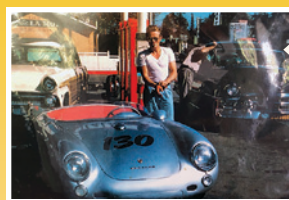




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ON THE COVER: Instructor Michael Eblenkamp blasting around Champion Speedway at M1 Concourse in his Cayman GT4. PHOTO BY BILL MOLZON

2018 SEM/PCA CALENDAR

NOVEMBER	DECEMBER
1 Board Meeting & Calendar Planning	6 Board Meeting
9 Membership Dinner	16 Holiday Party
# = Not an SEMPCA Event	
All dates and events are subject to confirmation	

BOARD MEETINGS

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

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

Editorially Speaking



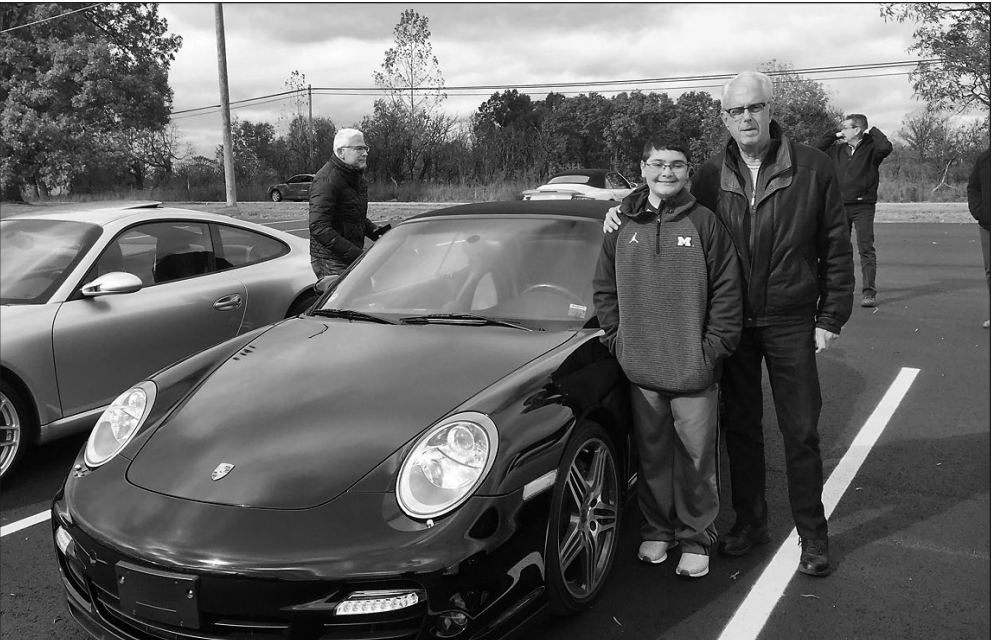
BY MICHAEL COHEN

The November-December time period is a time for change. As of this writing, the mid-term elections haven’t been held yet, but for sure there will be changes between blue and red in the senate and house of representative elections. This is also the season of change for the Southeast Michigan Porsche Club of America. Marc Molzon, who did a great job as our chapter president, completes his two year term of office at the end of December (please take the time to read Marc’s column on page 7). He will be replaced by vice president Gretus Hoogestraat, who has been an outstanding contributor to the club for a number of years. Additionally, we just completed our board of directors election, and in the process, filled two vacant seats. Results will be announced in the next issue of the P4.

Finally, there are changes in the P4. Roger DeLiso who for years has been our “go to” person at Copyrite Printing, the publisher and mailer of our magazine, is retiring as of this issue. Also, as you likely know, this is my last issue as managing editor of the P4. The good news is that we have come up with a temporary plan to continue the P4; the bad news—we are still looking for a full time managing editor. In the short term, club member Bernie Palo who owns Copyrite Printing has assigned one of his long term employees to replace Roger and work with associate editor Mark Vander Eyk to produce each issue.

I have thoroughly enjoyed my involvement with the P4 over the past years as associate editor reporting to John Keilly and subsequently becoming managing editor. Upon retiring as General Manager of Superior Nissan, I needed something to occupy my time. I saw an ad in the P4 looking for an associate editor and jumped on it since I wanted to get more involved with SEM/PCA. It has been a very rewarding experience; it has given me an opportunity to become involved with all aspects of the club, its activities and its members as well as providing an outlet for any organizational and creative talents that I may have had. But, it is time to move on to other things and give others the opportunity to enrich their lives by getting involved with the P4.

This issue has some interesting articles. On page 24, club member Jack Haynes writes of his visit to the site of heart throb



Author with grandson Isaac at the 2018 Fall Color Tour

actor James Dean’s 1955 fatal car crash in his Porsche 550 Spyder on his way to Salinas, CA to compete in a race there. Jack, like many of us who are transfixed by this event, provides us a detailed description of the day. It has been said that in a morose way, this tragedy did more to develop Porsche’s image in the United States than any else during the 1950s. On a more upbeat note Gary Ambrus summarizes a very successful Drive Your Porsche Day on page 14 while DE Chair Steve Carbary recaps our final DE of the season which was held at M1 Concourse. It was great fun to drive a different track and a huge thanks to Eitel Dahm for throwing a great party in his car condo after the event. On page 12, monthly contributor Tom Fielitz poses an interesting question in his article entitled Insignificant Engines—other than enthusiasts, does anyone really care or know what is under the hood of their car?

