



INSIDE



14

2018

Porsche Parade



22

*Recap:
Concours of
America*

6 *Season-ending HPDE - M1 Concourse*

8 *Drive Your Porsche Day - September 30*

10 *Fueled by Volunteers BY DON KLEIST*

12 *Fall Color Tour - October 21*

30 *Consider the Apex BY TOM FIELTZ*

33 *Around the Zone BY LORI SCHUTZ*



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CONTENTS

Directors and Officers3
Calendar4
Editor’s Column5
Driver Education Event #4-M1 Concourse.6
President’s Column7
Drive Your Porsche Day Event8
Fueled by Volunteers.10
Index of Advertisers11
PCA/SEM Membership Procedure11
Fall Color Tour Event12
Porsche Parade Recap14
Board of Director Nominations Requested.15
Associate P4 Editor Wanted15
Concours of America Recap22
P4 Advertising Rates.25
Tom Fielitz’s Column-Consider the Apex30
Membership Dinner Event32
Holiday Party & Silent Auction Event32
Around the Zone Column33
Business Meeting Minutes34
Member Anniversaries36
The Place for Porsches and Parts38
New Members.38

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ON THE COVER: Tan-Tar-A Resort, the site of the 2018 Porsche Parade. PHOTO: NANCY RICHARDSON

2018 SEM/PCA CALENDAR

SEPTEMBER	
6	Board Meeting
8	60th Anniversary Party at St. John’s
28	DE #4 at M1
30	Drive your Porsche Day
OCTOBER	
4	Board Meeting
21	Fall Color Tour
NOVEMBER	
1	Board Meeting & Calendar Planning
9	Membership Dinner

DECEMBER	
6	Board Meeting
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

Well, I did it. After purchasing my last Porsche twelve years ago (a 2000 996 cabriolet), I pulled the trigger and bought an 11,000 mile 2008 triple black 911 Turbo cabriolet. My friend who was looking for a Turbo coupe for himself came across this one on the internet, and knowing that I like convertibles, encouraged me to buy it.
It was a difficult decision for me. I love my 996; it is in excellent condition and has only 36,000 miles. Why should I buy another somewhat similar car? Besides, the price was greater than any car I ever purchased. Why not? In the end, I pulled the trigger, went to Traverse City and bought the car.

What a great car. I knew it was bloody fast but I was unprepared for the other differences versus my 996. The car is smoother and quieter, a much more luxurious ride. The manual transmission shifts like it is going through butter and the clutch is lighter and easier to use. The sensations are similar when I get on it. The acceleration is fierce, yet smooth and quiet—then I look down at the speedometer and can’t believe how fast I am going. Then there is the frosting on the cake. At our annual Picnic and Concours held August 19 at Springdale Park, I took first place in the 1999-2010 water cooled 911 class. Additionally, my car has been selected as a display vehicle for the upcoming SEM 60th Anniversary Gala on September 8 at St. John’s.

We have a new advertiser this month – LBI Limited. LBI is a high line and exotic used car dealership that is in the process of opening a location in downtown Pontiac. They have another facility in Philadelphia, which opened in 2009. With the advent of the M1 Concourse and other car oriented enterprises in Pontiac, they decided to get in on the action. The Pontiac operation is managed by Keith Koscak, who formally worked for RM Sotheby auctions. Keith is a SEM/PCA member and much of their business is Porsche oriented. Check out their ad on page 9.
Don Kleist wrote a very relevant editorial on page 10, entitled “Fueled by Volunteers”. It is a hard hitting article in which Don

reminds us that our club is run by volunteers and that no events would occur without them. He further points out that we need more people to get involved and volunteer their time, so that we can continue to put on the events that you all attend and enjoy. Finally, he mentions that some of the current volunteers are planning to step back a bit and we need some new blood to keep our outstanding organization vibrant. Please take the time to read Don’s editorial and then give serious thought to getting involved and helping out.
Don also wrote an excellent review of the 2018 Porsche Parade starting on page 14. He has included lots of pictures taken by Nancy Richardson and himself. On page 22, frequent contributor John Khami summarizes the wonderful Concours of America event which was held on July 29 at St John’s in Plymouth. Thank you to his son Jason who took all the photos for the article. Monthly contributor Tom Fielitz writes a fascinating technical article on page 30 entitled “Consider the Apex”. Tom, who is a very experienced driving instructor, explains the importance of hitting the apex of a turn correctly in the quest of quick lap times. On page 33, our Zone 4 Representative, Lori Schutz fills us in on the happenings throughout the zone.

Some of our best events are coming up. On September 8, it is our Region’s 60th Anniversary Gala at St John’s in Plymouth. It should be phenomenal. Then there are three driving events; a HPDE on September 28 at M1 Concourse, Drive Your Porsche Day chaired by Gary and Pat Ambrus on September 30 and our annual Fall Color Tour run by Walt Crump on October 21. On November 9, Dave Miller will host our annual Membership Dinner with an excellent speaker and finally our Holiday Party is scheduled for December 16 at Red Run Golf Club in Royal Oak.
We hope that you will join us for these events and give serious consideration to volunteering in order to make our great club even stronger.



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Porsche. People. Power. Passion...

BY **MARC MOLZON**



As summer winds down, I wanted to look back at some of the unbelievable experiences we had available to us as Southeast Michigan Porsche Club members. Even before the summer kicked-off we were getting ready with the DE 101 at Waterford Hills Raceway. Those that attended will recall some snow and ice on the track making for some tricky driving conditions just to get to the event. Even with these bad driving conditions we still had a great turnout with people finding out what it takes to get out on the track and learning what goes on at an HPDE. With the warmer weather, came our first 2 HPDE's of the season (though the first one was cool enough to make us wonder if it WAS going to snow on us). And for those members that enjoy the street drives, our annual Spring Tour was well-attended and sociable as always.

In June we had the Detroit Grand Prix with a police escort from Dearborn to the Belle Isle Porsche Car Corral. I hope we can make this happen again next year - and get a few more Porsches to join the memorable experience (which I mentioned in my article last month in which the highlight of the escort was when we sailed by all the Corvettes waiting at traffic lights!) Then at the tent that day we had Porsche drivers Patrick Long, Christina Nielsen and Wolf Hensler come over to discuss the race and answer questions we had about the race.

As the summer went on, the annual Porsche Parade down at Lake of the Ozarks enticed many of our members to make the journey and capture many of the awards! Our members were just getting back from Parade when the annual Concours d'Elegance was held at the marvelous Inn at St John's. In combination with the concours and other events that weekend, we had the opportunity to meet some of the legendary Porsche racers from the past: Hurley Haywood, Vic Elford and Brian Redman. Also during the concours weekend, Porsche owners had the opportunity to both drive on the M1 track in Pontiac and have more personal conversation time with these great drivers. I personally received some great advice from Hurley on instructing.

