sad to see it being loaded onto the transport truck sandwiched between a Bentley and a Panamera, but if you have to go, that’s not a bad way. I’ll always have a soft spot in my heart for that car. Many late nights and bloodied knuckles made it part of the family, but as is with all children, they need to grow up and move on to new lives.



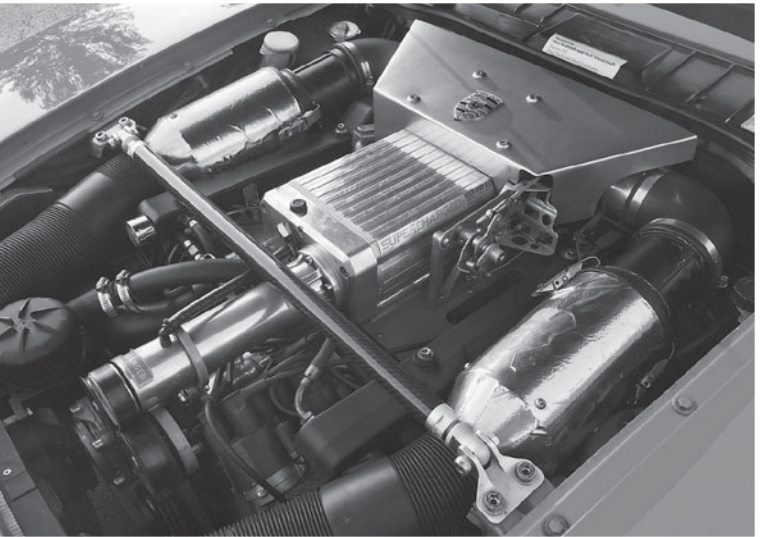
The 928 has one of the most iconic rear ends in automotive history.



The 928 engine bay is a beauty to behold.



The day my son, daughter and I picked up the car in 2012.



The twin screw supercharger looks like it came that way from the factory.

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RECAP Fall Color Tour

STORY BY **ALAIN BAUR**

PHOTOS BY ALAIN BAUR, ULRICH GOLLWITZER & GRETUS HOOGESTRAAT

What a fantastic day for this year's fall color tour. The weather was absolutely gorgeous, no doubt about it. All week long I was watching the weather forecast and it looked like rain for the entire weekend, but Sunday turned out to be the most agreeable day of October. We had plenty of sunshine and 75 degrees.

I was very happy to be able to drive my Boxster S with the top down to our meeting point in Auburn Hills around 12:30. There were already a couple of cars at ThyssenKrupp's parking lot, but an hour later it was flooded with Porsches. I think there were a lot more cars and people than expected. I heard there were more than 75 cars. All of them were clean and ready to go for the last driving event of the year. Walking around and contemplating all those Porsches, I discovered that there were many new members that came for the first time. A couple of cars came from Ontario too. Quickly, there was a line at the registration where Walter and Sabrina Crump did an excellent job for the organization.

After mingling and checking out all those marvelous Porsches, it was finally driving time. We needed to see those beautiful tree colors.

At 2:30 p.m. our president Marc Molzon took the lead in the direction of Mueller's Orchard, our stop for donuts and cider. Getting out of Auburn Hills was a little confusing. Some took the written directions and some got the google maps directions. Once we turned on to Clintonville Road, all went pretty smooth. We passed the beautiful village of Clarkston and soon were driving through foliage that was lit up with autumn color.

I love the road from Clarkston to Fenton. There are nice curves around, up, and down. Driving a Porsche on this road is so exciting, especially through this beautiful nature. Everyone started to show their driving skill and pushed a lot more on the right pedal. It is so tempting.

At Mueller's Orchard, we had plenty of space reserved for our cars. We got to taste the apple cider and fresh, hot donuts. We took the time to take pictures and enjoy the company of great people. Again, the weather was exceptional.