Our SEM/PCA calendar year is quickly winding down, but we have two more exciting events before the crystal ball falls in Times Square. November 9 is our annual membership dinner at a new venue chaired by Dave Miller. Gary Ambrus has arranged for a special speaker from the Henry Ford Museum for the occasion. Patti Door hosts our final event for the calendar year, our annual holiday party which will be held on Sunday December 16 at the Red Run Country Club in Royal Oak. We hope to see you all at these venues and we promise to have an exciting program for 2019.

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BY MARC MOLZON



Wow!! Can't believe my two years as President of the club is coming to an end. The experience has been rewarding, fulfilling and, at times, challenging. And those who know me understand that challenges only inspire me to find solutions. I have worked my best to keep this great club growing and improving—but I never felt alone in my efforts. The great people on the Board of Directors and in our club have always been extremely supportive and helpful when called upon for assistance. In looking back on the past couple years, we have certainly managed to do a lot together!

I want to thank some of the new and exiting Board members and Officers: Temple Cumiskey transitioning in as Treasurer; Leo Wanstreet exiting after a long run in this position; Steve Carbary for joining the Board, taking on the Insurance chair position that Greg Gallagher had held, and for playing a pivotal role as HPDE chair contributing to our HPDE success; and a heart-felt special thank you to long-time Board Member Patti Door whom has put her heart and soul into this club. Patti, you and Jerry have done so much for this club—Thank You! For those of you new to the club or interested in getting more involved to keep the club going strong, please let me or any other Board Member know. I also want to thank all our sponsors; many of our events would not be as successful without their support, so please remember them when you are buying, servicing, cleaning or need anything for your Porsche.

We made improvements to the web site to bring it up-to-date, make it more appealing and easier to navigate (and manage behind the scenes.) A big thanks to Erik Ohrnberger, Gretus Hoogestrat and WorldWide.net. to get our new site (www.sem.pca.com)

up and running. I hope you like the new site—please continue to give us feedback on what else you would like to see. Thanks also to member Lori Schutz who became the Zone 4 rep and organized the Detroit Belle Isle Grand Prix Porsche efforts, including the memorable drive to the island in a police escort and everything else she is doing for our club and our fellow clubs in Zone 4.

Thanks to our High Performance Drivers Education team in which we had one of the best years with high attendance. And what a fun year-end event at the continuously growing/improving M1 Concourse! Thanks to our members hosting post-track day events at their car condos there. And just a quick note that the Waterford Hills track has been repaved, so there should be some new excitement for next year's HPDE's. We had a great turn-out at our Picnic and Concours, with well over 120 members enjoying the happenings at our annual event. We may have to find a larger facility if we keep growing like this. Thanks to the long-running team of Fred Young, Don Kleist, Patti Door, Paula & Kiro Trendov, and Christine & Tom Grabowski for making this such a successful event. We also hosted some special parking for our members with discounted tickets to the Concours D'Elegance held at the Inn at St Johns. Porsche was one of the main Marques and brought-in some famous Porsche drivers: Hurley Haywood, Brian Redman, and Vic Elford. I had the honor to speak with all of them as they spoke about some great memories of driving cars like the 917 and 935.

It's been a year of celebrations: Porsche celebrated their 70th anniversary, while we had our 60th anniversary as a club. Our SEM PCA Board and members put together a most impressive Gala in honor of this milestone at The Inn at St Johns. The venue was a perfect setting for the wonderful array of Porsches from

our members with all different models and years. Some of the stories that our speaker Kim Wolfkill, Editor-in-Chief of Road and Track magazine told, fit right into the theme of our club. Our fall events—Drive Your Porsche Day and the Fall Color Tour—wrapped-up our driving events for the year. We still have a couple more events before the end of the year—please join us at our Membership Dinner on Nov 9th and the Holiday Party on Dec 16th. If you have items to donate to the Holiday Party Charity Auction please do so by Dec 9th.

I just want to say it has been my pleasure filling the role as President of this great club and I will continue to be a part of the club for many years to come. THANK YOU SO MUCH FOR THIS EXPERIENCE. Thanks Again—and see you on the track or the road.



Ted Stanek's 356 Speedster and Eitel Dahm's 918 in front of Eitel's car condo at M1

We invite you to the 2018 SEMPCHA Annual Membership Dinner

Guest speaker:
Matt Anderson, Curator of Transportation | The Henry Ford

Mr. Anderson, who oversees The Henry Ford’s collection of nearly 300 motor vehicles, will take us on a journey of automotive racing history. He may take us down other roads different than you will travel anywhere else. His knowledge is remarkable and delivery is very energetic. In addition to his duties at The Henry Ford, he currently serves as President of the National Association of Automobile Museums.