As summer winds-down (by the calendar we have until 9/21 before fall starts), we have our big celebration honoring our club's 60th Anniversary. This is quite a proud event, as we were one of the first 8 PCA regions of North America. I hope you're already



signed up for the Gala on Sept 8th at the Inn at St. John's as to get a name badge made for you for the event we need you registered by August 26.

Our last HPDE for the year will be held at M1 Championship Raceway on Sept 28th and will be filled with a day of driving and an evening of socializing. Porsche of the Motor City will open their private garage and make it available to us; and a few of our members will be doing the same and inviting us into their garages. It will be a great time—I hope you can join us! And another big thanks to Autocore for sponsoring our HPDE lunches and to Munk's Motors for supplying our HPDE breakfasts and hydration for the season. We could not have had all of these track day events without their support so please in-turn support them so we can keep these great events going. Also a huge Thank You to all the supporters for the 60th Anniversary Gala at the Inn at St Johns. PLEASE !! show your support to the following places for their sponsorship support for the Gala: Porsche Of The Motor City, Fred Lavery Porsche, Sonitrol, MotorCity Autospa, M1 Concourse, Munk's, SellYourSportsCar.net and Porsche of Farmington Hills.

Also make sure you have on your calendar the Drive Your Porsche Day on Sept 30 in honor of Dr. Ferry Porsche. Also our annual Fall Color Tour is the last driving event of the year slated to be on October 20.



Drive Your Porsche Day

Sunday, September 30, 2018

Meet at 2pm

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Fueled by Volunteers

BY DON KLEIST

If you attend a PCA sponsored event you are likely to see “Fueled by Volunteers” on t-shirts and banners. Volunteers make events possible, be they Parades, Treffens, Escapes or region-sponsored events. PCA has a small permanent staff, but the majority of work is performed by volunteers. About 2300 members and guests attended Porsche Parade at Lake of the Ozarks this summer. More than 800 attendees volunteered a few hours of their time. Quite a few other volunteered much more, starting 3-4 years ago!

Here at SEMPCA we have no permanent or paid staff. Everything that gets done is done by volunteers. We do have many volunteers, but they are a small percentage of our total membership. We can always use more.

I have been one of those volunteers almost from the moment I joined PCA. Board member, webmaster, P4 editor, co-chairman of Street Survival School, co-chairman of the Family Picnic and frequent contributor to P4, are some of the ways I have contributed to making SEMPCA a vibrant region that serves the needs of our membership. We are getting some new volunteers, but we could use more.

Here I speak only for myself, but I suspect I share these feelings with most of the members who volunteer their time. I gave my time and efforts freely because I want to make SEMPCA a region that we all take pride in and enjoy the activities. But time marches on and the years pile up. It is time for me to step back a bit. I have heard similar sentiments from others.

Jerry and Patti Door, Fred Young and Michael Cohen are long time volunteers who also want to step back a bit. Jerry and Patti are both past Region Presidents, serve as co-chairmen of the Family Picnic and help with many other events. Fred Young is a Board member and, for as long as I have been going to the Family Picnic, has run the concours and hand crafted some of the neatest trophies I have ever seen. Michael Cohen is currently editor of P4 and serves on the Board. He has also been a frequent volunteer at our Driver's Education events.

We want to step back a bit, not walk away. If you volunteer, we will provide guidance and mentoring and even help out a bit. We want to make you successful.

If you are able to offer some of your time, contact any board member and let them know that you are willing. Their contact information can be found near the front of P4. In my 17-1/2 years as a member of SEMPCA, I have never seen an event that had too many volunteers. Help if you can. It is rewarding, lots of fun, and a good way to meet other members.

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- Enter all required information, including payment information, and submit your application.

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Index to Advertisers – September 2018

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Autocore Performance Group	31
AutoMark Collision Center.....	23
Automotive Techniques	27
Burton Brothers General Contractors	13
Classic 9 Leather Shop	13
Clear Auto Bra	34
Clem's Garage.....	30
Copyrite Printing.....	13
CrossRoads Plaza	25
EDMG Porsche of the Motor City.....	20-21
Fred Lavery Porsche.....	39
Hans Auto Electric	11
LBI Limited	9
Marsh & McLennan Agency	23
Mercedes Benz of Novi/Eric Wheeler	25
Motor City Auto Spa.....	13
Munk's Motors	37
Nikolas Motorsport	Back Cover
Paul's Auto & Boat Interiors.....	13
Porsche of Ann Arbor	35
Porsche of Farmington Hills	2
R&T Motors	27
SellYourSportsCar.Net.....	15
Steve's European Automotive	25
Top Gun	31
Vintage Munk's	38
VR Performance.....	11



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Fall Color Tour

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Details will be forthcoming.

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RECAP **2018 Porsche Parade**

BY **DON KLEIST**

PHOTOS: DON KLEIST & NANCY RICHARDSON

This was a hard article to write. I started several times, only to get hung up on the same thoughts. I will just get them out of the way so I can continue with good words about the recent Porsche Parade held at Tan-Tar-A Resort near Osage Beach, Missouri, on the bank of Lake of the Ozarks. This was the fifth PCA national event Nancy and I have attended, four Parades and an Escape. The people, places, cars, and events make these gatherings special.

For the venues, it is a marketing director's dream come true. It is a time to show off their facilities, service and ambience to a demographic that is ideal for a resort, people who travel and tend to have more disposable income than most. Parades are attended by PCA members from all 50 states and most Canadian provinces. Most places rise to the occasion and treat us very well.

Not so at Tan-Tar-A. The staff treated us ok, but it was what we would expect at any hotel or resort, nothing special. It seemed like we were just the guests who happened to stay there that week. Our impressions seem to be common with many other attendees. The resort recently changed owners. Now it belongs to the Jimmy Buffett's Margaritaville organization of resort properties. They missed a golden opportunity to show us that they are a resort worth returning to. It was not a very good way to show off the new ownership. But enough of this, on to an article about the good things that happened.

In early July about 900 PCA members, 28 from SEMPCA, and their guests assembled for the 63rd Porsche Parade. The total attendance was about 2,300 people. It was a hot time for all. The daily highs hovered around 100° and the humidity was close to that number. I heard that the pavement used for the autocross measured an incredible 140°! The volunteers who handed out cold bottled water were kept very busy.

Our thanks to the many PCA volunteers who made this Parade another great event. It amazed me that an event with the scope of a Parade can be planned and organized entirely by volunteers. The organization was impeccable and the wide variety of activities meant that everyone could be as busy as desired. To all the



Tan-Tar-A Resort

volunteers, job well done!

Tan-Tar-A resort is located on Lake of the Ozarks, the largest man-made lake in the U.S. The lake was created when the Union Electric Company of St. Louis constructed the Bagnel Dam on the Osage River in the late 1920s to generate electricity. The lake covers an area of 54,000 acres and has 1,150 miles of shoreline.

The terrain is gently rolling to hilly, and the southern climate means ample precipitation and lush vegetation, and great roads for Porsches! It is truly a spectacular location. Because of my career in the defense business, I traveled extensively. I have been to 49 states and am always amazed that each area of this country has its own particular beauty. Lake of the Ozarks is no exception.

