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ON THE COVER: *The SEMPCA Porsches line up for the Annual Picnic & Concours.*

2015 SEM/PCA CALENDAR

OCTOBER

- 3 Oktoberfest*
- 8 Board Meeting
- 18 Fall Color Tour

NOVEMBER

- 4 Board Meeting & Calendar Planning
- 20 All Membership Dinner

DECEMBER

- 2 Board Meeting
- TBD Holiday Party

* Not a club sponsored event

BOARD MEETINGS

Board meetings are typically held on the first Wednesday of the month at various locations; when the Board meets at a Porsche dealership, the meeting is moved to Thursday for that month, to coincide with the dealership’s hours.

The October Board meeting will be held at Porsche of the Motor City. Contact any Board member if you wish to attend.



She’s Flying!



BY MIRANDA CHRISTEN

Can you believe it’s already October? It’s time for cider mills, Fall Color Tours, and mittens if you ride with the top down. Well, maybe not mittens since I’m not entirely convinced that Michigan is ever going to cool down. I’ll admit that I’m a cold weather woman and I love a good snowfall! The only problem with snow is no more track days, and all the Porsches are put to bed for the winter. I realize that it sounds a little crazy to start thinking about winter storage when temperatures still hover around the 80s during the day, but planning ahead will save time, money, and frustration!

Whether you’re storing, or plan to take your Porsche out for a winter joy ride or two, here are some great tips to keep your car in tip top shape:

1. Find a space for your car if you’re storing it! Spots fill up fast, but calling ahead will save you frustration.
2. Wash your Porsche inside and out, including the wheels. Test drive the car before you settle it in for good to make sure the brakes are in good working order.
3. Gas up your car to avoid unwanted condensation and water build up. If you are not storing in a climate controlled unit, consider a fuel additive.
4. Inflate your tires not above the maximum tire pressure rating, but higher than normal. Check your specs for exact measurements.
5. Check and/or top off anti-freeze and run the car for a few minutes afterward to properly circulate throughout the engine block.



There’s still time to get out and enjoy the sunshine. With beautiful weather I hope everyone has a little bit more fun before the Porsches head to the garages.



Even the young ones enjoy the track. Plan for next year’s HPDE and bring out the whole family to see what it’s all about!

6. Change the oil to avoid contaminants sitting through the winter.
7. Now is the ideal time to add protectant on the leather interior and cover the car to avoid anything scratching or crawling on the paint.
8. Disconnect the battery or attach a trickle charger.
9. Do not use the parking brake! Put your Porsche in gear or park, but do not apply the parking brake. Wheel locks or blocks behind the wheel can help to keep your Porsche from driving without you during storage.
10. Make sure to call the insurance company and let them know the car is off the road. Save yourself a little money this winter.

The P4 has excellent advertisers that are willing and ready to help you with your storage needs! Give them a call and let them know that their support is appreciated with a little support of your own.

Don’t start putting your Porsche away just yet with the Fall Color Tour and Membership Dinner coming up, and a projected late start to our beautiful Fall foliage. There are still plenty of things to do with the club so come out and have a ball with us!



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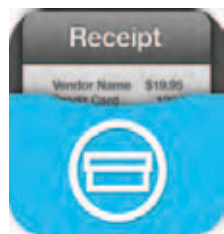
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Drive With Spirit!



BY HOWARD GILSON

What a great Drivers Education season the club has had. I'd like to thank Marc & Lisa Molzon, Steve Carbary, Michael & Diana Eblenkamp, Jeff Amos and all the instructors for organizing and teaching this years HPDE's. I wish I could have made it out to just one of the HPDE's as I have set my Boxster up more for track then street. I hate when work gets in the way of having fun. If you missed out this year like I did, we will have more HPDE events next season, so get out and drive.

Coming up on October 18 is the Club's Annual Fall Color Tour. This is a very well attended event so sign up early! Over the years some of my best driving tour memories are of the Fall Color tours. The colors of the trees turning always make this a beautiful tour for both drivers and passengers.

If you have ever owned an older air cooled Porsche or Turbo Porsche, you will know what I'm talking about when I say, cool, crisp Fall air is the best for these engines. Hopefully colder air will accompany us along with the colors of the trees and the sound of Porsche's as we caravan to a cider stop and dinner. Enjoy new and old Porsche friends and meet new members at social events such as this.

By now you have seen photos of the newest 2016 Porsche 991, now all Turbos. Displacement has gone down and the new twin-turbocharged flat-six engine has better performance and fuel economy. I think the biggest change that you will notice will be the rear deck lid. Instead of horizontal slits on the deck lid, Porsche has gone with vertical slit that flows air to the intake and cools the intercoolers. The longitudinal alignment of the slits of the rear lid grill ensures that the twin-turbocharged



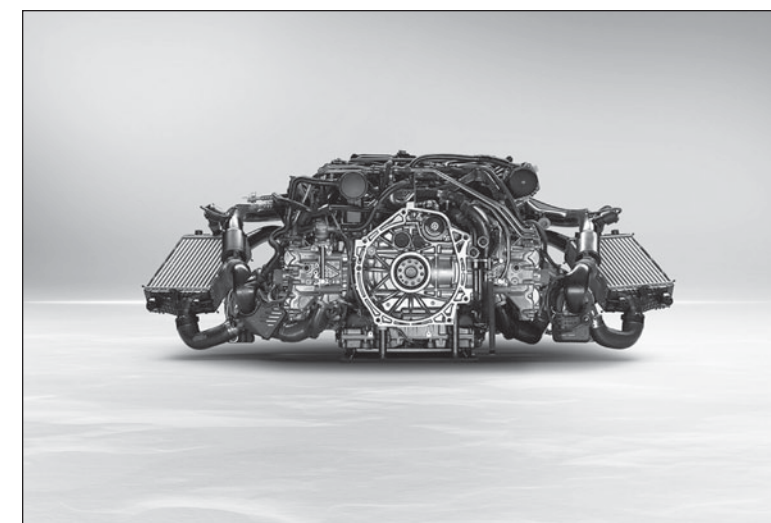
engine gets enough air.

The Carrera will have a 3.0L twin-turbocharged flat-six engine, putting out 370hp and 331 foot pounds of torque, 20hp more than the current model. The Carrera S model will also have a 3.0L twin-turbocharged flat-six engine, putting out 420hp and 386 foot pounds of torque. My guess is that the new Turbo 991 might have a 3.4L twin-turbocharged flat-six engine, but that hasn't been announced yet.

I find it interesting that Porsche is using a 3.0L engine, as the first Turbo 930's from 1975-77 used a 3.0L engine also. The differences of these engines is enormous from the power to the fuel consumption, twin-turbocharged vs. a big single turbo without intercoolers and liquid cooled vs. air cooled. Turbo technology has come a long way since the original 930's of the late 70's. More car companies are going with smaller engines and turbos. I recently read an article where an electric motor spins the turbo at lower speeds and as speed increases the exhaust gases catch up and take over spinning "spooling" the turbochargers.

It will be interesting to see if Porsche goes with a twin-turbocharged flat four engine for its Boxster/Cayman in the future. This is all speculation, but it would be great to see Porsche bring back a lighter four cylinder engine for the mid-engine sports cars.

I would like to thank Victoria Hoogestraat for chairing and purchasing for the Goodie Store, thank you for a great job! On that note, the club is looking for someone to help Co-Chair the Goodie Store and help Victoria, please contact me if you are interested.



2015 Fall Color Tour

SUNDAY, OCTOBER 18

We hope you will plan to attend this popular and delightful Sunday drive through some of Southeast Michigan's back roads, followed by a casual dinner.