Finally it was time to go to our last part of the ride down to Big Tommy's Parthenon for dinner. Again, there was more beautiful scenery crossing Kensington, Milford, and finally Novi.

At Big Tommy's, we were greeted and guided to the parking lot reserved for the club. There were fewer cars and people than when we departed, but we still managed to fill up half of the restaurant. I think the count was again around 75 people. We began with some refreshments and exchanging stories of the day. It is nice to see all of the members again, as we mostly



see each other only at events like these. There was plenty of food. We began with a nice salad and then were served lamb, chicken, and beef with Greek specialties family style. They continued bringing food even after we asked them to stop. We ended dinner with coffee and a delicious rice pudding.

We left around the restaurant around 8:20 and enjoyed the drive back home, top down contemplating the stars.

Thanks to Walt and Sabrina and everyone involved in planning such a successful event!

MORE PHOTOS ON PAGES 32-33

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Fall Color Tour 2017



The Doors (Jim Morrison absent)



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At Mueller's Orchard cider mill.



Sabrina and Walter Crump registering Lisa and Marc Molzon.



Pre-tour announcements



A beautiful day to drink cider and eat donuts.



Some of the 70 Porsches at Muellers.



Valerie Baur enjoying the autumn sun prior to start.



President Marc Molzon gives the thumbs up as we start our drive.



Participants enjoying a sumptuous dinner at Big Tommy's Parthenon in Novi.



RECAP **Drive Your Porsche Day**

BY **GARY AMBRUS**

PHOTOS BY GRETUS HOOGESTRAAT

One could not ask for a better September day to enjoy an early fall drive to celebrate the 108th birthday of Dr. Ferry Porsche.

A bright sunny day with temperatures in the low 80's made for a pleasant afternoon drive. Many of the members used the weather to enjoy the drive with their convertible tops down.

It began in the parking lot of Laurel Park Mall in Livonia with about 36 Southeast Michigan Region members. Several mall shoppers took time to view the impromptu Porsche car show. A few SEM/PCA ladies did a little mall shopping before the drive. Glad there was some room in our 911's trunk for an addition to someone's wardrobe.

During the driver's meeting we dedicated this year's Drive Your Porsche Day to an SEM/PCA member who passed away earlier in the week. Most people probably did not know Glenn Haege personally; he and his wife only attended a few events a year. However, if you were a WJR listener you could identify that voice. He was "America's Handyman" for over thirty years on radio. The Haege's were on last year's drive and I can still remember the

two of them in their silver 911 cabriolet...top down...smiling as they drove off onto Six Mile.

A lot of territory was covered in the 70 plus mile route. The tour headed west and eventually southwest through northern Wayne County working through Ypsilanti and Ann Arbor. Following some country roads south of Ann Arbor the tour headed east through southern Wayne County to the dinner destination at Big Bear Lodge. Depending what source you used Big Bear Lodge is either located in Woodhaven, Brownstown or Flat Rock! Those of us from Downriver understand that area is sort of a "no man's land" as to what city or township claims it.

From its name, "Big Bear Lodge" is a bear themed restaurant that has the ambiance of a 50's era hunting lodge with the proper camping amenities on display throughout. Considerable socializing took place throughout the dinner and all seemed to enjoy the company. Being that this was a birthday event...a special "Thank You" to Gilson Motorsport's who provided numerous presents for a raffle.

Please come out and join us for a PCA event. You'll find that "It's not just the cars, it's the people!"



Sabrina Crump in her blue Boxster



We pull out of the parking lot.



On our way



Gettin' ready to go.



l to r Don Kleist, Cathy Young, Gary Ambrus, Fred Young, Laurie Williams, Jim Williams.