The Tan-Tar-A Resort consists of a cluster of large hotels with meeting rooms, restaurants, bars, and shops. This is referred to as The Resort. The main building is located on a rather steep hill. From the lobby side the building looks like a series of 1-2 story buildings built on a steep hill. The lobby is actually located on the 6th floor, but it opens to a covered driveway! Later in the week I had the chance to see the other side of this building. That side looks like a huge 8-story hotel.

On the inland side of The Resort are a 9-hole golf course and an 18-hole golf course. The hilly terrain and lushness of the area are perfect for golf and, from what I could see, these courses are beautiful like the courses found in northern Michigan.

(continued on page 16)

Nominations Now Being Accepted For the October 2018 Election of Directors



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Contact Michael Cohen
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Adjacent to The Resort are about 300 individual residences. Most are privately owned and many have one or more suites that can be rented through the resort. These are referred to as The Estates. Nancy and I had stayed in one of these suites.

Getting to Parade was a two-day drive. We spent the night in Springfield, IL and arrived at Tan-Tar-A at about 1:00 P.M., Saturday afternoon. We gained an hour because of the time zone change. Our suite was not ready, so we decided to have lunch. Nancy and I made a small side bet as to who would be the first person we meet who we knew. I won on the way to the restaurant. It was Patti Door! She told us that JB's Boathouse Grill was the place to go. We ended up eating most breakfasts and many dinners there.

After lunch we went to the wash rack to get the dirt and grime from a 700+ mile drive off my 911. The combination of hot glass and cold water resulted in a large crack in my windshield. What a way to start! Then, as we dried the car, we discovered that my black 911 was one gigantic water spot! We later learned that the resort uses well water that is extremely hard. At that point we had no real options. The usual way to remove water spots is with distilled water, white vinegar and lots of elbow grease. All of these items were in short supply.

We then checked in, got directions to our suite, and set about finding it. This was a serious challenge. The meandering roads in The Estates are narrow, hilly, and poorly marked. The buildings themselves are also poorly marked. After trying to find our suite, we asked someone for help. It turns out, we were one building away from ours, but did not know it.

Our building housed what seemed to be an owner's suite and four suites for rentals. It was on a severe slope and there were only two parking places in front, both occupied by Porsches. There was no level strip of pavement anywhere near. Where to park? We saw a maintenance man who made a call and told us we could park up the hill in the driveway of the adjacent building. What a mess. Our start to Parade was memorable, but not in a good way.

The next morning we used the shuttle service that serviced Tan-Tar-A. We were given a number to call and told that the wait could be 5 to 30 minutes, plan accordingly. But our room had no phone. And no one associated with Tan-Tar-A asked if we had a cell phone. I guess they just assumed that we had a cell phone.

Tan-Tar-A has two independent shuttle operations, one with medium-sized vans that serviced The Estates and a number of golf cart-like conveyances that serviced The Resort area. That meant to get from the restaurants to our suite we had to use the carts to get to the shuttle pickup point, then wait for a van to take us to our lodging. This got to be a hassle.

Parade began the next morning with registration. Then we spent the afternoon trying to make my 911 presentable for the concours on Monday. There was not much we could do about the major issues, so we presented the car for the Historic Display with cracked windshield and water spots.

Sunday evening Pirelli sponsored the Welcome Party near the 9-hole golf course. This marked the first real activity for us. The weather was still hot, but bearable. The people at Parade share a common interest and are super friendly. The social events like this are a wonderful opportunity to make new friends from other regions. This was no exception.

Monday was Concours day. I got going early to get my 911 positioned for the Historic Display. After two false starts at parking, I got my car parked properly and made my way to the judges' meeting. Paul Gilbreath, the head judge, gave us our instructions while we had a quick breakfast and we were off. First, I judged

the suspension of a 987 Boxster that had been driven to Parade from Portland, Oregon. Wow, what a clean car. I found nothing! Next came judging the interior in three Boxsters, one of which belonged to Howard Gilson. His car was well prepared and won his class.

SEMPCA fared very well in this concours. Fred and Kathy Young and Michael and Suzanne Gilson each won their class and group. The Gilsens entered a second car that also won its class. Other class winners were Roger and Denise Taylor and Bruce Gears and

Marsha Leister. Unlike prior Parades, the class winners were announced and given their trophies at the concours itself. Only the group winners were announced at the banquet.

Nancy joined me later in the morning and we spent the rest of the day trying to keep our lawn chairs in shade. It was so hot and muggy we didn't even walk around to see the cars.

In the afternoon, Lori Schutz, SEMPCA member and Zone 4 Rep, spoke to those who made the Historic Display happen. She explained how she structured the display as a tribute to her recently deceased father, Peter Schutz. He served as CEO of Porsche AG and is credited with returning the corporation to profitability and saving the 911 from being discontinued. She then presented each car owner with a shirt whose design commemorates a significant event in the saving of the 911. The design was created by the group that prepares marketing material for Munk's Motors. This is fitting, as Chris' red 911 Cabriolet is the last car that Peter Schutz drove.

Monday evening Lori hosted a reception for Zone 4 members. We each got a ticket when we entered the room. Near the end of the reception Lori drew one ticket. The winner would receive a signed copy of her father's book, "The Driving Force." I was



Lake of the Ozarks

lucky enough to be the winner. I feel very lucky and honored to have this book.

Tuesday morning we set off on a drive to Warm Springs Ranch, home of the Budweiser Clydesdales. This was our first chance to experience the rural roads of central Missouri. Hilly and twisty, these roads did not disappoint. They are a Porsche owner's delight

Warm Springs Ranch is Budweiser's largest breeding facility, more than 300 acres, and home to more than half of the company's herd. These horses are magnificent, huge, sleek, gentle, and proud.

We saw the two stallions used in breeding, a couple of foals with their mothers, and Stan the Man, a gelding famous for the Budweiser TV ad in the 2013 Super Bowl. Many Clydesdales are named for famous people from Missouri. In this case it was Stan Musial, hall of fame outfielder for the St. Louis Cardinals.

Docents explained how the ranch functions and how the horses are bred and cared for. I was surprised to learn that while at the ranch, the horses do not wear shoes. It is only when they go on tour that they are shod.

After the presentation the staff opened the bar for us. Buds for all! They even brought in Stan the Man for up close visits and photo ops. Stan took it all in stride. I suspect that this was not the first time he faced a group of visiting strangers.

Later that afternoon we changed into more formal attire and took a shuttle to the main resort for the Concours Banquet. We barely fit into the banquet hall, so the cocktail hour was held in the hallway. This was not ideal. It was crowded, but it seemed to work OK.

Since most of the concours winners had been announced the day prior, the program consisted mostly of a sequence of speakers and announcements of PCA awards. I was tired and they seemed to run on forever.