Please meet by 12:30 p.m. at Depot Park in Clarkston
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RECAP **Ladies Drive**

STORY & PHOTOS BY **SHIRL CARLISLE**



Lunch at Portofino in Wyandotte.

September 11 brought us another beautiful fall morning for the Ladies' Ride. Our starting point was Laurel Park Mall in Livonia. Pulling into the parking lot early, it wasn't hard to find the yellow Porsche with Patti Door excited to start our day. After a few minutes, our Porsche girls started to arrive and gather round.

I saw many of these smiling faces in South Haven at the GingerMan track just a few weeks before. Patti Door and I decided to ride off together with her acting as the copilot, keeping track of these beautiful Porsches traveling together. After a few hugs we were off. The route was driven last week but we encountered a snag in the Hines Park area when a bike rally took precedence and the road was closed.

Our lead took over and detoured us around the area and we arrived in Wyandotte shortly afterward. Wyandotte is a beautiful waterfront area downriver. We found Portofino's, our restaurant of choice for the day, with no problem. Portofino's is on the river and every table has a great view. We had a few extra minutes before our reservation to walk along the waterfront and take a few photos. We had a great lunch, mixed with a few adult beverages.

Door prizes were awarded which were provided by our gracious host Patti again. Many were handmade by her and you're a lucky girl if you received one.

Patti also made pretzels dipped in chocolate, they were yummy. Bev Ricci made a special treat of sugar cookies in the shape of the Porsche crest. That was a wow with everyone. They tasted great, but I hated to eat mine because it was so cool. I was awarded the Novice Award for the Concours in August, quite a surprise to me and I will always cherish this special trophy.

After enjoying our lunch, beverages, lots of great conversation, we were off for some shopping along Biddle Ave. This is so much fun. We discussed maybe doing a "First Friday in Northville" next year also. Many bargains were found in the boutiques. If you have never taken this ride, please come with us next year, it really is a blast. You don't need to take the Porsche out of the garage, there are plenty of us who are always looking for a copilot. Just come join in the FUN. I'm off for Florida in a few weeks and will truly miss my SEMPCA gang. Just might have to get a ticket and fly back for the holiday party.



A good time was had by all the ladies!



Taking a break for a photo opportunity!



Shirl Carlisle and Patti Door with the concours trophy.



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FEATURED SPEAKER:
Lindsay Brooke
Senior Editor of *Automotive Engineering* magazine



Lindsay Brooke is Senior Editor of *Automotive Engineering* magazine, published by SAE International and read by vehicle engineers worldwide. He also produces SAE's "Eye on Engineering" radio spot, aired weekly on Detroit's WJR 760-AM.

Brooke has written extensively about vehicle technology, development, manufacturing and history for 35 years. His work has appeared in *The New York Times*, *Car and Driver*, *AutoWeek*, *Popular Science*, *Cycle World*, *Motorcyclist* and *Classic Bike*, and he has authored five books covering automotive and motorcycle topics.

Brooke spent 15 years as a staff editor on *Automotive Industries* magazine. He has twice received the Jesse H. Neal Award from the American Assoc. of Business Information & Media for outstanding journalism, as well as awards from the American Society of Business Press Editors and other professional groups.

Two brief but useful career detours helped Brooke expand and deepen his industry knowledge and experience. He was senior auto industry analyst at CSM Worldwide (today part of IHS Automotive) and also served as manager of Engineering and Technology PR at Chrysler Corp. Brooke is a member of the North American Car & Truck of the Year jury.

For questions and registration contact:

Marc Molzon
248-882-1759 / mextremem@hotmail.com

STORY & PHOTOS BY **SOMEONE**



Bill Block and Freda Gibin—their 1965 slate gray Cabriolet took a first place in the concours.

The 2015 Southeast Michigan Porsche Club of America Picnic was a beautiful day for friends, old and new, to connect and enjoy good food and company! The day started off bright and early for Concours participants who waxed, shined and cleaned until their Porsche crests shown brightly. They did Porsche proud and awards were given later in the day to the winners who worked so hard. The nice thing about the SEMPCA Concours is the helpfulness of members and judges alike. While not everyone received a trophy, it is always a great experience for owners new and old to learn and improve. We are lucky to have excellent judges that care so much, and members who are willing to go the extra mile for the picnic.

Picnic attendees were treated to a feast of excellent cooking

from Don Kleist and members. Salmon, pork, chicken, and a dessert table overflowing with goodies provided everyone with more than enough food to go around! The SEMPCA Picnic is a highlight of the year and this year did not disappoint!

Thank you to Jerry and Patti Door for food and preparation coordinating, and Don Kleist for his excellent grilling skills. Thank you to our Concours judges: Fred Young Bob Amano, Michael Cohen, Dennis Denyer, Ted Dunham, Matt Fenster, Dale Goby, Gretus Hoogestraat, Charles Hagen, and Jim Williams. Last but definitely not least, a huge thank you goes to Gilson Motorsports and SellYourSportscar.net for sponsoring the Picnic and providing our Concours winners with trophies. This picnic would not have been possible without our sponsors, judges or members!

MORE PHOTOS ON PAGE 17

THE PLACE FOR PORSCHE & PARTS

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Recap: Picnic (continued from page 15)



Fred Young arranging the Concours awards.

Greg Massa, Howard Gilson
and Fred Young sharing a
laugh during awards.



Thank you to Gilson Motorsports and
SellYourSportsCar.net for sponsoring the picnic!

MORE PHOTOS ON PAGE 18



The turnout was outstanding!



Seconds were encouraged as the food was piled high.



The highlight of the day...DESSERT!

Used Porsches Continue To Increase In Value

by Michael Cohen

Each year at this time, *Excellence* magazine publishes their annual Porsche Buyer's Guide. Every type of Porsche is reviewed from 356s to 918s, and as part of each review, Excellence provides a price valuation range for cars in average to excellent condition. Cars can exceed these values based on exceptional condition, low mileage or other factors. For the past two years, I have summarized sales trends in the P4 based on Excellence's estimates. In both 2013 and 2014, we have seen year-to-year price increases for virtually all used Porsche models. The greatest increases have been among air-cooled models. This trend has continued for 2015 as the market continues to surge. The biggest winner among the vehicles sampled this year

is the 1993–1994 964 3.6 Turbo whose high range market price increased from \$100,000 to \$260,000—a 160 percent increase! The other big winners are the 1966–1969 912 coupes which increased 100 percent. There were only three decliners in the sample—the 1973–1974 914 2.0 (a negative 8 percent), the 2006 Cayenne S (down 12 percent) and the 2011 997 Carrera coupe (down by 9 percent). The latter two are late model vehicles still in their depreciation cycle.

Below is a table comparing 2015 versus 2014 values for a sampling of used Porsche vehicles. If your vehicle is not listed here, you can find its value in the 2015–2016 *Excellence* Buyer's Guide mentioned above.