Around The Zone



BY MICHAEL SORIANO, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

Every year, PCA presents a number of National Awards announced during the week of Parade. These include Enthusiast of the Year, Family of the Year, Region of the Year, and Public Service Awards. The procedure for nominations for these awards is easy; just create a brief write up (in MS Word) and include 5 photographs and/or newsletter articles. Specific requirements for each of the awards can be found on the PCA website. Then, send the submission via email to Awards@pca.org, prior to the December 31, 2017 deadline. Every region within PCA excels in its own way, and this should be recognized. Please encourage your Region Officers and Board to prepare a submission. This year, Central Indiana Region was recognized with a Public Service Honorable Mention Award for their Cruzionsville event.

I recently attended Treffen Asheville. This was the third Treffen North America event held in the new format, which replaces Escape. The 3½ day event centers around driving, dining, and exploring. The long weekend began with Registration and a Welcome Reception on Wednesday evening, giving the 455 PCA members from 68 regions a chance to socialize. The following morning we met bright and early for our driving tour to Lake Lure. Upon arriving at Lake Lure, we took a boat tour. In addition to viewing the magnificent scenery, I learned that parts of Dirty Dancing were filmed here. Following the boat tour, we enjoyed a buffet lunch at The Veranda Restaurant in the Lake Lure Inn. After lunch, the driving tour continued as we navigated the Blue Ridge Parkway before returning to the Omni Grove Park Inn. That evening, we had dinner at 1 of the 5 downtown restaurants chosen by the organizers. Friday morning, we met at the staging area at 6:45 a.m. for the drive I was looking forward to most: the Tail of the Dragon. It was over 100 miles from our starting point to the beginning of the Tail, and along the way, we stopped at the Fontana Dam. There were 12 Porsches in our group, which arrived at the entrance around 9 a.m. After 318 turns in 11.1 miles, we stopped at the rest area by the top for a short break. Some of the passengers and drivers switched places, before we drove the Tail in the opposite direction. The entire group, close to 50 cars, met for lunch at the Tapoco Lodge, and then returned to Asheville to get ready for the evening's dinner. Friday night, we enjoyed Tapas on the Mountainview Terrace of the Grove Park Inn, and were able to view a beautiful sunset. Saturday, we took another driving tour through some more of North Carolina's scenic and winding roads to the Tryon Equestrian Center, which will be host to the 2018 World Equestrian Games. Saturday evening there was

a dinner at the Grove Park Inn Country Club. Of course, no trip to Asheville would be complete without a tour of the Biltmore, so we made sure to visit before returning home. It truly was a wonderful event.

This is an important time of year, and I'm reminding you that you can help shape and support your region. Please consider volunteering and taking part in the upcoming planning meetings. Maybe this is the year that you lead a tour, organize an event, or host a party.

Please remember to check your in boxes, region's newsletter and website, as well as the Zone 4 website <http://zone4.pca.org> for the most up to date information about events available to you. Also, consider attending other regions' events, such as:

- November 5 is **Rally Sport Region's** Polar Bear Run and lunch at the Common Grill
- **ARPCA's** Business Meeting is November 8
- November 8 is **Michiana Region's** Member Meeting at Dandino's Supper Club in Goshen
- **Maumee Valley Region's** Annual Planning Meeting is November 11
- November 11 is **Northern Ohio Region's** Annual Meeting at Stoddard
- Join **Western Michigan Region** Members on November 11 for Dinner in Allendale, MI
- November 13 is **Mid-Ohio Region's** Board Meeting at the Rusty Bucket
- **Motor-Stadt Region's** Board Meeting at Spagnuolo's in Okemos is November 14
- November 17 is **Southeast Michigan Region's** Membership Dinner
- **Ohio Valley Region's** Holiday Party is November 18 in Blue Ash
- November 18 is **Central Indiana Region's** Annual Dinner and Election of Officers

If you have any questions or comments please feel free to contact me at MSoriano.ZoneRep@gmail.com

Thanks, Michael

SEM Board Minutes (10/5/17) by Fred Young

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

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

Minutes: Moved by G.H. and P.D. to approve. Motion passed.

Financial: Leo Wanstreet – The club is in good financial shape. However P4 and track revenue is down slightly. Moved by J.K. and M.C. to approve. Motion passed.