Wednesday morning we set out for the former Missouri State Prison in Jefferson City. Opened in 1836, it operated until its closure in 2004. The oldest remaining building was constructed in 1868, three years after the end of the civil war. Now the prison operates as a tourist attraction. We were escorted through the facilities by people who had actually worked at the prison. They gave us first-hand accounts of its history and how the prison operated.

This prison housed a number of noted inmates; the most famous were Sonny Liston and James Earl Ray. We saw each of their cells. Liston was convicted of a series of robberies and stayed about three years. He learned to box while in prison. James Earl Ray was sent to this prison in 1960 for armed robbery. He escaped in 1967 by hiding in a breadbox that was used to send bread to another facility. He assassinated Martin Luther King, Jr. on April 4, 1968.

We were thankful that we had nothing scheduled that evening. We had a leisurely dinner and some needed rest.

Thursday was a day of leisure for us. After an unhurried breakfast we went to the hospitality area to see the sponsors' displays. Surprise, surprise, we found that most of them had been taken down! This was a disappointment. We did attend a discussion by a person from Hagerty Insurance who spoke about how to assess and value a 944 that was much like mine. This was very interesting because I could relate to what he said.

We then went to the Parade Art Show. PCA has many very clever and accomplished artists and photographers. As she seems to do with regularity, Patti Door won first prize in the jewelry category.

That evening we took a dinner cruise on Lake of the Ozarks. The lake is gorgeous! Much of the lakeside is lined with beautiful homes, but there are stretches where it is pristine. In some

places there are steep cliffs, in other places buildings are close to the shoreline. We shared a table with Michael, Suzanne, and Howard Gilson. This relaxing evening was just what we needed after many full days.

We had not seen the lake side of the main hotel. It was on this cruise that we realized just how big the main Tan-Tar-A building is.

We had nothing scheduled for all of Friday. We were on our own to explore. We visited the Ozark Distillery, which is situated next to the 18-hole golf course. We had heard about it from Michael and Suzanne the previous evening. This was a small operation run by a local couple.

They specialize in "Hand-Crafted Moonshine" made from Missouri-grown corn. They sell several versions, some right out of the still and some flavored. We were able to sample all of the products. The straight moonshine was what I imagined "good ole corn squeezins" to taste like, quite harsh. But the flavored versions were actually quite nice. A bourbon and a vodka round out their liquor line. They also sell a Bourbon BBQ sauce that tastes great. We bought an assortment of the moonshine that came in bottles with labels specially made for Parade. We also got some of their BBQ sauce.

Nancy got to talk to the owners, Dave and Tiffhany Huffman. They were gracious hosts who obviously enjoy what they are doing. The introduced Nancy to Helen, a small copper still on display in the store area. Nancy asked Dave how long had he been making moonshine. Dave's response was, "legally or illegally?" He answered, "illegally, 47 years, legally 6 years."

That evening we went to Wobbly Boots roadhouse, a BBQ joint in Osage Beach, the town nearest to Tan-Tar-A. We had to

(continued on page 18)



Main building and restaurant.

Porsche Parade *(continued from page 17)*

wait for 15-20 minutes for a table, but then were treated to a mighty fine BBQ dinner.

Saturday would be our last day at Parade. We started it with a Volunteer Lunch for all the volunteers who made Parade possible. It was scheduled to be outside, but because of the heat, it was held in the banquet room. Then it was off to Parade of Porsches. This is a chance to drive in a police escorted parade through the local area. Nancy and I have always liked this event. It is just Porsche owners enjoying their cars and giving the local population to see our beautiful cars. It is just FUN!

We staged in the parking lot of a nearby hospital. About 20 minutes before we were to leave the skies opened up and we were in the middle of a serious rainstorm. We actually began the drive about 15 minutes early. Unfortunately, the route included a few miles on U.S. 54, a four-lane free-way. This caused the group to get separated.

And the police escort was no help. They had us stop at red lights, which further separated the cars. When we finally got into Osage Beach we were greeted by many locals who were enjoying seeing our cars, but the “parade” was very disjointed.

The route then took us through some rural areas before getting back on the freeway for our return to Tan-Tar-A. By that time we were in a cluster of three Porsches, the others were nowhere to be seen. Fortunately, we were given a turn-by-turn routing for the parade. Without this we would have been totally lost. Parade of Porsches turned out to be a disappointment.

We got back to our suite and spent the rest of the afternoon preparing for our return trip. Our belongings grew by a few tee shirts and a box of moonshine, so packing was not a major chore.

We took the shuttle to the restaurant area for one last stop at the bar and last dinner. Getting back to our room would be our last use of the shuttle system. We waited about 10 minutes for the golf cart to take us to the shuttle stop. There we waited another 35 minutes for a shuttle. This was hardly the treatment we expected.

Sunday morning we finished packing the car, had one last breakfast, and checked out of Tan-Tar-A. The trip back to Michigan was long, but uneventful. We arrived home that evening a bit tired, but otherwise OK.

This ended our fourth Parade. Looking back on it we had a great time. We got to see old friends and make some new ones. The activities were varied and extremely well organized. For an endeavor of this magnitude everything went smoothly.

We are already talking about attending Parade next year in Boca Raton, Florida. That will be two long days of driving each way, but the reward will be well worth the effort. We will see.

The next morning I had a pleasant surprise. The several rainstorms we drove through seemed to have washed away the water spots! I cannot explain this, but who am I to argue? One giant chore was eliminated. I did get a new windshield and the 911 seems good as new.



Staging for the Parade of Porsches



The start of the Parade of Porsches



Michael Gilson with Kathy and Fred Young

Porsche Parade



JB's Boathouse restaurant



A Clydesdale foal with it's mother



The Budweiser wagon



Authors Don and Nancy with Stan the Man



Desperadoes in jail: Nancy, Don, Laurie and Jim Williams, Kathy and Fred Young

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RECAP Concours of America

BY JOHN KHAMI

PHOTOS: JASON KHAMI

The Competition or Concours of Elegance began in Paris in the mid 17th century. Carriage owners gathered in an open area of the city, paraded their horses that pulled the body and wheels onto the field for the Parisians to see. The carriages and horses were judged for their beauty.

On Sunday, July 29, 2018 under a generous blue sky with small, puffy clouds, the third largest Concours D' Elegance in America welcomed close to 300 different makes, models and styles of cars and thousands of people to St. John's on Five Mile Road in Plymouth, Michigan. This was the sixth year at St. John's where the Concours was relocated from Meadowbrook in Rochester Hills and the 40th Anniversary of the Concours D' Elegance in Michigan.

Trained Judges who review and inspect the interior, exterior, fit, finish, plating, bright work, wheel cleanliness paint and polish view the vehicles. The car needs to be as close to "mint" condition as possible—meaning—when it was leaving the factory after assembly.

The visual condition of the vehicle must be as original, bright and flawless, to be judged against other cars of the same year and make. The vehicle is wiped, dusted, polished, rubbed on a constant basis until the owners and crews are told to stop when judging begins.