YEAR		MODEL	2014 PRICE RANGE		2015 PRICE RANGE		HIGH PRICE RANGE % +/- VERSUS 2014
1956-1958		356 SPEEDSTER	\$170,000	\$350,000	\$250,000 - \$450,000		29%
1964-1965		356C COUPE	\$55,000 - \$115,000		\$65,000 - \$125,000		9%
1966-1969		912 COUPE	\$15,000 - \$25,000		\$25,000 - \$50,000		100%
1973-1974		914 2.0	\$12,000 - \$16,000		\$11,000 - \$15,000		-8%
1972		911 S COUPE	\$100,000 - \$200,000		\$100,000 - \$200,000		0%
1980-1983		911 SC TARGA	\$18,000 - \$33,000		\$22,000 - \$40,000		21%
1974-1975		911 CARRERA COUPE	\$35,000 - \$65,000		\$40,000 - \$85,000		31%
1989		930 TURBO COUPE	\$70,000 - \$130,000		\$100,000 - \$175,000		35%
1987-1989		911 CARRERA	\$25,000 - \$44,000		\$25,000 - \$55,000		32%
1986-1988		944 TURBO	\$9,000 - \$12,000		\$9,000 - \$13,000		8%
1985-1986		928 S	\$10,000 - \$18,000		\$10,000 - \$18,000		0%
1993-1994		964 3.6 TURBO	\$70,000 - \$100,000		\$160,000 - \$260,000		160%
1997-1998		993 C4S	\$50,000 - \$65,000		\$50,000 - \$90,000		38%
2000		996 CABRIOLET	\$22,000 - \$30,000		\$18,000 - \$30,000		0%
2003-2004		BOXSTER S	\$14,000 - \$23,000		\$14,000 - \$24,000		4%
2006		CAYENNE S	\$21,000 - \$25,000		\$11,000 - \$22,000		-12%
2008		997 GT 3	\$85,000 - \$100,000		\$80,000 - \$105,000		5%
2011		997 S COUPE	\$64,000 - \$75,000		\$55,000 - \$70,000		-5%

SEM/PCA Board of Directors

November 2015 Election Two Year Term (2016-2017)

Candidate Bios



Michael Cohen:
Michael joined SEM/PCA in 1998, and is currently serving his second term as member of the SEM/PCA Board of Directors. Additionally, Michael was Associate Editor and Managing Editor of the P4 magazine from 2010 to 2014. He continues to assist the current editors and frequently writes articles for the magazine. Michael participates in HPDE events, is a volunteer for the Club Race as well as a member of the Club Race committee and the DE committee. He is a frequent helper and attendee at club events including the Picnic/Concours, driving tour events and Membership Dinners. A true Porsche enthusiast, Michael brings a wealth of retail and factory automobile experience and is anxious to continue to contribute to the club's growth.



Diana Eblenkamp
Diana joined the SEM/PCA in 2003 with her husband Michael. She got hooked very quickly into the DE driving. Throughout the years she was able to travel to different tracks and explore her driving skills and became an instructor some years later. For many years she took care of breakfast, helmets, many after parties and end of DE season parties. As a result she and her husband were named enthusiast of the year in 2007. Diana was a member of the Board for a couple years and is looking forward to becoming part of it again.



Gretus Hoogestraat:
Gretus' first contact with Porsche was in 1981. He worked at a GULF refinery where the gasoline for the last 917 K-81 was mixed for the Le Mans race. At the age of 25 he bought his first 911SC which he drove on the Autobahn for 14 years, and ever since he is a proud Porsche owner. The next model was a 993 and a couple of years ago he added a 986. Gretus joined SEM in 2011 and is an ambitious, enthusiastic and passion filled member, always ready to help where needed and presenting new ideas. Gretus was first elected to the Board in 2014 and currently serves as Charity Chair, Associated Webmaster and Media Chair. He organized the Downriver Tour & BBQ last year, is a Street Survival School Instructor and responsible for a lot of SEM pictures in the P4 and videos on YouTube.



John Keilly:
John Joined SEM/PCA in 2007, after buying his first Porsche. That same year he became an editor of the P4, and he remains on the staff. As a member of the 50th Anniversary Committee he edited the event program. John has organized weekend trips to Bay Harbor and has twice hosted a stop on the Progressive Dinner. John

was named Enthusiast of the Year for 2009, was elected VP in 2012 and President in 2013. He also serves on the Club Race Committee and the Membership Committee.



Marc Molzon:
Marc's affinity for and ownership of Porsche cars dates back to when he was only 18. Currently his track car is a 1989 951 and he also owns a 1977 930. He attended his first SEM/PCA Driver Education event in 2003 and became a DE Instructor in 2005. He has served in many capacities as an integral part of the Club Race team and has chaired numerous fall and spring driving tours. Marc was first elected to the Board in 2008 and currently serves as Vice President, Street Survival School co chair, DE Chief Instructor, Club Race Chair.



Christopher Young:
Joined SEM PCA in 2013 after purchasing his first Porsche; A 1988 928 S4. Chris has had a significant and evolving passion with automobiles starting in childhood involving collecting and building scale models, to working part time and summers for Automotive Restorations, INC. (ARI). Later he worked for the subsidiary VRS (Vintage Racing Services) where his mechanical skills further developed servicing brands from Aston Martin, Austin, Bentley, to Porsche, Renault, and TVR vehicles. This cumulated to his career today as an Automotive Creative Designer starting with GM and currently Ford Motor Company's Lincoln division. Chris's first Porsche Parade was held in Traverse City (2013) and garnered an award for the 928 and he participates in the numerous SEMPCA events throughout the season. Chris looks forward to tangibly contributing to SEMPCA's continued success and to the already positive membership experience.



Fred Young:
An active member since 1991, Fred has chaired the Concours for the last fifteen years and served on the board for eight years, presently as board secretary. He has also served on the national level as a Concours judge. With their 2002 Guards Red 911, Fred and his wife Kathy, have won five national Parade concours awards. Fred has conducted detailing sessions and offered advice to club members enabling them to successfully compete in local and national Concours. Over the years he has planned the 2008 and 2014 trips to Germany, been named the enthusiast of the year, presented the Family Day at Waterford Hills, a garage crawl, Museum Bronze tour, and the Model T Museum tour and also chaired the by-laws committee. Fred feels he represents the members by bringing a balance and continuity to the board and by advocating a variety of events at a reasonable cost to the members.

Southeast Michigan Region / Porsche Club of America

2015 Election Ballot – Board of Directors

Five of the nine positions on the board are up for election.
The candidates are listed below.

Each SEM member and their affiliate member may vote
for up to five candidates to fill the open positions.
Please fill out the form completely or it will not be counted!

Please submit your ballot either (1) in person, at the
Fall Color Tour on October 18, 2015
or (2) by mail, postmarked by Friday October 23, 2015,
James Garner
37139 Turnberry Drive, Livonia, MI 48154.

VOTE FOR FIVE CANDIDATES

	Member	Affiliate
Michael Cohen	_____	_____
Diana Eblenkamp	_____	_____
Gretus Hoogestraat	_____	_____
John Keilly	_____	_____
Mark Molzon	_____	_____
Chris Young	_____	_____
Fred Young	_____	_____

YOU MUST PRINT THE NAMES:

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Member Number	Affiliate Number

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RECAP Drive Your Porsche Day

STORY & PHOTOS BY **MARC MOLZON**

The Drive Your Porsche Day event started at Gilson Motorsports and as the Porsches started filling the lot, I saw a few new faces and some of the regulars that I already knew. As I was checking-out all the sweet Porsches pulling in and everyone was signing the waivers, Howard gave the pre-drive speech.

The weather was really great and the sun was out in full force. It was time to head out on the drive so my wife and I got in the Turbo and I jumped out front and led the cars to Maple Road. After working our way up towards Rochester, I started looking forward to some of the nice winding roads that were coming as we went farther north. As we started getting into the good roads, a little traffic started slowing us down, so I was happy to catch a few red lights to lose the traffic. The route was fun and we were able to keep five Porsches together for the whole tour - arriving at the restaurant a little ahead of schedule.

My wife had been to the restaurant before and couldn't stop raving about how good the food was at the White Horse Inn. The food WAS very good and there were lots of friendly people to share the meal with. Howard had some prizes that he gave away to the lucky ticket holders as we finished our meals and enjoyed a surprise of freshly-baked chocolate chip cookies to end the meal.