Membership: Greg Gallagher – Year to date membership is up by 36. Renewals are good.

Insurance: Greg Gallagher – Will procure for the Fall Color Tour.

P-4: Michael Cohen – The October P4's are in the mail. The printing and photos look great.

OLD BUSINESS:

September 8: DE #4 – Steve Carbary – Went smooth but had a lower attendance for the year. **September 15: Ladies Only Drive:** Patti Door – A good time was had by all. However, the tour was shortened due to extremely heavy traffic.

September 17: Drive Your Porsche Day: Gary Ambrus – It was an excellent tour with a great restaurant as the final destination. There were 35 participants with 21 cars participating.

October 22: Fall Color Tour: Walter Crump – The route, cider stop and restaurant are in place. A deposit is needed for the cider stop.

November 2: Board Meeting: Patti Door – Members are urged to bring suggestions for future events.

November 17: Membership Dinner: Gretus Hoogestraat – We have a great guest speaker. The location is the WaterMark Bar and Grill in St. Clair Shores.

December 9: Holiday Party: John Keilly – Working on details. The Meadowbrook Country Club in Northville is the location.

September 8, 2108: Anniversary Party: Patti Door - Date set for September 8th at The Inn at St. John's.

Board Elections: Biographies and a ballot will be in the October P4. Five incumbents are up for re-election. Members can vote at the Fall Color Tour.

Web Site: Erik Ohrnberger – Forwarding email addresses will have spam filters. PCA hosting is working great.

Goodie Store: No report.

Event Reports: Needed for the Ladies Drive.

NEW BUSINESS

Gretus Hoogestraat suggested promoting PCA Junior Registrations in the P4. Several venues were suggested to be considered at the calendar meeting

Meeting adjourned at 8:10 P.M. – Moved to adjourn by J.K. and H.G. Motion passed.

Refreshments and Locations: Thursday, November 2 at 6 p.m. – Patti Door (Door residence); Thursday, December 7 – Howard Gilson (Gilson's).

SEM/PCA Member Anniversaries - November/December 2017

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)	YR	Name(s)
NOVEMBER 2017		6	Ronald Shearer	35	Horst & Liliana Sorg	9	Rasto Ovin
		5	Dan McClung Irina Dozortseva	35	Walter & Judith Mueller	8	Timothy Rohrschneider
		5	Donald Godmar	34	Taylor & Lanita Dunham	8	Walter & Sabrina Crump
44	Heinz & Claudia Hilderts	5	Richard Leonard	32	Robert & Cynthia Helber	8	D. Rains
43	Jeffery & Mary Topf	5	John Simon Shannon Byrne	29	Bruce Gearns Marsha Leister	7	Thomas & Robyn Christen
37	Harry Kurrie	4	M Schiller	26	Opal & Kenneth Rimstad	7	David Wadowski
29	John & Marilyn Rintamaki	3	Miranda Christen	22	Christopher Murphy	6	Zaf & Shehla Khan
29	David & Evelyn Horton	3	Richard vonDaggenhausen	22	Kashayar & Trish Buckley	6	Kevin & Sandy Kondrat
29	William & Shirley Hallandal	3	Helen & Joseph Romano	19	Bhavin & Sandhya Patel	5	Lutz Riedt
25	Joel Topf	3	Allan Skoropa	19	Fritz & Deborah Praus	5	Temple Cumiskey Joanne Estes
25	Mike & Mary Vigilanti	2	Bruce & Kay Weber	19	George & Pamela Cornwell	4	Lyle Otremba
23	Vance & Mary Meyer	2	Gerry & Robin Hargrove	18	Terrence & Anne Gallagher	4	Raymond & Sharon Rahi
23	Gary & Patricia Ambrus	2	Roy Kethe	18	Bruce Becker	4	Bob & Athena Carson
23	Henry Payne	2	Frank Dionisopoulos	18	David Salisbury	4	Laurence & Ann Meeker
22	Jay & Trish Keranen	2	Theresa Harrison Ron Harrison	17	Robert Schneider	4	Craig & Sheila Kellogg
21	Miles & Debra Singer	1	Christopher Hennessy	16	Gary Mason Jeffy Thompson	3	George Vasu
19	Matt Fenster			16	Anthony Deblasio	3	Frank Weith
18	David & Donna Nikolas	DECEMBER 2017		16	Phillip Ingram Beverly Ricci	3	Wolfgang Seichter
16	Michael & Joanne Olboy			15	Greg & Patricia Little	3	Cory Scholl
15	Gord Heidinger Leah Welch			15	Wolfram & Deborah Walter	3	Brad Oleshansky
14	Walt & Matt Magon	51	William Block & Freda Giblin	15	Donald & Tracey Walker	3	David Baiocco
13	Karsten & Laura Lies	41	C Cooper	13	Ervin Partain Ervin Partain, Jr.	2	Bruno Cote
11	Jill & Jeffrey Brueckheimer	39	Peter Gladysz Judith Lipinski	13	Jonathan & Maria Wallevand	2	Jim Plegue
9	Phillip Robinson	38	Clemens & Arndt Weierstahl	13	Ronald & Aimee Bogucki	2	Abraham Post
7	Guy Pupp	38	Barrett Wayburn Kip Vota	12	Gregory & Cheryl Spinazze	2	Robert Cory
7	Gerald Valka	35	George Costea	11	Michael & Roxanne Glovis	2	William Kozyra