Another milestone at St. John's this year was the 70th anniversary display of Porsche Road Cars. Porsche Club of America and Michigan member, David Renner, was tasked by a selection committee with choosing 16 Porsches for the 70th anniversary of the nameplate.

But Porsche was one in a famous line of late model "super-cars" that included: "Ferraris, Aston Martin, Jaguar, McLaren, Lamborghini, Lotus, Bugatti, Vector and the Ford GT," Renner

said. "We did this to entice the younger demographic to be interested in the Concours."

"We chose the 16 cars from nine platforms. We used the 356 and 911. Then we added the 914, the 924-944's, the 928, Cayenne, Boxter, Cayman, Macaan and Panamera,"

"In addition we had 15 factory made WERKS race cars. The 550, the 718, the America Roadster, the 917 Martini, the 904, 910 and 911. There was the 1968 Porsche Transporter made by Mercedes that was used by the factory to shuttle Porsches to different locations."

Porsche race drivers Brian Redmond, Vic Elford and Hurley Haywood, were on hand for autographs and stories.

Vic Elford said that his favorite race was driving a Porsche 907 at the Targa Florio in 1968. Located in the mountains of Sicily near Palermo, Elford won the race after an 18-minute delay on the first lap because of the single lug nut that was slipping off the rear wheel splines. Vic stopped in the village of Cerda. Spectators lifted his 907 off the ground giving him the opportunity to tighten the lug and off he went to win the race three minutes ahead of the car in second place.

Vic Elford was 31 that year.

Brian Redman drove a Porsche 917, a car with a chassis that flexed too much causing instability on the track. The airflow of the 917 held the front wheels to the ground but the body shape created negative pressure raising the rear end at high speeds. Before racing, Porsche mechanics used wood, aluminum sheets and believe it or not, duct tape, to fashion a wedge-tail to stabilize the rear. Brian placed first at Francorhamps, a city in Liege Province, Belgium in 1970. Brian Redman was 33 years old that year.

(continued on page 24)



An original unrestored "survivor." This Curved Dash Olds has the original wood body on a metal frame, balloon tires and a tiller used for steering.



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Interior of the Curved Dash Olds (Photos by Jason Khami July 29, 2018)

Hurley Haywood won the Rolex 24 at Daytona five times and was the winner of the 24 hours at Le Mans on three separate races. In the 1974 race, Hurley drove a 935 turbo charged 2.1-litre engine. Hurley called the 935 a, “fire breathing beast” with 800 horsepower, wide rear fenders, wide tires to fit and a coffee tray in the rear. Haywood said that when he punched the accelerator his head was slammed into the headrest from the quick acceleration. Hurley learned to control this power, and stay balanced on the course.

One of the cars at the 2018 Concours from a private collection was a “survivor.” An original, used, unrestored, 1901 Curved Dash Olds. Displayed by Thatcher Keast of the Sotheby’s Auction



The original leather seatback stuffed with horse-hair used for the cushion.

house In Blenheim, Canada, it has the factory wood body on a metal frame.

Keast said that the car was the 46th registered automobile in the State of Indiana. The seat cushions and seat backs were made of leather and stuffed with horse-hair. A one cylinder, chain driven engine powered the car with a dry-cell battery on the left side under the bench seat. A tiller was used for steering. This original curved dash, two-seater, built by auto pioneer Ransom E. Olds (he also built the flatbed truck, REO Speed Wagon) of Lansing, Michigan will be auctioned in Hershey PA in the second week of October 2018. This American original car is expected to fetch between \$50,000 to \$ 75,000.



The 1909 this Sears Motor Buggy was offered for sale by mail order through the Sears Catalog. The car was shipped in a crate to a destination where the buyer would “pickup” the crate in a truck. After assembling



many parts including the wheels and adding oil, the 14 horsepower engine powered the completed car to a top speed of 25 miles per hour. (Photos by Jason Khami July 29, 2018)

MORE PHOTOS ON PAGE 26

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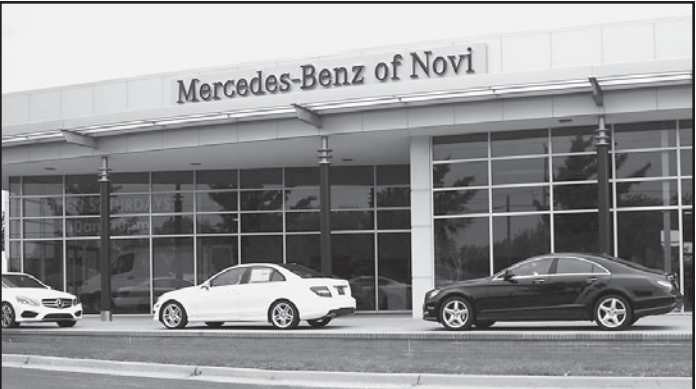
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Dusenber - Model J Coupe Convertible. 1932. Fred and Augustus Dusenber placed themselves in Automotive History with their first appearance at the Indy 500 in 1913 and won the race in 1924, 1925 and 1927. Dusenbergs were the first cars to have hydraulic or "juice" brakes. In 1926, Errett Cord purchased Dusenber to make the car a luxury item. The model J appeared in public in 1928 at the New York Car Show. The car was 12 feet long, with a 265 horsepower straight-eight engine. Top speed was 119. The interiors were ordered by the buyers and were outfitted by European coachbuilders. The Dusenber interiors were grand and they were elegant. In 1932 a top model had a base price of \$25,000. Today, a restored Dusenber will earn a price of more than a million or two million dollars...or more.

The Ferrari 1961 Super American Coupe by Pininfarina. that earned a Blue Ribbon at the 40th Concours d'Elegance the Inn at St John's in Plymouth Michigan. This Pinanfarina has 340 horsepower, a single overhead camshaft for the V-12 engine, four-speed gearbox and all wheel disc brakes. Built in small quantities, Ferrari offered these special cars to the best customers. This car is one of 17 built.



A 1966 Bosley Interstate MKII, two door coupe. Swapping parts from Ford, Mercury and Chryslers, Richard Bosley, a Jaguar owner in Mentor, Ohio, built his own sports car in early 1950 using a fiberglass body. After driving his machine for 100,000 miles, Bosley made this Interstate MKII in 1967. It may look to be a dream or future car but it was built to drive on America's new Interstate Highway system. A full restoration was completed in 2017 and this is the one and there is no-other Bosley automobile.