Date: Friday November 9, 2018
 Time: 6-7 pm cocktail hour –mingle-check in. Dinner at 7 pm: Guest Speaker at 7:30 pm
 Cost: \$27.00 per person for dinner including tax and tip. Cash bar.
 Place: NOTE - NEW LOCATION: Towne Square Food and Spirits (the Old Morton’s Steakhouse) – centrally located at NEC Lahser / Northwestern in the Oakland Towne Square office complex – One Towne Square (see below)

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Insignificant Motors

BY TOM FIELTZ

We have seen several decades of car manufacturers building car motors of increasing performance and sophistication. But there is a new and subtle shift in the role of the car motor as we have known it. Engine displacement is on the decline, and hybrid technology is the new norm relegating the gas engine to a less significant factor in the automotive power train. Our manufacturers would like us to believe that the purchase of a new car has everything to believe in what power is delivered and not how it is delivered. We have now entered the era of the small displacement highly stressed engine.

I have a fascination for car engines that began at my father's elbow tinkering with the V8 engines in our succession of Ford station wagons. Big lumps of iron, this gas guzzling four-barrel carb V8 captured my attention. My first car was a Ford Fairlane with a 292 cubic inch V8. Inheriting my older brother's 1500 cc VW Beetle shifted that interest to air cooled motors and thus to my first Porsche, a 2 liter 914-6. Other daily drivers had to have interesting motors or I would not own it. One of the memorable motors was the 1100 cc Wankle motor in a Mazda RX2. Smooth and with amazing torque, the motor was only the size and shape of an aluminum keg of beer. Other underdog motors were the 1600 cc Rabbit engine in my VW Sirocco and the 1700 cc twin cam Acura Integra motor. The last of my four cylinder cars was the 2.5 liter four in my 944. My 1972 911 has a 2.7 liter motor developing 210 horsepower. The current Turbo has 4 liters and is developing 600 horsepower.

Over the years, another trend has indicated a shift in the manufacturer's perception of the motor as a marketing characteristic of the car. I can remember opening the hood of an American built car and seeing the labels affixed to the top of an air cleaner attesting to the potency of the big V8 in plain view. Words such as Thunderbird, Police Interceptor, Cobra Jet, Rocket, Wildcat, Fireball and Fire Power and then the Turbo-Fire, Turbo-Jet and Turbo-Thrust, all of which were not turbo charged except by name but sold that image of power. Also proclaimed would be the cubic inches and claimed horsepower, sometimes understated. On the really showy cars the fender badge might brag about engine size or horsepower. Porsche even got into the game with small numbers on the engine grill stating 2.4 or 2.7 for engine displacement and of course the succinct turbo badge. But engine badges have disappeared. The engines themselves are hidden underneath innocuous sound

deadening plastic covers. Remove the covers and all you will see are a maze of wires, plumbing and indecipherable electronic boxes. Open the deck lid of my 1972 911 and you will see the engine fan, intake stacks, fuel injection pump, distributor, coils, CD boxes and even valve covers and spark plug wires. Open the deck lid of a new 911, and you will see a plastic shroud with two electric fans.

The not-so-subtle message is that the car owner has no business and no interest under the engine cover of today's engines. I strongly suspect that today's owner knows very little about the engine in his car. As long as the car performs to expectation, it does not matter how many cylinders it has, the engine displacement, horsepower or even whether it is normally aspirated or more likely is turbo charged or super charged. The more intriguing question is whether the gas motor is supplemented by one or more electric motors. A recent news leak from a gathering of Porsche dealers reported that we might expect to see the whole line of Porsche cars available with supplemental electric motors as soon as 2019. The new flagship of Porsche, the 767 horsepower hybrid 918 was the leader in that technology. For the Porsche, return to LeMans with the 919 this same small V8 and electric motor combination was the power source. Porsche won three LeMans in a row and then retired from this category of racing. The current Porsche factory race car is the RSR with a 4 liter developing 500 limited by class rules and the customer GT3 R also had a 4 liter developing right around 500 horsepower by class rules. The street GT3 is also 500 horsepower.

Our future family car and sports car will feature small displacement gas motors and supplemental electric motors. If battery technology continues to become more efficient and cheaper, the power source may swing to primary electric motor power. Not only do we have no control over this progression, but we are being conditioned to not care what powers our cars. The motor source for our cars has become insignificant.



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RECAP **Drive Your Porsche Day**

STORY & PHOTOS BY **GARY AMBRUS**

To celebrate the 109th birthday of Dr. Ferry Porsche, close to 30 members of the Southeast Michigan Region enjoyed a Sunday afternoon drive and dinner. The drive started out in cloudy skies but by the end partly sunny weather prevailed.

The starting point for the drive was from the parking lot of Laurel Park Mall in Livonia. We then traveled west to Chelsea via North Territorial Road, headed southeast to Saline and eventually east ending in the little village of Willis established in 1887, for dinner. Throughout the route a hint of fall color was a starting to show. The dinner destination was Bone Heads Bar-

B-Que, a charming (and some say haunted) restaurant. A lot of interesting roads and territory was covered in the 75 mile drive.

During the socializing in the Laurel Park parking lot, a non-member of the club was out driving in his Porsche and spotted our gathering of Porsches. He stopped in, got acquainted and joined is for the the drive and dinner. Looks like we have a future new member.

The region pretty much took over all most of Bone Heads Bar-B-Q for dinner. Considerable socializing took place throughout the restaurant and all seemed to enjoy the company.



