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*Reunited
And It Feels
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ON THE COVER:

DE-101 Recap, Preparing for a Track Day
by Lisa & Marc Molzen

2019 SEM/PCA CALENDAR

MAY

2	Board Meeting
4	Street Survival School
10	Friday DE #1 at Waterford
11	# Munk's Devil's in the Details
18	Autocore Open House/Tech Session
19	Spring Tour
31-Jn 2	Grand Prix - Belle Isle

JUNE

6	Board Meeting
8	DE #2
16	# Eyes on Design
30	Waterford Family Day
27	July Board Meeting

JULY

6	# Gilmore Deutsche Marques
13	Progressive Dinner
21-28	Porsche Parade
26-28	# Autobahn Night - St. John Concours

AUGUST

1	Board Meeting
4	# Troy Traffic Jam Car Show
9	DE #3
17	# Woodward Dream Cruise
18	Picnic and Concours

SEPTEMBER

5	Board Meeting
13	Ladies Drive
22	Drive your Porsche Day
24	DE at M-1 Concourse

OCTOBER

3	Board Meeting
20	Fall Color Tour

NOVEMBER

7	Board Meeting & Calendar Planning
8	Membership Dinner

DECEMBER

5	Board Meeting
TBD	Holiday Party

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.

= Not an SEMPCA Event
All dates and events are subject to confirmation

President's Column

BY GRETUS HOOGESTRAAT



Still Transformations ...

Hello SEM Members

While I'm writing this article we have already completed 2 events. Munk's Tech-Session on April 13th and Registration Phase 1+2 for the Porsche Parade in Boca Raton opened on April 15th.

Munk's Tech-Session was a great success with close to 80 people attending throughout the day. No doubt the fantastic sunny weather contributed towards the good attendance. A lot of technical ground was covered from faulty battery wires, 996 engines including IMS Bearing replacement and video equipment to inspect the inside of the engine without taking it apart. Even our own DE-Chair Steven Carbary demonstrated thoroughly Tech-Inspections which are needed to keep all of us safe on the street and at our upcoming track events at Waterford Hills Road Racing and M1 Concourse.

Porsche Parade Phase 1 Registration closed a few weeks ago. Phase 1 is the registration to get your number and housing. If you missed Phase 1 you can accomplish it during Phase 2 Registration (registration for banquets, driving tours, gimmick rally etc.). Hotel rooms are still available at the Waldorf Astoria at a very much discounted price. Go to our website (sem.pca.org) and you will find a very detailed guide that helps you to navigate through the whole registration process.

Except a 5 minute delay Phase 2 Registration went flawless.

Parade is Going Off-Roading - First time ever Parade Off-Road Tour for SUVs only - Drive through the J.W. Corbett Wildlife Area - All SUVs are welcome, not just Porsche

Registration will close on June 23rd at 11:59 PM EDT.

By the time you get this edition of the P4 vial mail we already have our HPDE 101, Swap Meet at Porsche of Farmington Hills and the Street Survival School in the books.

Don't miss out on our upcoming events

On May 10th, Driver Education - 2019 Season Opener at Waterford Hills Road Racing It's our Annual Beginner's Day with a lot of first-timers. You are guaranteed to be in good company.

May 18th, SEM Tech Session at Autocore Performance Group. This is a must GO TO event!!!

May 19th, SEM Spring Driving Tour & Dinner Woohooooo, it is happening, our FIRST driving tour of the Season!!!

Belle Isle Detroit Grand Prix Car Corral Weekend Please join us for the Detroit Grand Prix weekend May 31 - June 1st featuring the NTT Indy Car Series and The IMSA Weather Tech. Sports Car Championship series races.

Our Zone 4 Representative Lori Schutz pulled all the strings to make this happen. Lynn Friedman, PCA Porsche Platz Chair, will be on site. We will have a big tent with 2 TV screens and guest speakers.

I will orchestrate a Saturday morning Caravan from The Henry hotel onto Belle Isle to the Porsche Corral.

You have a new idea for an event? May it be a social event, a driving tour etc., just contact any Board Member. They will be open and happy to hear your thoughts and ideas.