MORE PHOTOS ON PAGE 28

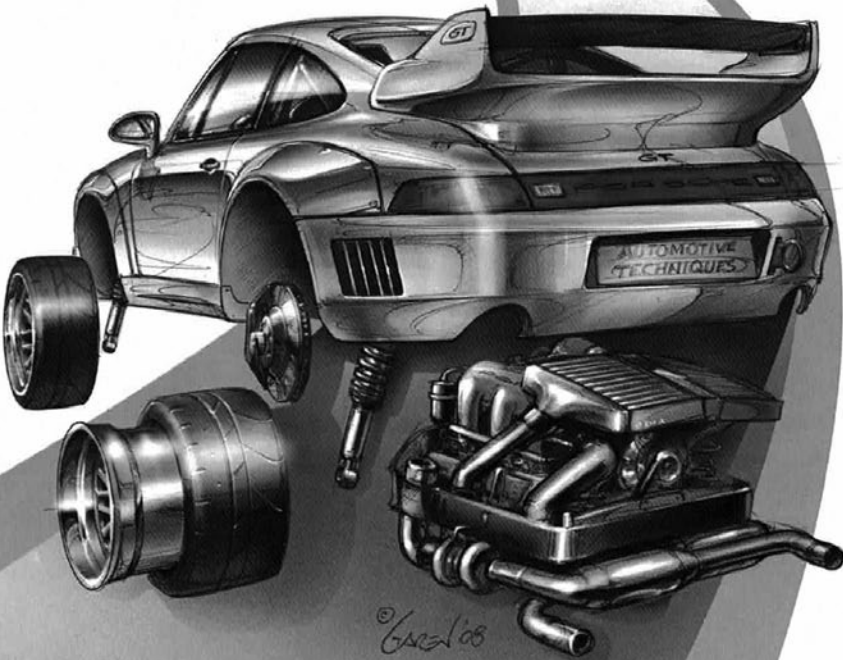
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The 1966-1967 Porsche 910. The factory raced the 910 for a year. The main rivals of the 910 were a Ferrari Dino 206P, the Ford GT40 and other Ferrari models. Ten cars of this model were entered in the 1000 Kilometer (620 miles) in the Nurburgring. The eight cylinder models broke down but the three cars with six cylinder engines finished 1-2-3. The 910 model led to the development of the 908. Both the 910 and 908 Porsches were designed by Ferdinand Piech.

A 1956 Porsche 550 Spyder with an all aluminum body, naturally aspirated 4 cylinder Fuhrmann Engine mounted in front of the rear axle for a mid-engine car. With two valves per cylinder, twin 2-barrel Solex carbs, balanced weight distribution, and a five sped gearbox for 1956, the Spyder was close to the ground for racing on the track and could be driven home. This is one of 90, produced beginning in 1953. The most famous of the 550's was actor, James Dean's, "Little Bastard" that collided with another vehicle on September 30, 1955 in a California race. James Dean died in that accident. The Porsche 718 succeeded the Porsche 550 in 1957. (All photos taken at the Inn at John's in Plymouth MI on July 29, 2018 by Jason Khami)



The Porsche 917 was a flat 12-cylinder engine creating 580 horsepower in 1969. Weighing in at 1800 pounds, the long body was unstable until Porsche mechanics added stabilizers. This 917 is believed to have survived a racing career with the original chassis.



A 1977 Porsche Brumos 934.5. In 1977, Porsche assembled ten model 934.5's from the 934 and 935 models. This Brumos is the second built. The goal for this model was to compete in the Group 4 competition for IMSA in 1977. With a rear wing and turbocharger, the car was banned before its first race. The designers then enrolled the car in the rival SCCA Trans Am Series and the 934.5 won six of eight races. The car produces more than 485 horsepower.



Porsche Race Drivers, Vic Elford on the left and Brian Redman on the right take a moment to answer a question or two at the Concours d'Elegance at the Inn at St. John's in Plymouth Michigan, Sunday, July 29, 2018. (Photos by Jason Khami)



The Quaker State 1989 Porsche Indy. Porsche wished to return to the Indianapolis 500 ten years after leaving the classic American Race in 1980. Porsche's CEO at the time was Peter Schutz who was German-born and raised in America. After receiving funding from Quaker State, Schutz urged the Porsche Engineering department to develop a new ground-up chassis and engine. A 2.6 Dual Overhead Cam, turbocharged V-8 was created. Porsche did not return to Indy because of increased time needed for the brakes, improve aerodynamics and fuel consumption. This Indy Racer shows the final development stage of the project when it ended in 1990.



Vector W8, two door mid-engine car from 1990. Carrying a 6-liter, racing engine, the twin turbo aluminum block was built to be re-sleeved as needed. The engine featured stainless steel connecting rods, valves, rocker arms and braided stainless steel hoses. The transmission used was the GM 425 three speed automatic. The fine leather and suede interior included Recaro seats, wool carpeting, floor mats and the dash gauges were similar to those of fighter jets of that time period. The Vector Company claimed a top speed of 242 miles per hour. Production ended in 1993 after a hostile takeover attempt. This Vector is one of 22 produced from 1989 to 1993. Base price: \$283,000.

Consider the Apex

BY TOM FIELITZ

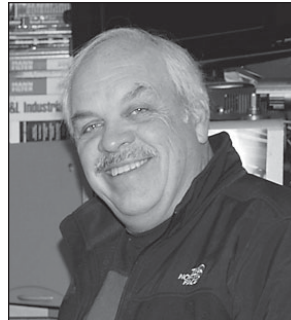
The apex of a turn is most possibly the single critical yet often least focused of the many aspects of driving. By that I mean that it plays a crucial role in almost every driving situation yet it is often ignored or minimized as a skilled aspect of driving. By definition it is simply the geometric center of a turn. To most of us the apex only applies to driving on a closed circuit or race track. In actual fact every driver faces making driving decisions on a constant basis every time we drive even on public roads. Our apex decisions affect our own driving as well as the driving of those of whom we share the road. A poorly chosen apex might encroach on the space given to other drivers or in worst case might even impact the safety of others. Without choice every driver has to constantly be aware of and make driving decisions about the apex choices they make. Yet upon reflection we can agree that this is one aspect of driving that receives much less emphasis than it deserves. The oddity about apex instruction is that it is a very elusive construct. We know what an apex is and how important it is but at the same time it is difficult to describe a perfect apex as much as it is to

consistently drive to a perfect apex.

If I am in the instructor's seat with you at a driver's school you will receive constant instruction about "hitting" the apex. We can mark where the apex is on a track corner with a bright orange safety cone but even that is only an approximation, or reference point, and not an absolute marker that applies to all drivers and all cars. In classroom instruction sessions the apex can be drawn up on a white board and can even be distinguished between early, perfect, and late apex points and the significance of choosing each one. Once the student is on the track it becomes quickly evident that white board apexes and real apexes are very relevant but also very difficult to recognize much less achieve. Driving to an apex point becomes a real challenge as the student believes perfection has a tolerance point of up to a foot where the instructor expects less than an inch. Just to confuse things there are situations where the visual apex point and the actual apex point are not the same. In certain corners and certain road situations the actual apex point may not be at the edge of the track. The camber of the track or even the track surface might dictate a different apex point than what may be marked with a cone. That often elicits the instructor comment that you will know the correct apex when you feel it. That is not necessarily a comforting instructor feedback when a driver is hoping to impress their instructor with their apex prowess. Yet this is exactly how we expect driving an apex to be learned. It is an imprecise skill that is almost all feeling and not nearly as precise as the rest of our driving skills.