(L to R) Lucas Phan, Howard Gilson, Isaac Cohen and Michael Cohen chat next to author Gary Ambrus' 911



Some of the cars lined up and ready to go

MORE PHOTOS ON PAGE 16

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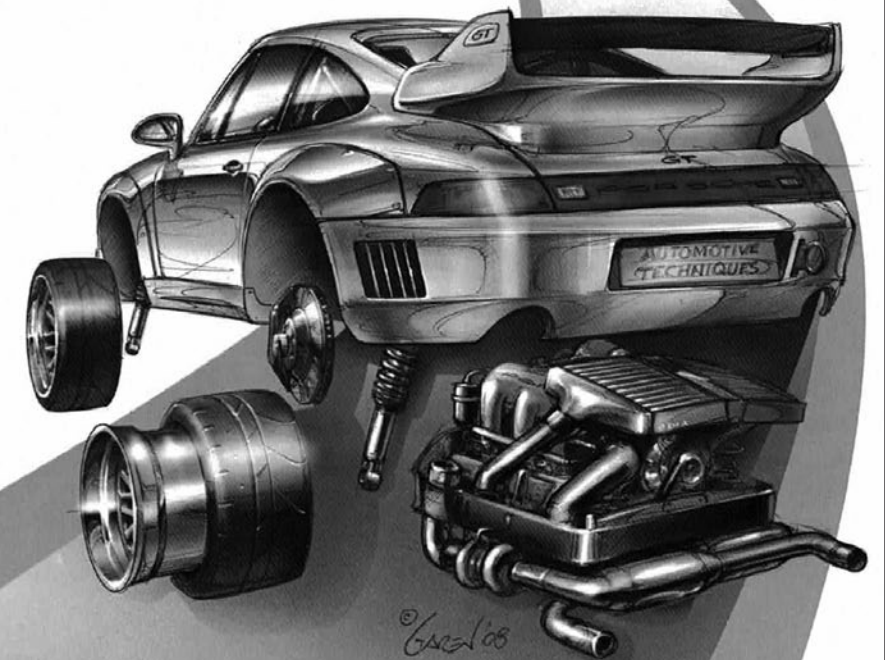
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Lucas Phan, Michael Cohen and his grandson Isaac Cohen

RECAP
**M1 HPDE -
A Refreshing Change**

BY **STEVE CARBARY**
PHOTOS BY BILL MOLZON



Three rare vehicles parked in front of Eitel Dahm's car condo at M1 Concourse

This year the SEMPCA DE team made arrangements that stray from our usual routine. As many of you know, we typically host four Driver Education events per year with most of them being held at Waterford Hills Road Racing Course. On September 28th, we had the opportunity to change this though and held our event at M1 Concourse and the Champion Motor Speedway. This marked our second time here as we did this once before back in 2016, the year it first opened. Our last DE for the 2018 season proved to be well worth the effort.

The weather was cool as the morning broke and the sun began to rise on the grounds. M1 provides an event tent for

participants to gather in and the DE team to set-up shop. There was a flurry of action like every morning at our track events. Registration, car preps, track walk, and drivers meeting all had perhaps an air of more excitement than usual this day. Talking with everyone, both new and long timers with our group, gave me a good survey of the experience level participants had with this track. While not new, there were a number of both students and instructors that had never driven it. And even some of us that had (including myself) had only really done it the last time SEM was there. That day was a mixture of rain and dry though and the outlook

(continued on page 20)

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of taking to this road with the sun overhead and blue skies backing it up was the thing bringing up the buzz.

The time had come for the track to ‘go hot’ as we call it. The routing through the paddock for cars going onto and coming off of the track took a little work to keep straight. To be honest, the first few run group transitions were a bit chaotic. A change of routine can be refreshing, but it also can cause anxiety and stress! M1 is a work in progress. As I mentioned before, right now there is an event tent and a parking lot behind this for participants to use. The path goes around or next to this tent and is rather limited in space. Don’t get me wrong, the tent is very well set-up with tables and big screens and is a good place to hold both lunch and classes. This is temporary though. One look and the M1 Concourse website and you will very quickly see the future plans for the rest of the facility. While I’m sure these are subject to change and will evolve, one thing is for sure and that they are not done. Event buildings, shops, and more frontage along Woodward are all there in concept. I personally can’t wait to see where they go with the rest of the property available. It’s going to be something

Soon enough, drivers got the hang of the layout and the nerves had started to settle. People were finding their way and talk had started to convert to more about how the track felt. I caught several discussions of which ‘line’ was being taken or braking points for particular corners. Comparisons of the Champion Motor Speedway to other tracks that us junkies have driven was also a hot topic. Different tracks can have varying effects on the cars. Several regulars for Waterford were discovering this for the first time perhaps. Some of the talk was how the contrast was enlightening. THIS is what our Driver Education days are all about. Learning how and what to feel when a sports car is Driven. I was very pleased to be able to offer this experience and to hear that the information that all of us instructors are relaying is being received. The bottom line is we have a handpicked group of instructors who all feel that if they can help someone else learn to enjoy more of the capabilities the amazing cars, it’s a job well done. I cannot thank them all enough for all they do.