A very fun drive with over 30 Porsches, and great food was a wonderful way to spend a Sunday Afternoon in memory of Dr. Ferry Porsche's Birthday. Hope to see you at the Fall Color Tour October 18th if you missed this one!



Drivers listening intently before the drive begins.

Howard Gilson and Michael Cohen giving final drive instructions.



New members Calvin and Sonia Cajigal being entertained at dinner by Walter and Sabrina Crump, Shirl Carlisle, Valerie and Alain Baur and Diana.



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SEM Concours

STORY & PHOTOS BY FRED YOUNG

It is no small wonder that most of the Porsches ever built are still on the road today. Pride of ownership is the reason in no small part. From the earliest 1965 356 Cabriolet to the newest 2014 911 GT3 at the picnic you could tell the passionate relationship the owners had with their cars. Even before the 9:00 a.m. event opening, concours entrants started to arrive and participate in the ritual of detailing their cars. Yes, there were probably one or two who took their car to the quarter car wash or on the other hand maybe had professional help, but for the most part, this was a hands on personal experience getting ready for the judging. One can only guess why some of this group was sweating at a laid back family picnic. Even those not entering their cars were fulfilling their role as interested and knowledgeable spectators. Advice was offered on a missed spot of dirt or how to clean the brake dust off of the wheels. Entrants helped each other to achieve the best results possible. This was undoubtedly a friendly competition (although intense).

While the weather looked threatening at various times there was nary a drop of rain. With the largest field of cars totaling thirty-six for the concours, the judges had their hands full. Most judges were paired in teams to rate the entrants with the objective of being absolutely fair and impartial. Eleven cars were in the late 911 category. Scores in the 911 class ranged from a perfect score of 70 belonging to Ray Massa's car to the lowest score of 69.2. No small wonder that seven trophies were awarded in that class.



Carlos Carmona (our Progressive Dinner Chair) with his award winning 911, and Chris Young with his award winning 928



Shirl Carlisle puts the finishing touches on her Boxster before judging.

Other classes were almost just as close in the rankings. Trophies were apportioned to represent the size of the group so everyone had an equal chance of winning. Our members rank with the best and hope they consider going to the Vermont Parade in 2016 to show their "stuff".

Trophies awarded consisted of a small cigar box with the inscription "My First Porsche" and event information on the cover. Inside the box was a wooden pull toy made to resemble an early generic Porsche. Hopefully it brought back some fond childhood memories to the recipients. Including the People's Choice award, twenty-six trophies were presented to the contestants. Recently on TV there was a report on children receiving trophies that were unwarranted as they just participated in an event. Judging from the activity in the Springdale Golf Course parking lot there was more than just participation. Members put their whole heart and soul into getting their car ready for judging. Some even had battle scars such as bloody knees. Everyone who received a trophy certainly deserved it.

Our thanks go to Howard Gilson of Gilson Motorsports who graciously sponsored the trophies and passed out T-shirts and hats to the winners. The judges (listed with the results) also deserve our heartfelt thanks. Some of the judges traveled to the Dayton, Ohio National PCA Judge's School in the spring and were anxious to put their newfound skills to work.

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2015 CONCOURS AWARDS*

People’s Choice

1989	Guards Red	911	Speedster	Michael Gilson***
1988	Guards Red	928 S4	Coupe	Chris Young**

356 Class

1965	Slate Gray	356	Cabriolet	Bill Block & Freda Giblin
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924 – 928 – 944 - 968 Class

1985 1/2	Guards Red	944	Coupe	Don Kliest
1985	Iris Blue	928 S	Coupe	Dave Kowalewsky
1986	Black	928	Coupe	Matt Fenster
1987	Red	928	Coupe	Rick Christian & Paul Barik
1985	Red	928 S	Coupe	Andrew Olson

Boxster – Cayman – Cayenne Class

1997	Silver	Boxster	Cabriolet	Carlos & Veronica Carmano
2014	White	Boxster	Cabriolet	Bob & Peggy Bogart
1999	Blue	Boxster	Cabriolet	Walt & Sabrina Crump
2007	Blue	Cayman S	Coupe	Bob Count

911 – 912 – 914 before 1986 Class

1974	White	911	Coupe	Eliseo Carrillo
1985	White	930	Coupe	Dick McClelland
1977	Silver	930	Coupe	Marc Molzon

1987 – 1998 – 911 Class

1996	Midnight Blue	993 C4	Coupe	Greg Massa
1995	Fly Yellow	911 C4	Coupe	Jerry & Patti Door
1988	Granite Green	930	Coupe	Eric Chau

1999 & up – 911 Class

2013	Platinum Silver	991 C4	Coupe	Ray Massa
2013	Silver	997 C4S	Coupe	Mark Kuszczak
2014	Guards Red	911 GT3	Coupe	Leon Lewis
2002	Grey	996	Cabriolet	Lucas Phan
2013	Black	911 4S	Coupe	Veronica & Carlos Carmona
2000	Arctic Silver	996	Cabriolet	Michael Cohen
2008	Guards Red	997	Cabriolet	Lewi Yonce

Cayenne, Macan, Panamara Class

2015	Medium Blue	Macan	SUV	Chuck Hagen
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*Entrants are ranked in the order of finish. **Also placed 1st in Class. ***Also placed 2nd in Class

Many thanks to our dedicated judges, Bob Amano, Michael Cohen, Dennis Denyer, Ted Dunham, Matt Fenster, Dale Goby, Gretus Hoogestraat, Charles Hagen, and Jim Williams. They had the ultimate challenge of picking the best of the best. Truly our local SEM Region ranks among the top tier of concours entrants and would have no trouble competing at the national level. Our sincere thanks to all that participated.

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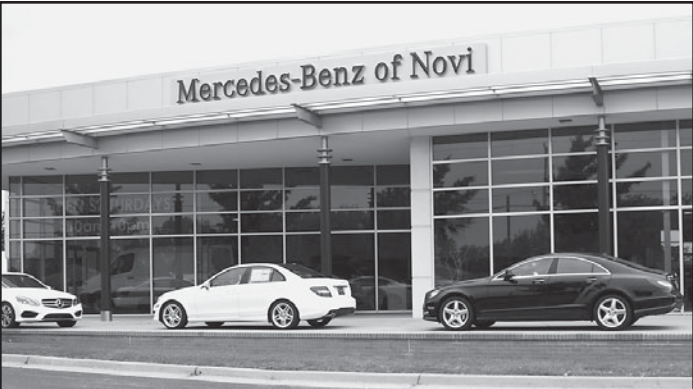
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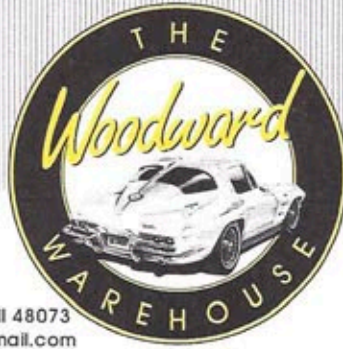