The big deal about the apex is that it has a disproportionate impact on negotiating the corner as a whole. Get the apex wrong and all hope of negotiating a corner smoothly or effectively is beyond possibility. Missing an apex can mean just not reaching peak speeds but at the worst not negotiating the corner at all and can result even leaving the track surface. Do this on a race track and perhaps it only gets your car and tires dirty. Leaving the road surface on a public road can have far more serious implications. I don't even want to broach the impacts to safety barriers on track or road. Trees are not safety barriers and they are serious threats to bodily injury.

By this time I hope you will reconsider the importance of an apex. We might spend a majority of our concentration on achieving the maximum brake point. Or we might focus on that specific point where we can apply the throttle on corner exit. We might even focus on achieving an arc through a corner that maximizes using the entire width of the track or road surface. But if we have not focused on putting the car precisely on the optimum apex of a corner we cannot possibly achieve any of those other markers. On the track or on the road the apex of any corner is worthy of our complete concentration and a worthy goal to celebrate in any driving situation.



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GET READY! 2018 ANNUAL MEMBERSHIP DINNER

Date: Friday November 9, 2018
Time: 6-7 cocktail hour/mingle/check in
 Dinner at 7: Presenter at 7:30
Place: Towne Square Food and Spirits
 One Towne Square, Southfield, MI 48076
 (NE corner of Lahser and Northwestern)
Price: \$27.00/person for dinner, tax, gratuity

Cash bar
Speaker to be announced

PLEASE SAVE THE DATE

2018 Holiday Party & Silent Auction

SUNDAY, DECEMBER 16, 2018

Red Run Golf Club, Royal Oak

Event cost \$50/person

Registration details in next month's P4

Please consider donating an auction gift or check to our charity:

Jo Brighton Special Olympics Athletes

Contact Patti Door at Patti@sem.pca.org or (248) 207-7617

Around The Zone



BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE

Dear Zone 4,

Summertime in the Midwest, and there is no shortage of Porsche fun. For me, July started with Parade at Lake of the Ozarks TanTarA resort. Returning to where it all began for me, in 1983, my first PCA event. I went to the Parade to meet my father and his wife Sheila, when he was President /CEO of Porsche AG. My first experience as 'the daughter'. Going back, how fitting, that I was able to Chair the Historic Display at the Concours as a tribute to his contribution to the marque we all love so much. Above, the Schutz Speedster spent the week in the lobby, here with me and Rick Riley (Western Michigan Region).



Many of our Zone 4 members won their class in competition from the concours to the autocross and all events in between. Our Zone 4 reception on Monday evening was a packed house of over 160 members and friends of the zone. Thanks to our sponsor Munks Motors, represented by owners Chris and Elaine Braden, all those who attended went home with a commemorative T Shirt and glass.

Best of all, the Region of the Year Award went to Mid Ohio Region! Photo - Chip Henderson President, with past president and past Zone 4 Rep Ron & Constance Carr accepted the award. And I got to be in the photo with the trophy that will have a plaque for Mid Ohio Region. So think about it the rest of you – you are having a great year. Catalog the fun and submit your region for next year.

So then I just had to attend the P2O event in the middle of the month. A few rain drops didn't ruin the fun for us. Chip had the traveling trophy with him the entire weekend. Granville opened their doors and hearts for the Porsches in the streets.

As most of you know, DE events are my passion, I had a blast at the Allegheny Region DE at Pitt Race the last weekend in July. Great group and fabulous track.



I then drove back to Michigan to see several Zone 4 entrants at the Concours of America at the Inn at St Johns. On Saturday night, the Porsche bus from Brumos was in the pavilion lot, and Rick Riley and I ran into Don Leatherwood from Brumos. They called the bus "Buster", and they didn't realize that my Boxster S that I bought from Brumos is "Buster, the Brumos Boxster". Thus the photo opp together.

See you around the Zone! Lori

Business Meeting Minutes (8/2/18) by Fred Young

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

Call to Order: 7:02 p.m. by President Marc Molzon

Minutes: Moved by G.H. and S.C. to approve. Motion passed.

Financial: Temple Cumiskey - The balance is up because of Anniversary Party deposits. Two advertisers are to be dropped because of past due accounts. It was moved by P.D. and G.H. to approve the financial report. Motion carried.

Membership: Walter Crump - Membership is rising to 712 primary and 384 associate members.

Insurance: None needed.

P-4: Michael Cohen - The August issue is running late. We have several possible new advertisers.

OLD BUSINESS:

July 7: Deutsche Marque: Fred Young - Reports had it as another great event. If there are no conflicting dates next year SEM may have it as a tour.

July 8-14: Porsche Parade and Caravan - Gretus Hoogestraat - 6 cars and 12 people participated with an overnight stop in St. Louis along with nice hotels and restaurants. Fred Young commented that SEM had a good showing and results in the concours. The tours were great with terrific winding roads and destinations.

July 27-29: Concours D'elegance of America: Fred Young - A good number of tickets and car corral parking passes were sold with Porsche cars as the largest contingent in the car corral. Porsche was well represented with over 30 cars of all makes and models in the concours to celebrate the 70th Anniversary.

August 19: SEM Picnic and Concours: Patti Door - All set.

August 24: DE #3 at Waterford: Steve Carbary - 9 registered so far. **September 8: 60th Anniversary:** Patti Door - Logos and the program were discussed and Patti showed the table centerpieces.

September 28: DE #4 at M-1: Marc Molzon - The contract is set. The Motor City Unit will be open for the club. Marc is looking for sponsors for shirts.

September 30: Drive your Porsche Day: Gary Ambrus - Still looking for a venue

October 21: Fall Color Tour: Walter Crump - Working with a restaurant and cider stop.

November 16: Membership Dinner: Dave Miller will chair in the Southfield area.

December 16: Holiday Party: Will be a Sunday event at the Red Run Country Club. It will be a CASH ONLY Bar.

By Laws: Gretus Hoogestraat - Discussed possible revisions to the by-laws. No action at this time.

Red Book: Gretus Hoogestraat - Stored information for the club needs to be updated.

Charities: No report.

Webmaster: No report.

Goodie Store: No report.

Event Reports: Fred Young - None needed.

NEW BUSINESS: (none)

Meeting Adjourned at 8:22 p.m. - Moved to adjourn by P.D. and H.G. Motion passed.

Refreshments and Location: Thursday, September 6 - Marc Molzon at his residence. Thursday, October 4 - Steve Carbary at Gilson's; Thursday, November 1 - Patti Door at her residence.