Instructor James Garner at speed in his Cayman R



Bill Crowe rounding a bend in his yellow 2012 Camaro



Different types of vehicles can all participate in our HPDE's



Dave Nikolas brought his monster March Can Am car



Instructor Tom Christen driving his red 911 Targa



Patti Door gives Ted Stanek seated in his beautiful 356 Speedster the secret SEM/PCA handshake

If that wasn’t enough to make a great day, some of our SEM members who have private garages at M1 opened them up for those who attended this day. They hosted several guests and gave them a different view of the track. These are really worth the visit if you get the chance. A huge “thank you” and gratitude go to Eitel Dahm and Porsche of the Motor City. They not only were open during most of the event but also hosted us after the track closed with refreshments and a great place to gather. This too is what M1 is all about. It’s not just a track, it’s a destination. It’s a place for like minded people to gather and feel welcomed. Eitel did just this making sure all were taken care of. Everyone was welcomed and the spirited conversations continued for several hours after the DE had “officially” ended. Remember it’s not just the cars, it’s the people. Porsche of the Motor City certainly know this all too well.

So as the Southeast Michigan HPDE 2018 season comes to a close I would like to say a few words here to thank all involved. I absolutely cannot express how much these events are the efforts of an entire team and I am grateful to them for joining me in these *journeys* each year. Let’s keep up the fun !! Also, our sponsors, Autocore Performance Group and Munk’s Motors. I feel we put on some of the best events out there and they are a big part of the show. These would not feel the same without them. Consider them for any and all your Porsche service needs both track and street. The depth of knowledge between them is staggering and the customer satisfaction is unsurpassed.

Lastly, for those who have possibly thought about but have refrained or been a bit shy to come out and try one of our Drive Education events, look for us next year. I mean hey...sometimes, a change of the routine can be refreshing.

SEM 60th Anniversary Souvenir Programs Available



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SCHEDULE FOR THE EVENING

6:00 pm Porsches in Review – Club Member Vehicle Display

7:00 pm Cocktails and Hors d'Oeuvres

8:00 pm Dinner

9:00 pm Formal Program

Host: Marc Molzon, President of SEM/PCA

Speaker Introduction: Tom McDonald, Member of SEM/PCA

Guest Speaker: Kim Wolfkill, Editor of Road & Track Magazine

If you were not able to attend the SEM 60th Anniversary Gala, would you still like a copy of the 36-page full-color souvenir program?

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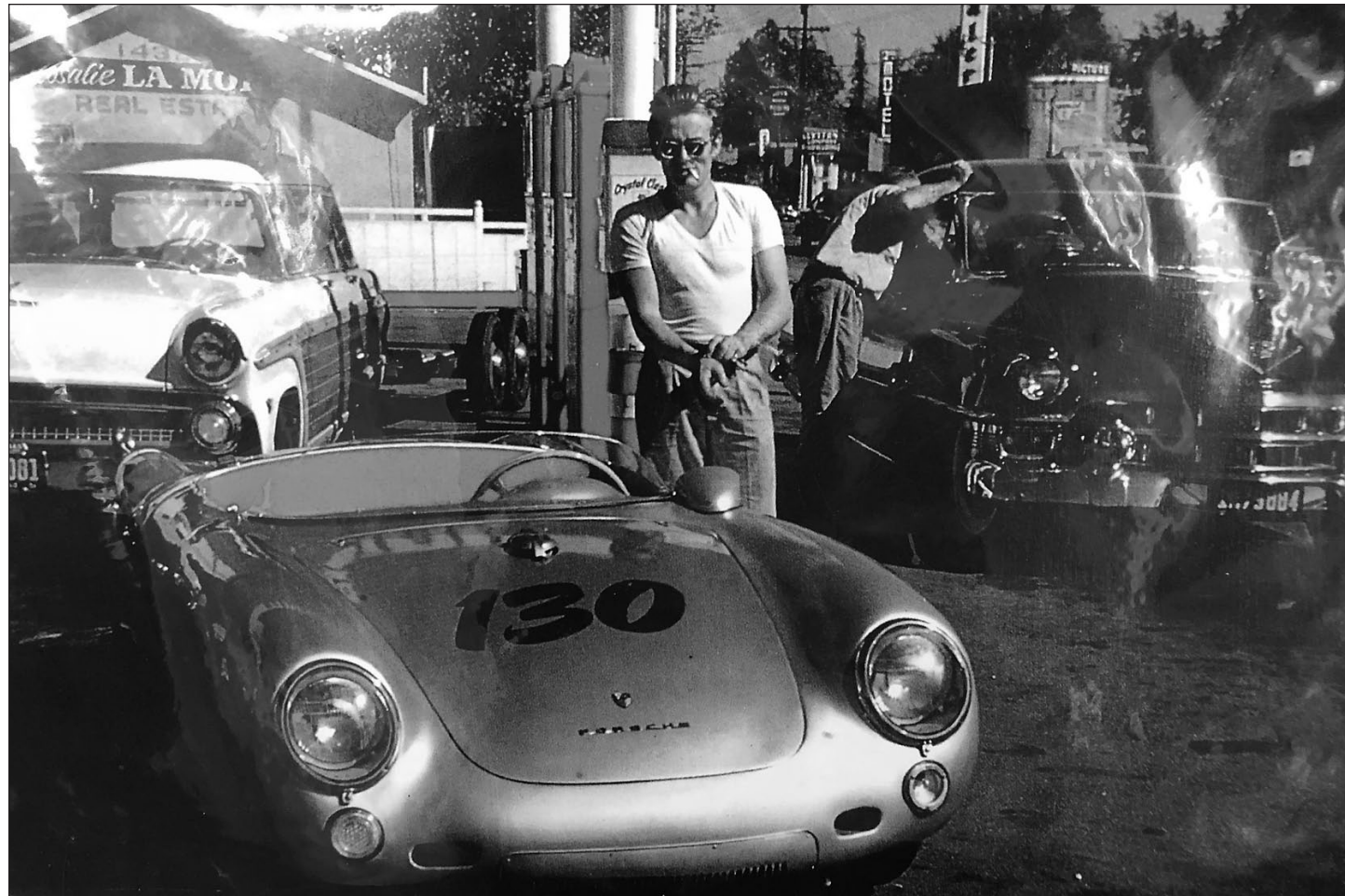
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Visiting the James Dean Crash Site