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IN THE SHARK TANK

New Article

STORY & PHOTOS BY **ANDREW OLSON**

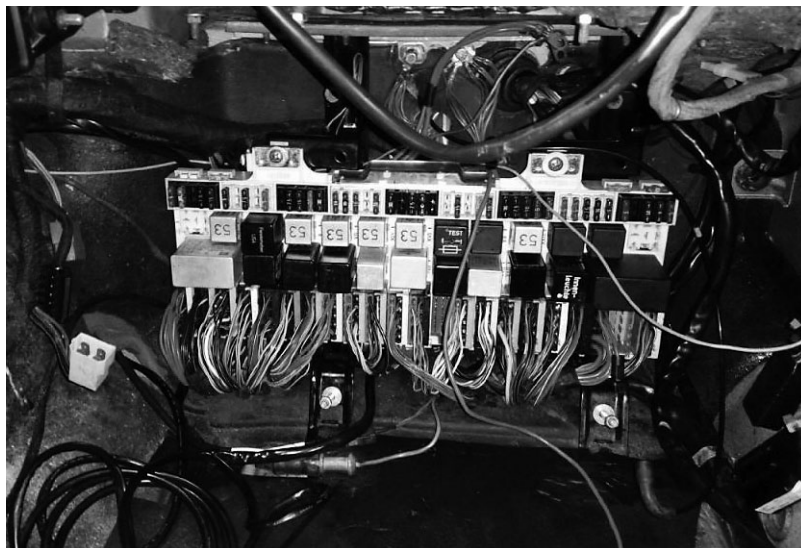
Relay, relay, relay! 928's, with their beauty and price tag, had one of the most complex and comprehensive electrical systems for their time. In 1985, the 928 received an update to the vehicle systems which included electronic fuel injection, electronic ignition and ABS. Later versions of the car got tire pressure monitoring, electronic limited slip and a very early version of stability management.

At about the same time, the 928 received a precursor to OBD or On-Board Diagnostics. The current standard in modern vehicles is called OBD-II. With all of these advances, the number of sensors and ability to diagnose faults increased. It should be noted that the 928 was designed in the 1970s and as a result, the electrical system is also a product of the same era and was never really updated throughout its lifespan. Because I am a 928 fanatic, I have procured, at great expense, a number of diagnostic tools to help diagnose and determine faults. Despite all these tools, sometimes we still need to resort to old-school diagnostics and eliminating various points of failure to solve problems.

On the 1986.5 Coca-Cola race car, I had an ABS fault from the first day I owned it. I figured it was likely one of the wheel speed sensors that was bad. This is from experience. If you recall I wrote an article sometime back about finding the last two wheel speed sensors *in the world* for my 1985 Euro 928.

The way to diagnose a wheel speed sensor on the 928 is to hook up an oscilloscope to the harness plugs at the ABS brain. You want to see a pulse from each corner at the harness. I understand that not everyone has an oscilloscope, and neither do I, but pretty much everyone has access to a PC. A few years back, one of the local 928 guys, Dave Kowalewsky, showed me how to build a voltage divider and where to download an application that turns your PC's sound card into an oscilloscope. So for less than \$10, I built an oscilloscope, which comes in handy when trying to diagnose a number of issues on the 928. They probably have smartphone apps now to do the same thing—yep, I just checked, and they do.

I spent an afternoon jacking up each corner of the Coke car, looking up the pin-outs to see which two pins I needed to hook up to for each corner. I started with the rear because they seem to go bad first. I hooked up the leads for the left



The Porsche 928 was still a victim to 1970's era electronics.

rear and with the car in neutral, I spun the wheel by hand. Immediately, I saw a signal on the oscilloscope, showing me that one was good.

Next I did the right rear, that one was also good. So then I thought perhaps the right front was bad because that's where the car had been hit in its accident. Nope. That one was good too. If the two rear sensors and the right front are all good, I thought it must be the left front, but I needed to verify. I hooked up the leads, spun the tire...nothing. Ah ha! Be then I realized one of the leads had slipped off. Keep in mind I'm dealing with a fully caged racecar, so access is "slightly" compromised. I re-attached the leads, spun the tire, and saw the signal.

With all four wheel speed sensors registering, I started thinking about other things that could be wrong. Perhaps the brain? Or better yet...maybe it's a fuse. To my chagrin, I hadn't even checked the fuse at this point and it should have been the first thing to check. I climbed over the roll cage, folded myself in half and pulled the fuse. It was good. At this point, I saw the relays for the car and I remembered the old adage in the 928 world, "Relay, relay, relay."

Basically, when something electrical goes bad, you have to check the relays first. They have a tendency to go bad. Most relays use a common type 53 and they can be swapped with other relays for diagnosis. However, the ABS relay is a unique relay.

(continued on page 34)

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The Last DE? Really? Already?

STORY & PHOTOS BY LISA MOLZON

Yes, September 3rd was the last DE this year. Many familiar faces (Steve Carbary – DE Chair, Tom Fielitz, Johnny Agrusa, Greg Gallagher, Erik Ohrnberger)—and a few new ones to the track (Dale Goby, Thomas McDonald, Michael Hauptert, Jerry Nelson.) Working to register everyone for the day, you get to interact with every driver—and try to pass on some tips for the day to the new attendees. You also get to know the “regulars” over time. I will certainly miss my favorite regular, Al Wright. From my perspective, he was the kindest, most polite man who was always so eager to get on the track in his high-horsepower vehicles—and he definitely had the biggest wrist to try to fit a wrist band around! You just KNOW he’s driving fast with a big smile where he is now.

The day started warm and only grew more hot and steamy as the morning runs commenced. By lunch, everyone was seeking some shade while they ate. Right after lunch the “exciting” weather laden with rain, high winds, lightning and loud thunder brought the afternoon runs to a hour-long halt. Once the lightning passed, it was “game on” again! A nice wet track (a must for true learning during a high performance driver’s education) provided a great lesson ground for the novice drivers. From an organizer’s perspective, that “lost” hour of track time plays havoc with the day’s schedule - but that Chief Instructor guy (Marc Molzon) quickly recalculated new run

times to round-out the day and get everyone as much time on the track as possible.

No mishaps, new friendships forged, more track hours under the belt, and worn brake pads. All-in-all another successful day at the track! Although September 3rd was the last DE...we’re all looking forward to the spring and the FIRST DE of the season.



Marc Molzon and Tom Krueger from RSR talking DE shop.

RECAP: End of Year DE Party

What better way to end a DE day than to recount the fun times of the day and the season at a cook-out with all your track buddies?

Following the day at Waterford Hills, about 50 participants drove “around the corner” to our house for brats and BBQ pulled chicken sandwiches. Much like the day, the evening started-out dry...but then the rain hit sending half the group inside and half under the tent (courtesy of Jimmy Stevens) for shelter. Right about then we all dug-into the fabulous dessert bars that Shirl Carlisle baked for us.

Many thanks to Lucy & Erin Carbary and Robyn Christen for helping with set-up and the food! Can’t throw a party without a strong right-hand man crew. It was a fun day of driving that turned into a fun night of stories!

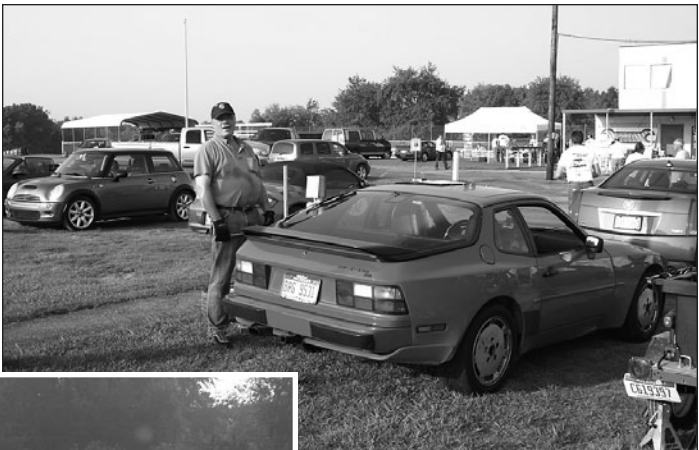


Daniel Conrad, Greg Steen, and Greg Gallagher enjoying their time outside.