THE PLACE FOR PORSCHE & PARTS

*SEM/PCA members may advertise Porsche vehicles, or related parts or services—
either “For Sale” or “Wanted”—for three months at no cost.*

*Advertising will be accepted from non-members at the Editor’s discretion, space permitting, at the rate of \$5.00 per issue
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FOR SALE: 1969 PORSCHE 912. Polo red, black interior. Ex Stoddard collection. Call Thom Walton. 248-685-3922 (8/17)

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FOR SALE: 911/4 997.2 Winter tires and wheels mounted/balanced with TPS. As NEW never mounted on car. Carrera II S wheels F/997.362.157.00 R/997.362.163.0. Nokian WR 100v xl M+S all weather tires F/235/35R19 R/295/30R19. NO scratches dings dents will deliver SW Mich \$2,750. Contact Chuck 586-665-0371. (11/17)

FOR SALE: 1986.5 PORSCHE 928S. The original Shark styling with the S4 brakes, suspension and 5.0 L 32 valve V-8, and 4-speed auto trans-axle with limited slip differential. Original guards Red paint and black leather seats, all in excellent condition. Original Blaupunkt Monterey radio.

Tires and brakes near new. New fuel injectors, plugs and wires. 10K on timing belt. Service records. Excellent overall, just doesn’t get used much – too many other Porsches. Haggerty says \$32K for a #2 car (ha, ha, ha). I’ll take \$15,000 so I don’t have to store it another winter. Ron Roland 586-749-9804 (11/17)

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

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

WELCOME NEW MEMBERS:

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Ross Dressel

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Doris Gilles

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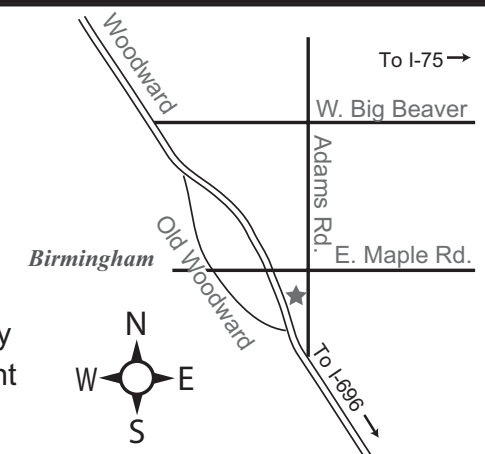
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