BY JACK HAYNES



The last picture taken of James Dean—filling up his 550 Spyder prior to embarking on his trip to Salinas, CA

This past summer, my wife and I embarked on a road trip from San Francisco to Los Angeles. I have long been interested in seeing the crash site of the fatal James Dean car accident on September 30, 1955. Being an avid Porsche guy, I decided to see it firsthand after I discovered it was not far from our route.

James Dean had been driving a Porsche 550 Spyder with his passenger-mechanic Rolf Wutherich, but Dean was the only death in the accident. This tragic event occurred near Paso Robles, California at the junction of two one-lane highways—446 and 41. The area today looks very much like it

did in 1955 with no man-made physical structures in sight. Dean was driving his brand new Spyder to a race in Salinas, 300 miles and about 5 hours away from Hollywood.

Nine days before the accident, Dean's Spyder was delivered to him after trading in his 356 Super Speedster plus \$3,800 for it. The total transaction value was \$6,800. He had obtained an advance from Warner Brothers to cover the purchase. Because he hadn't yet finished a sufficient number of races to earn a permanent Club racing number, Dean had a provisional Cal Club number (130) assigned by SCCA. He

(continued on page 26)

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James Dean (continued from page 24)

had customizer Dean Jeffries paint *130* on the front hood, rear deck, and both doors, as well as *Little Bastard* on the rear cowl.

Dean and Wutherich had left Hollywood just prior to 2 pm. At 2:30, they gassed up at a Mobil station in Sherman Oaks. The famous photo taken of Dean gassing up the Spyder was the last picture taken of him.

At 3:30 pm, Dean was given a speeding ticket for driving 65 in a 55-mph zone. At 5 pm, he and Wutherich pulled into a gas station to rest. Dean told Lance Reventlow and a companion who were also en route to Salinas that he had just driven the Spyder faster than 120 mph.

Dean and Wutherich left the station going westbound on State Highway 466 at about 5:30 pm. The sun was sinking low in the sky. They were heading toward the floor of Cholame Valley where Highway 466 intersected on a 45-degree angle with Highway 41.

Witnesses driving in a car westbound moments before the accident at about 5:45 pm reported that Dean passed them driving at an excess of 85 mph. The driver and passen-

ger described that Dean had cut back in after passing them, leaving only 300-500 feet between him and the first of three oncoming eastbound cars. The first car drove off the road to avoid hitting Dean head-on.

At about this same time heading eastbound toward Dean in a 1950 Ford Custom was a college student familiar with the area, driving approximately 60 mph. The driver, Donald Turnupseed, was approaching the "Y" junction of the two highways, planning to turn left. There was no left turn lane.

Reports indicate that Turnupseed suddenly saw Dean's car, slammed on the brakes, lifted off the accelerator, perhaps thought he could make the left turn but realized he could not, yanked the steering wheel to the right, and again heavily braked. Most think that James Dean attempted to throttle steer around the skidding Ford, but instead spun directly into the it.

The left side of the Spyder took most of the impact as it struck the Ford's left front bumper and center grille. Both cars were briefly airborne. The collision was a mismatch
(continued on page 28)



James Dean at the wheel of his ill fated 550 Spyder with his mechanic Rolf Wutherich riding shotgun

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James Dean (continued from page 26)

with the Ford weighing 3,000 pounds and the Spyder 1,300. Research has concluded that Turnupseed likely was traveling 55-60 mph and Dean 70-75mph.

A witness of the crash drove to a nearby gas station, reported the accident, and an ambulance arrived 10 minutes after the crash. Dean was extricated with massive injuries to head, neck chest, arms, and legs. Dean had not worn his safety belt, and his seat had flown out of the car while he himself was trapped. Dean was apparently dead at the scene and declared DOA at the hospital. Dean’s passenger was ejected from the car, critically injured, but he survived. Within an hour and a half, the world heard of Dean’s death.

The scene today looks very much like it did in 1955. The land is flat with nearby low mountains. There are still no buildings in sight. Memorial items have been placed along the fence where Dean’s car landed. About a mile west is a James Dean Memorial called the Cholame Memorial, erected under a large tree in 1977. When we visited, no one else was at the Memorial, crash site, or the car’s resting place.