The Last DE



Andy Sasyk passing Bob Formisano.



Erik Ohrnberger is ready to roll!!



Lori Mauthe getting ready for the day.

End of Year DE Party



Master griller Marc Molzon.



Stephen Cramer, Tim Otto, and Mark Kuszczak waiting out the storm.



Friendship and food after a fun day at the track.

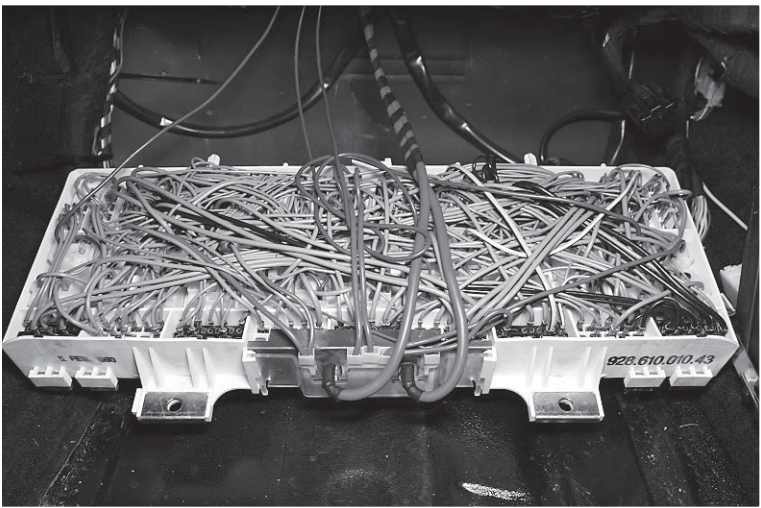
Shark Tank (continued from page 30)

This is where having multiple cars comes in handy. I pulled the ABS relay from my Euro and popped it in the Coke car. The ABS light was off! Now I needed to make sure it actually worked. I strapped myself in, and took the car for a quick spin. On hard braking, the ABS kicked in and worked like a champ.

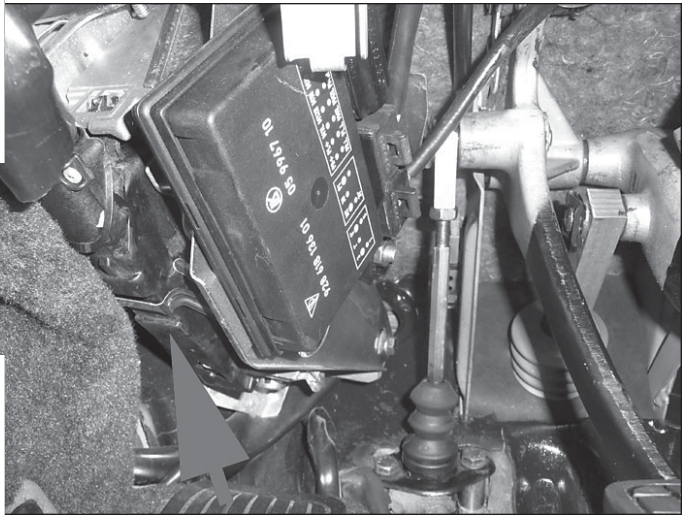
I could have saved myself a couple hours of work simply by going through the fuses first, then the relay, and then the

wheel speed sensors. Now I'll source a new relay and have the ABS working in both cars.

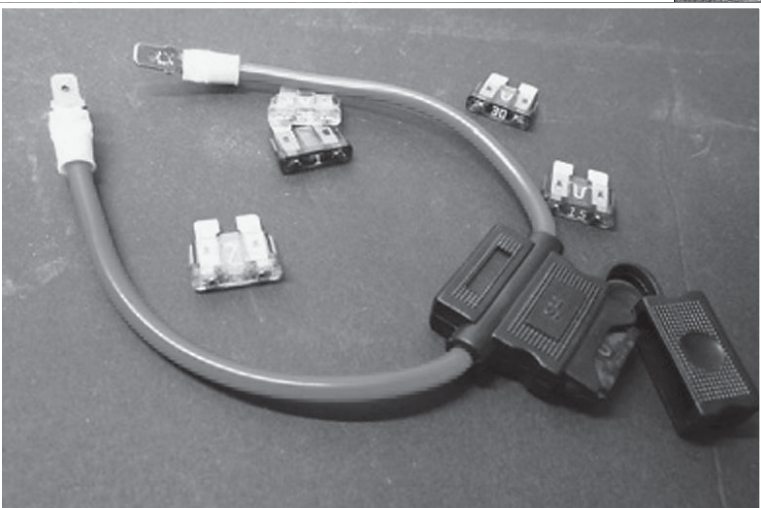
The 928 crew has a monthly beer night on the second Wednesday of each month from 7 PM to 10 PM at Sneakers Pub located at 22628 Woodward Ave Ferndale, MI 48220. Everyone is welcome to join. If you would like to get on the 928 mailing list, drop me a line at andrewmolson@yahoo.com or call/text me at 734-837-7908



The rear of the 928 electric panel is a masterpiece of wiring spaghetti—or is that spatze.



The Porsche 928 ABS brain connector is located above the dead pedal.



If ever stranded, a relay jumper can come in very handy. A simple in-line fuse works great.



A bad relay can strand you on the side of the road neccesitating the ride of shame.

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Convenient Disasters

STORY BY **TOM FIELITZ**

Lately I have noticed that when something mechanical goes wrong with one of my cars, it often happens in my own back yard. While it is still an annoyance, it is not the disaster it could have been. I just replaced a car battery that conveniently would not start the car in my backyard even though it gave no indication of failure for the whole week before that point. The next day a tire went flat on another car but in my backyard. Both events would have been minor disasters except for the fact that I was in my backyard. Other events have happened like failed starter motors or shredded belts but always in my backyard where I could repair them. But when disaster struck outside of my backyard the story was usually epic.

There was one time when my buddy Heath Hurlbert and I made a business trip to Cleveland and came back by way of Stoddard Cars in Willoughby. We were in my 1972 911E which was my only car at that point. When we were at Stoddards I bought a distributor rotor that did not have the built in rev limiter feature. Taking the back roads home we were just blasting along when the motor suddenly went dead right in the middle of farm country. We both got out and stared at the engine totally dumbfounded. After prodding and pushing wires we climbed back in and tried to start the car with no effect. Back to staring at the motor, I spotted the distributor cap was loose. The rotor had jumped up off the shaft and popped the cap loose. We climbed back in and tried to start the car again, but to no effect. I pulled the cap off and noticed the rotor could be turned on the shaft; the set notch inside the rotor had sheared off. Then I remembered the rotor I had just bought! New rotor installed we climbed back in and drove home.

The CD or capacitive discharge box on that car was another nemesis of failure. The car would cutout and quit while driving to and from work. It would start up after a few minutes and run fine for weeks. After one failure I drove it directly back to Wood Motors on Gratiot. They said they had a mechanic fresh from Bosch training who could diagnose anything. This was well before OBD computers. He had no clue but said it had to be in the ignition. I suggested the CD box but they said they had none in stock. I pointed out the row of undelivered 911s and suggested that was all the stock we needed. The new 911s had then begun to be delivered with Permatune CDs instead of Bosch. Swapping the CD box finally cured the problem.