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*Janis Joplin's and Vic Rivera's
356's side by side*

SEM/PCA Member Anniversaries - September 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)
42	Thaddeus & Marsha Stanek	10	Mike & Jenn Studnicki	4	Eitel & Regina Dahm
31	Ruth & Jim Frazier	10	Ralf Lindackers	3	James & Laura Bist
29	Bernie & Lisa Palo	7	Jeffrey Hendry & Elaine Kish	3	Roderick Claybrooks
28	John Ball	7	Hal & Deb Johnson	3	Frances Amos
26	Thomas & Cathy Ernst	7	Don & Taffy Jones	2	Deborah Dolmage & Thomas Siegner
23	David Hertzberg	6	Robert & Nicholas Sage	2	James & Rita Taylor
22	Linda & Tom Walton	6	David & Concettina Lutz	2	Shane Rider
21	Kenneth & Judith McCormick	6	Michael O'Connor	2	Jed Yaish & Christine Van Damme
21	Ulrich & Christine Trispel	6	John Sandrock	2	Kenneth Horen
20	Nick & Nelda Moskatow	6	Andrew Olson	2	M.Imran Qureshi
20	Robert & Ro Aikins	6	John & Mary Beth Panganiban	1	Gerold & Tracey Bepler
18	Eric & Steffie Chau	5	Emil & Suzanne Tijan	1	Saylo Lam
16	Norman Gage & Jan Summerlot	5	Michael McGrath	1	Doris Gilles
15	Edward & Roberta Gaspar	5	David & Jennifer Daiek	1	Ross Dressel
15	Douglas Brown	5	James Campbell	1	Joseph Fortin
15	Hans Havdal & Torhild Havnen	4	Scott & Cheryl Denman	1	Seth Sherry
10	Garry Frost	4	Mark & Daena Grayell	1	Gerald Shohan

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

FOR SALE: REBUILDABLE 996 ENGINE long-block core. This is a running engine, however, blows white smoke at start-up, no noise, no IMS or engine failure. The engine is out of a 2000 911 and has an original 40,000 miles. Good core, \$4500 obo. Sold as is no warranty or guarantees. Call Tim 248-514-0987 or email hartge944@gmail.com.

FOR SALE: 1986.5 PORSCHE 928S. Rare and desirable original Shark styling with the upgraded S4 brakes, suspension and 5.0 L 32 valve V-8. 4-speed auto transaxle with limited slip differential. Beautiful, factory original, Guards Red paint and black leather seats, all in excellent condition. Original Blaupunkt Monterey radio. Tires and brakes near new. New fuel injectors, plugs, wires, and battery. A/C needs charge. 10K on timing belt. Service records. Excellent overall, just doesn’t get used much – too many other Porsches. Haggerty says \$32K for a #2 car. \$14,999 Ron Roland 586-749-9804 (7/18)

FOR SALE: 1990 PORSCHE 944 S2 CABRIOLET: Alpine white, black leather interior, new power black top. 6 speed manual. One owner since new. A/C blows ice cold. 85,728 miles. Clean AutoCheck report, records and books \$15,900. Contact Michael at Michael Cohen at michael@sellyoursportscar.net ;call 248-227-8604 (7/18)

FOR SALE: Four 2016 Porsche Boxster S Wheels: OEM part #67441S: Front 8” x 19” Rear 9½” x 19”. Includes cen-

ter caps. Hyper Silver As new condition. No road rash. Asking \$1,800 OBO. EmailBillmolzon@gmail.com for photos. Phone: (248) 625-9399 (7/18)

FOR SALE: 1997 PORSCHE BOXSTER: Two time national Porsche Parade first place Concours winner (street class). Rare opportunity to buy first year time capsule. Arctic Silver. Boxster Red leather, manual transmission. Becker CD radio, 6 speakers Hi Fi sound, 17” turbo twist wheels, colored wheel crests, cruise control Clean Carfax. Near perfect. 50,000 miles. \$15,950. Contact Michael@sellyoursportscar.net or tel. 248-227-8604 (8/18)

FOR SALE: 2014 PORSCHE CAYENNE S: Meteor Grey Metallic with black interior. 4.8 liter V8 engine generating 400 horsepower. heated steering wheel, heated and ventilated seats, panoramic roof, front and rear parking assist with reversing camera, 19” alloy wheels, 14 way power front seats with memory, convenience package and keyless entry. one owner, housewife driven. properly maintained. clean Carfax, only 39,000 carefully driven miles. \$39,900. Contact micha@sellyoursportscar.net or tel. 248-227-8604 (8/18)

FOR SALE: 1976 PORSCHE 914 / 2.0. Last year. Track or street. Originally Black with Buckskin tan interior, still much of it original. Fully race prepared engine and suspension by Brad Mayer. Very quick. Looks great with lowering and gold BBS 15x7 wheels, and black fiberglass race bumpers. Too

much to list here with 2.1 L 150+HP, Webber carbs, race cam, blueprinted, ported engine. Lowered, Elephant springs and torsion bars, Koni externally adjustable shocks. And more, more, more. I have full specs and you can talk to Brad. Car is a kick to drive, handles like a sports racer. Hate to sell but too many cars! \$14,999 Ron Roland 586-749-9804. (9/18)

FOR SALE: 2007 PORSCHE 911 CARRERA COUPE (997.1) Arctic Silver, black leather interior, all original with upgraded center console and seat belts matching exterior color. No IMS bearing situation as this model year came corrected from the factory. Flawless 19” 5 spoke original wheels. Second owner purchased car with 8300 miles in 2015 and currently has 11650 miles. Condition both interior and exterior excellent with no dents, dings or scratches and never in an accident. Since purchased all services and oil changes done at Automotive Techniques located in Novi. Car Fax can be purchased by prospective buyer if required. Purchase price \$45,000. If interested, please contact Carl Giosa at 248.302.6555 (mobile) or email at giosaca@gmail.com. (9/18)

FOR SALE: 1985.5 PORSCHE 944. Kalahari Metallic Beige with Brown leather seats and interior. One owner, Low miles (36000) 2.5 liter 5 speed. Multi -year concours winner – in excellent like new condition. All original with updated radio. Stored winters. \$24500. Gene Kiesel – 810- 513-0983 (9/18)

Welcome New Members:

Amar Arepalli
Nancy Anne Biondo
Mary Brady
Christopher Burcham
Bill Crowe
James Hayosh
Chris Hughes
David Kurtz
Abhishek Mosalikanti
Nichole Peters
Natasha Vassallo

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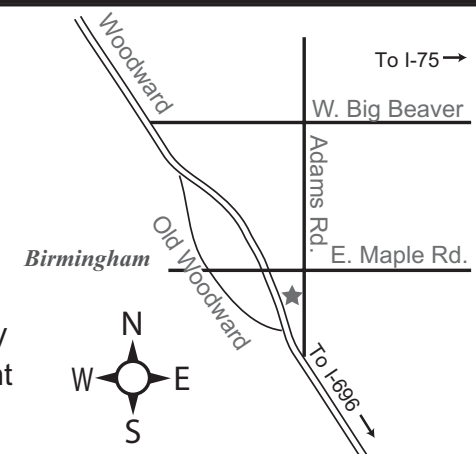
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