My wife and I drove back and forth on 466 that hot mid-


day in August. The highway junction area is flat and open. We drove about a mile east of the crash site, turned around from the vista, and drove west on 466, just as Dean had done that fatal day. Traffic was sparse. At one point, we lingered to view the crash site from about 20 seconds away from the intersection if one were driving at 65 mph.

Highway 466 West goes on a long downhill toward the intersection. One could envision driving a Spyder at an elevated rate of speed there: good road conditions, wide flat space, good visibility, not much traffic, heading to a race. A sign stands about ¼ mile east of the accident site: James Dean Memorial Junction, named on the 50th anniversary. Although the accident area was isolated, vast, dry, and almost lonely, it still felt alive.

*An excellent resource about the accident and its context is *James Dean on the Road to Salinas*, by Lee Raskin published in 2015. Much of the accident data is reported in Raskin’s book, and other data were obtained from the Cholame Memorial and from a display about Dean’s accident a few miles from the crash site.




The intersection of highway 466 and 41- the scene of the fatal accident



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NOVEMBER/DECEMBER 2018 ■ P4 ■ 29

Business Meeting Minutes (10/4/18) by Fred Young

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

Call to Order: 7:00 p.m. by President Marc Molzon
Minutes: Moved by W.C. and H.G. to approve. Motion passed.
Financial: Sent by email. Moved to approve by S.C. and P.D. Motion carried

Membership: Walter Crump - Membership is 711 primary and 380 associate members. Letters are being sent out to welcome new members.

Insurance: Steve Carbary - Needed for Fall Color Tour
P-4: Mark VanderEyk - October issue is out on time. New editor is still needed.

OLD BUSINESS

September 8: 60th Anniversary: Patti Door - Everything went fine. Pattie reviewed the cost associated with the event. It was moved by P.D. and H.G. to send a gift certificate to the presenters. Motion carried.

September 28: DE #4 at M-1: Steve Carbary - Was a fantastic event. There was room for a few more students and instructors. No major incidents. A barbeque was held at the Motor City garage for attendees. The DE's broke even for the year with a good season. Waterford will have the track resurfaced.

September 30: Drive your Porsche Day: Gary Ambrus - The weather was good and close to 30 members attended.

October 21: Fall Color Tour: Walter Crump - The restaurant and cider stop are OK'ed. The event will also be on ClubReg for registration. It was moved by F.Y. and H.G. to have the club cover the cost of cider and donuts. Motion passed.

November 9: Membership Dinner: The ad is in the P4 and the speaker is confirmed.

December 16: Holiday Party: Patti Door - All set. Registration is on ClubReg.

Board Elections: Marc Molzon - The ballot is in the P4 and will be at the Fall Color Tour.

Charities: No report.
Webmaster: No report.
Goodie Store: No report
Event Reports: Fred Young - Needed for the 60th Anniversary Party.

NEW BUSINESS:

Marc Molzon - Marc suggested we order cards to solicit new members. It was moved by P.D. and F.Y. to order business cards with club information for members to pass out. Motion carried.

Meeting Adjourned at 8:10 p.m. - Moved to adjourn by P.D. and S.C. Motion passed.

Refreshments and Location: Thursday, November 1 at 6 p.m. - Patti Door at her residence

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SEM/PCA Member Anniversaries - October 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)	YR	Name(s)
	NOVEMBER		DECEMBER				
	5 M Schiller & Laurel Charnas	52	William Block & Freda Giblin	14	Jonathan & Maria Wallevand	4	Cory Scholl
45	Heinz & Claudia Hilderts	4	Helen & Joseph Romano	14	Michael & Diana Eblenkamp	3	Jim Plegue
44	Jeffery & Mary Topf	4	Allan Skoropa	14	Ervin & Ervin Partain, Jr.	3	Angel & Todd Pronger
38	Harry & Mary Kurrie	4	Dan Christie	14	Ronald & AimeevBogucki	3	Niraj Sarda
30	William & Shirley Hallandal	4	Richard vonDaggenhausen	13	Gregory & Cheryl Spinazze	3	William Kozyra
30	John & Marilyn Rintamaki	3	Theresa & Ron Harrison	12	Michael & Roxanne Glovis	3	Robert & Sandra Marra-Cory
30	David & Evelyn Horton	3	Jim Cowper	10	Rasto Ovin	3	Bruno & Kathy Cote
26	Joel Topf	3	Bruce & Kay Weber	9	D Rains	2	Andrew Strong
26	Mike & Mary Vigilanti	3	Roy Kethe	9	Timothy Rohrschneider	2	Tony Raffoul
24	Gary & Patricia Ambrus	3	Frank Dionisopoulos	9	Walter Crump	2	David Van de Grift
24	Vance Meyer	3	Gerry Hargrove	8	Thomas & Robyn Christen	2	Nathan & Julie Henkel
23	Jay & Trish Keranen	3	Lawrence & Mike Schmidt	8	David Wadowski	2	Douglas Heath
22	Miles & Debra Singer	2	Jeffrey & Breanne Kay	7	Kevin & Sandy Kondrat	2	Michael Medwid
21	James & Angie Tasiopoulos	2	Christopher Hennessy	7	Zaf Khan	2	Scott Haywood
20	Matt Fenster	1	Scott Kraemer	6	Temple Cumiskey & Joanne Estes	2	Daniel Sandberg
19	Jerry & Mike Zaccardelli	1	David & Ellen Moellering	6	Lutz Riedt	2	Jeff & Megan Spearin
17	Michael & Joanne Obloy	1	Manki Iwamoto	5	Craig & Sheila Kellogg	1	Gunnar Ross
16	Gord Heidinger & Leah Welch	1	Derek Dyer	5	Randall & Caroline Seidel	1	Victor Wiens
14	Karsten & Laura Lies	1	Fred Boissinot	5	Bob & Athena Carson	1	Zachary Conner
10	Phillip Robinson	1	Michael Silvasi	5	Raymond & Sharon Rahi	1	Alan Kiriluk
8	Bruce Copithorne	1	Peter Mauthe	5	Lyle Otremba		
8	Guy Pupp	1	Larry Long	4	George Vasu & John Stone		
6	Peter Sinclair	1	Paul Glomski	4	Frank Weith		
6	Richard Leonard	1	Chris Peppo	4	Wolfgang Seichter		
6	Dan McClung & Irina Dozortseva	1	David Sears	4	Brad Oleshansky		
6	John Simon & Shannon Byrne			4	David Baiocco		