My 914-6 GT had its own unique way of stranding me. I usual-

ly took it everywhere on a car trailer just for that reason. But one time I pushed my luck too far with that car. I drove it to Michigan International Speedway for a DE event. One of my students was a TV reporter with an Ann Arbor TV station. We had a great time and they filmed a news story about driving schools. On my way home the engine died right at the freeway ramp dividing M14 from M23 and I was stuck in the Y of those ramps. Much prodding of wires in the engine compartment had no effect. Just as I was feeling hopeless along came my TV newscaster on his way home and he recognized the car and pulled over to help. He drove me to a gas station where I could call home to have my brother bring the trailer. After much searching at home I gave up and towed it to my race mechanic. Using a wise mechanics intuition he changed both CD boxes on that dual ignition motor and it fired right up. Both boxes had failed simultaneously.

I also owned a 1965 356C that became a daily driver for a while. The 6 volt battery let me down several times but usually a push start got me home. But it also had a distributor that would quit at odd times and took some twisting and persuasion to get the car going again. Lucky for me it quit while was at Mazuro Motors and George Mazuro came to my rescue. He pulled the distributor and put it on his machine. He discovered the bushings were so worn out that occasionally it would not even open the points. One re-curved Formula V distributor cured that for good.

My 1986 944 was the scariest car for stranding me, but it usually happened in my backyard. It had an aftermarket theft alarm system. A separate hidden button had to be pushed to disarm it before starting the car. Sometimes one push worked but if it didn't I had to dig out the owner's guide to decipher how to disarm the system. After several panic episodes I finally figured out the system to turn it off completely. But any time the battery was disconnected the whole process had to be repeated.

Hopefully your car failures have never stranded you far from home. If they have I hope that all it ended up being was a good story to tell your friends.



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Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

As a new season is upon us and the leaves begin to change, a number of regions have planned color tours to take advantage of this beautiful time of year. There are also a few more DEs available for those who want another opportunity to spend some time on the track, and there are always terrific social events to attend.

Hopefully you have been able to participate in a variety of events offered throughout Zone 4 during this year's driving season. In late August I attended a truly notable event. MORPCA hosted an advanced HPDE on the road course at the Indianapolis Motor Speedway. This marked the first time a car club was permitted to run an event of this type at IMS. Over 200 PCA members participated in the 3 day event that included a reception in the Hall of Fame Museum and another reception in a pavilion located near the iconic Pagoda. The following week I joined members from the Central Indiana Region who took a scenic drive to dine at Father John's Brewery located in a unique setting offering a very distinctive dining experience. It is a microbrewery and restaurant with a menu that specializes in bison raised at the owner's buffalo preserve. I also travelled to the Michiana Region to attend their annual car show. This year the event was held in beautiful Warsaw, IN, where a nice selection of Porsches showed up. During the evening, several region members and I enjoyed dinner at one of the city's local restaurants.

It is also the time of year when regions are sending out a call for candidates for their upcoming elections of officers and board members. This is a great way to get more involved and help make your region as well as our zone even stronger. There are other ways to become more involved such as chairing a committee, hosting an event, writing an article for the region newsletter, or taking pictures at events for the region's website or Facebook page. At Parade, National introduced a new motto: "Fueled by Volunteers," a statement that can clearly be seen at any number of events. Consider sharing your talents, and know that your assistance is not only needed, but is greatly appreciated as well.

I have met so many wonderful PCA members during my visits to the regions since becoming Zone 4 Representative, and I look forward to meeting many more as I continue to travel throughout the zone.

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:

- **Ohio Valley Region's** Rallye Porsche Mariemont is October 3
- October 3 is **Allegheny Region's** Grand Concours at Station Square
- **Mid-Ohio Region's** Ocktoberfest and Member Car Show is October 3
- On October 4 **Western Michigan Region** is hosting a Teen Street Survival School at 5/3 Ballpark
- **Rally Sport Region's** Annual Fall Color Tour is October 12
- October 13 is **Motor-Stadt Region's** People, Porsches, and Pizza at Spagnuolo's in Okemos
- **Michiana Region's** Business Meeting at Colombo's Restaurant is October 14
- Plan to attend **Central Indiana Region's** Annual Huber Winery Tour on October 17
- October 17 is **Northern Ohio Region's** Grape Escape Wine-Tasting Excursion
- **Maumee Valley Region's** Corn Maze and Fall Color Tour are October 17-18
- On October 18, join **Southeast Michigan Region's** Fall Color Tour

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

Thanks, Michael

Have a story
you'd like to see?
Let us know!
Email P4@sempca.org
for more information.

SEM Board Minutes (9/10/15) by Fred Young

In attendance: Board Members: Howard Gilson, Gretus Hoogestraat, Fred Young, Marc Molzon, Patti Door, Greg Gallagher, Michael Cohen and Walter Crump. Officers: Leo Wanstreet, Miranda Christen and Erik Ohmberger. Absent with notice: John Keilly.

Call to Order: 7:00 P.M. by President Howard Gilson

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

Financial: Leo Wanstreet – Everything is solid. The Gingerman club race resulted in a financial loss to the club. Motion to approve by M.M. and G.H. Motion passed.

Membership: Greg Gallagher – Presently 607 primary and 402 associates for total of 1009 members. Renewals are holding steady.

Insurance: Greg Gallagher – Insurance is in place for September events. Will need for fall color tour.

P-4: Miranda Christen – The September issue was good October content is needed in a timely fashion.

OLD BUSINESS:

August 23: Club Picnic: Fred Young – We had the largest turnout of cars for the concours. Most all were immaculately prepared with only tenths of a point separating the winners. Patti Door – Food expenses were cut and the food was excellent. The menu will be tweaked for next year. The date also needs to be reserved for next year.

September 3: Driver Education: Marc Molzon – The last event had 35 attendees. The day went well but the track was shut down for an hour due to weather concerns. It was a good season. Marc hosted the DE party after with about 50 guests.

September 12: Ladies Drive: Patti Door – 14 signed up so far. She will have giveaways. It was moved by W.C. and seconded by G.H. to allocate up to \$400 for car flags to be used at next year's event. Motion passed.

September 20: Drive your Porsche Day: Howard Gilson – Host is the White Horse Inn. Meal, dessert and beverage included in the price. Will meet at Gilson Motorsport for the drive.

October 18: Fall Color Tour: Walter Crump – Restaurant all set. Price and meal to be determined along with cider and donut stop. Ballots will be available for the board election.

November TBD: Membership Dinner: Marc Molzon – He will contact a

speaker and restaurant to try and put on the event. Time is of the essence.

December 5: Holiday Party: Marc Molzon – Is in the process of organizing the event.

Event Sponsorship Report: Greg Gallagher – To be worked on before the calendar meeting.

Board Elections: Fred Young – 7 members: Fred Young, Gretus Hoogestraat, Michael Cohen, John Keilly, Marc Molzon, Chris Young and Diana Eblenkamp have volunteered to run for the five seats open on the board of directors. Motion made by P.D. seconded by W.C. to certify the candidates. Motion passed. Their bios and the ballot will appear in the October issue of the P4.

60th Anniversary Committee: Howard Gilson – Will contact interested members and set a date to meet.

Engraving Machine: Howard Gilson – An engraving machine for name badges is available for \$1000. It was deemed too expensive to purchase for our needs.

Goodie Store Replacement: Gretus Hoogestraat – Victoria is looking to transition in a replacement in the next year due to other obligations.

Charities: Gretus Hoogestraat – Nothing to report.

Web site: Erik Ohmberger – Looking for more content for the website. Changes are needed for the DE content.

Goodie Store: Was not at picnic due to illness.

Event reports: Needed for Family Picnic and Concours

NEW BUSINESS:

St John's Concours: Fred Young – He spoke with the director regarding Car Club Parking. Suggested payment and registration be made online for ease of registering.