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FOR SALE: 1985.5 PORSCHE 944.

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FOR SALE: A BRAND NEW/UN-

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Welcome New Members:

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Chris Callison

Arthur Dahl IV

Kevin Dillon

Ed Moriarty

Paul Rognaldsen

Casey Swanseger

Mark Levesque (transfer)

Gregory Steen (transfer)

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Around The Zone

BY LORI SCHUTZ, ZONE 4 REPRESENTATIVE



Hi Zone 4,

As our summer winds down, the driving events just keep on keepin' on. Several of our members participated in the Club Race at Road America, hosted by the PCA Chicago Region over Labor Day, some had picnics and tours. I was in Indy at my nephews wedding – No I didn't pick the date!



Photo 2 Michiana registration with Don Dosmann, Lori Schutz, Murray Bartel, Brad Fishburn, and seated is Pat Heller and Beverly Dosmann.

I traveled south to join the Michiana Region President, Murray Bartel and his wife Penny, for the Friday Drive to Warsaw event on September 7th. We had over a dozen cars, despite the misty

weather, and enjoyed local musicians and a wonderful dinner. Several folks drove over from Ft Wayne area Central Indiana Region to join in the festivities.

On the following evening, September 8th, I was back in Michigan. The Southeast Michigan Region celebrated their 60th Anniversary as a region at the Inn at St John's. What a wonderful, elegant evening – thanks mostly to Patti Door and her team. There was a

wonderful display of several Porsches out front, let alone the parking lot full of nearly every Porsche on the road. President Marc Molzon welcomed the crowd of over 150 with kind words for the members and sponsors. Vice President Gretus Hoogestraat welcomed me to the podium to say a few words after our guest

speaker -Kim Wolfkill, Editor of Road & Track Magazine.

The following weekend I stopped in at the Mid Ohio Region DE at - where else – Mid Ohio (see photo above). I was on my way to Eastern Buckeye Region's Poker Run on Saturday followed by a dinner at a Classic Diner. Over 25 Porsches participated in the spectacular drive through the small towns and country roads of eastern Ohio. Cheryl Krum did a fabulous job planning the route, keeping the group together for the complete tour, and incredible door prizes at the dinner. I love when these events draw members from neighboring regions – great to see Northern Ohio members at both of these events.

My next step was Rennsport, more next month on that fun on the left coast with several from Zone 4 and across PCA.

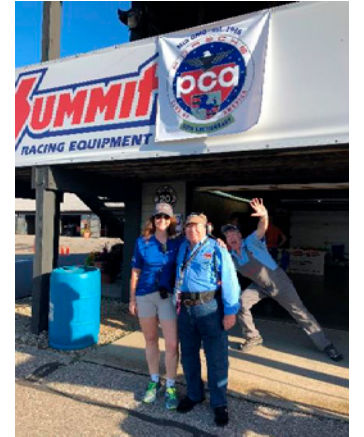


Photo 1 Lori Schutz with Grid Marshal Bill Stevens, Photo Bomb courtesy of Kevin Hennessy Photo by Chip Henderson



Photo 3 Gretus Hoogestraat with Lori Schutz



Photo 4 Eastern Buckeye Poker Run Photo by Kelly Bernstein

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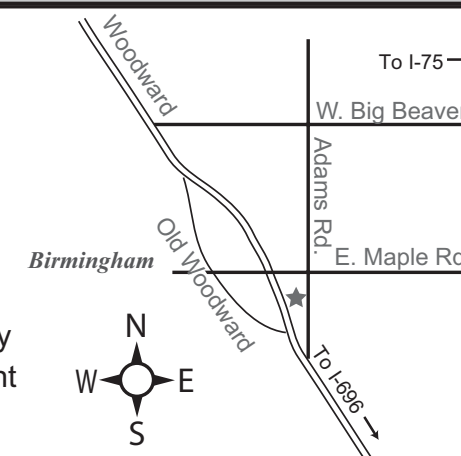
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