Leftover food: Patti Door – Leftover food from club races or events could be donated to homeless shelters or charities. Patti suggested an article be published in Pano espousing what we have done at our own club race with a donation to a homeless shelter.

Meeting adjourned at 9:40 P.M. – Moved by M.M. seconded by G.G. Motion passed.

Refreshments and Locations: October 8 – Marc Molzon

November 12 – Patti Door – Planning Meeting

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GoodieStore@sempca.org.

ASK THE Master Cylinder

These questions and answers are based on actual events.
Please e-mail your questions to the P4 editor (mjchrist30@gmail.com).
They will be forwarded to the MC and answered in the next issue.

The advice presented in this column is based on the expertise of the author alone. There may be other approaches to the issues described.
SEM/PCA does not endorse any specific approach to a vehicle problem.



BY CHRIS BRADEN, TECHNICAL EDITOR

Q: I flushed the brakes on my GT3, or I should say I tried to, and I am not getting any flow out of the front circuit of the hydraulic system. Soon afterward, I lost pressure completely in both the front and rear circuits. Now the pedal goes right to the floor. Do I need a scan tool to flush them? Does the ABS system need to be energized to flush them? I have worked on dozens of brake systems before and I have never run into this problem. I was trying to change over from the original Pentosin fluid to Motul 600 racing fluid. They former owner gave me some Pentosin and I had been topping it up with that before I decided to flush the system. —Steve

A: I admit, this is a new one on me. Let’s start with the basics. The car was stopping fine and the pedal felt normal until you tried to change the brake fluid, right? That comment about changing from Pentosin to Motul makes me wonder. Take a look at the brake fluid cap, is the gasket wrinkled up like a lasagna noodle? Does it look normal? What color is the brake fluid? Is it amber like Miller High Life? Get back to me on this. —MC

Q: Oh crap, the cap gasket is all wrinkled up and the fluid is green! The Pentosin can is labeled CHF 11S. What did I do and how bad is this going to get? —Steve

A: Well, Steve, I’m afraid this one’s gonna hurt. Where you went wrong was to assume that Pentosin is only a brake fluid. Pentosin makes a fine brake fluid which I use and endorse, but they also make numerous other chemicals (such as central hydraulic oil) which can be used in your Porsche. The key is to read the label and check the owner book before you add fluids to any car. The problem here, in a mechanical sense, is that the central hydraulic oil has a formulation that attacks brake system rubber components, makes them bloat and soften, and lose their structural integrity. In the case of internal brake seals, this means that the hydraulic units lose their ability to create or retain pressure, giving you your symptom of no pressure on pumping. The only way to tell HOW BAD is to perform a few preliminary operations. It is virtually a sure thing that the master cylinder is shot. The other components at risk, including the ABS pump, hoses, and calipers, cannot be assessed until you get that fluid out of the system. Warning: you cannot push it through the system under pressure. Start by disconnecting the lines from the master cylinder and apply suction to the line. Afterward, open the bleeders one at a time until the system is as empty as you can get it. Remove the brake reservoir and the old master cylinder. Clean the reservoir with hot soapy water followed by an alcohol rinse and blow dry. Incidentally, if there was any alcohol

involved in the original process that created this mess, I suggest that you wait next time until you are done with the car! But I digress. Install the new master cylinder and the reservoir, add Dot 4 BRAKE fluid, and flush it through. You do not need a scan tool nor do you need to operate the ABS to flush the system. If you get lucky, as you flush the system, you might get only a trace of that green fluid and hopefully all you will see is that nice amber-colored fluid. After that, if the pedal feels fine, take a test drive and see if it feels good. If it passes the road test, I would then flush it one more time just for good measure. If none of the caliper seals or the ABS pump is damaged, you lead a charmed life. This is not to say that you are out of the woods. Down the road it is very possible that other parts will fail and since it is a GT3, and you are taking it on the track, be very aware that your system has been compromised. The only guaranteed repair is to replace all components that contain rubber and start fresh. We wish you luck! - MC

Q: I set out to change the transaxle oil in my 1985 944 and found that the two Allen head drain plugs were all rusty so I bought new ones. When I tried to remove the old rusty plugs, they would not budge. Then the drain plugs started to strip out of the wrench. So I tried heat and penetrating oil but then the penetrating oil caught fire. So I gave up for now. What do you suggest? —Pete

A: First of all, standard policy is to have a fire extinguisher handy and have another person standing by whenever heat is applied. Applying heat is a good idea when it is safely done, but odds are they still won’t budge. They have been in there for 30 years! So here is the trick, jack up the car, clean all the old crud out of the drain plug. Hammer the drain plug tool securely into the drain plug, put the ratchet or breaker bar on the tool then let the car down on its weight. Put a floor jack positioned squarely below the plug with a piece of plywood on the jack. Then begin to jack the transmission up very lightly with only enough pressure to begin raising the car. Do NOT try to lift the car with the jack. The point is to use the mass of the car and force of the jack on the tool to keep it from stripping out of the drain plug. So once you have it all in position, tap the wrench with a dead blow mallet and the drain plug should come loose without much difficulty. But what if you plug is already stripped? Then what? You have two choices. You can try to air chisel or drill the plug out. Both methods are very messy and time-consuming. You could also leave the drain plugs in and use a suction device to suck the fluid out the trans. Or if you feel like you have gotten in over your head, you could simply leave the drain plug problem to a professional. —MC

SEM/PCA Member Anniversaries - October 2015

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)
52	Lewis & Violet Moorman	15	Thomas & Fran Amos	3	William & Imelda Christian
50	John & Carole McConnell	14	Todd Luhtanen	3	Michael & Lindsay Nehra
37	Richard & Beth Rubinstein	14	Jack Luhtanen	3	Clark Headrick
34	John & Sandy Chambers	13	James & Laurie Williams	3	Diane Thomson
28	Vicente & Lucy Rivera	12	Lawrence Smith	2	David Torley
26	B. Maynard & Diane McCall	11	Alex & Joan Kindsvater	2	Michael Meguiar
26	Michael & Suzanne Gilson	11	Tim Thane	2	Mark Brinkman
23	Richard Berg	9	Cait Cashin	2	David Fischer
20	David & Jennifer Hoffa	9	Matt Van Benschoten	2	Eric & Dietra Litt
18	James & Angie Tasiopoulos	4	Michael & Colleen Baldwin	2	Kenneth Paulson
17	Wayne & Arlene Everett	4	Gretus & Victoria Hoogestraat	1	Sylvester Galczyk
16	Tim Swies	3	Daniel Youn	1	Thomas McDonald
16	Chris Swies	3	Barry & Karen Eckel	1	Michael Jackson

Welcome New Members!

- Christopher Conrad
- Oliver Dillard
- Jim Larkin
- Jason Rauch
- Mark Rosenkranz
- Brad Seitzinger
- Edward Shehab
- Morris Velilla

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Zip Code _____ County _____

Home Phone _____

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Names & Ages of Children _____

Family or Affiliate Member _____

You can designate a family or affiliate member as part of your membership. This person must be 18 years or older.

Family Member Name _____

Relationship to Member _____

Affiliate Member Name _____

The information collected on this application is used by the PCA and its regions for conduct of its activities. PCA does not re-
lease any individual membership information to any organization outside of PCA and its regions.

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(We only want to know about your Porsche)
(*required information)

Car #1 _____

*Year _____ *Model _____

*Body Type _____ *Color _____

*Vin# _____

License Plate # _____

License Plate State _____

Car Used: ☐Daily ☐Pleasure

Maintenance Performed By:

☐Self ☐Dealer ☐Independent

Average number of miles driven annually _____

Note: If you own more than one Porsche, you can attach additional pages to this application with your car information.

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