Porsche Club Juniors Program

Any child under age 18, may it be a grandson, niece, nephew etc. can participate in the Porsche Club Juniors Program at NO cost to you. The juniors will get a Welcome Package, a name badges, birthday surprises etc.



See "<http://www.pca.org/PCA-Juniors>" for detailed information about the Junior Program.

Porsche Club Anniversary Gift

PCA members that have a membership between 5 and 20 years are eligible to claim an anniversary gift.

Login to WWW.PCA.ORG and go to <https://www.pca.org/anniversary>. Everything else will be self-explanatory. PCA will automatically send membership gifts for members with a membership from 25 years or more.

Transformation ... 993 midway

The second Phase of transforming my 993 is finished. Rotors replaced and furnished with Cool-Carbon performance pads, Mufflers converted to Fister Stage 3 and installed by a fellow SEM member. I mounted a Momo Steering Wheel. It was tricky to make the horn and the passenger Airbag work. The solution for the horn was a simple part from a 964 and an 8 Ohm resistor fixed the Airbag.



My 1995 993 with Fister Stage 3 Mufflers installed. (too bad you can't hear them)

I'm looking forward seeing you soon at one of our upcoming events.

Thank you,
Gretus Hoogestraat
SEM President

RECAP **DE-101** ***Preparing for a Track Day***

BY **LISA & MARC MOLZON**



Participants walking the back straight in the distance. All makes, models and vintages welcome to HPDEs

How should I prepare for a High Performance Driver's Education (HPDE) day? What will I do all day?

These questions – and many more – were answered in the annual spring HPDE 101 at Waterford Hills Raceway led by SEM/PCA DE Chair, Steve Carbary and DE Chief Instructor, Marc Molzon.

Starting with a walk of the new fully-replaced track, attendees were given a preview of the course along with tips on how to handle each turn. Much like during the driving season, the weather can be messy and unpredictable...so although the track walk was done prior to the heavy rain starting, it was certainly chilly covering the 1.5 miles on foot. A great lesson for new HPDE drivers to remember to be prepared for inclement weather (tarp, towel, rain gear, warm clothing/layers, etc.)



Taking pit lane out to the track walk - renovations continue

Once in the classroom, Steve and Marc walked-through what to expect at a HPDE – including how to prepare your vehicle in advance, what needs to be done before you come to the track, what paperwork is needed, what will be done throughout the day and the social camaraderie following the final checkered flag of the day. A variety of items are covered, many focused upon safety – including helmet requirements (only current/unexpired Snell-rated helmets are allowed for use on the track.) Helmets in all sizes were on-hand to allow anyone interested an opportunity to determine the right size/fit before reserving a rental or prior to purchasing. Other important items discussed included: brakes, brake fluid, tires (pressure/age), track flags, passing rules, corner worker stations, and Tech Inspections. An HPDE is educational and fun – and we take the safety of every participant very seriously; therefore, much of our program is dedicated to ensuring students learn and follow the rules.

On hand to share their experience with the track were long-time member Clem Weierstahl, Tom Christen, and Andrew Olsen. Also, Munks Motors was on-hand to provide refreshments and snacks for the event, with George Spanos and Rob Snow attending to provide an overview of the services provided by Munks. We thank our DE sponsors: Munks (providing beverages and snacks) and Autocore (providing lunches to each participant.)

Arriving at the track for the very first time for an HPDE, while excited and eager to take your vehicle out on the race track, having some advance knowledge of what to expect will prepare you for day. The 101 is a great opportunity to become familiar in advance with how to get to the track, what to wear, how to prepare your ride in advance so that it is ready-to-go, and tips on so many other aspects of the day.

Hope to see you at the track – and for anyone new to a track day that didn't attend, we have many experienced Instructors to help navigate you through the day and we encourage you to visit the Drivers Education section of our website to learn more in advance of going to the track at: sem.pca.org/drivers-education/

Any questions about HPDE registration – contact Steve Carbary (see page 3 for contact information.)



Steve Carbary answers a question from Gary Egbert



Marc Molzen discusses track driving with Chris Deline



DE Helmets

Street Survival School

BY **DON KLEIST**

Is the Young Driver You Know a Safe Driver?

According to the National Safety Council, new drivers are at great risk. The chance that a new driver has one traffic accident in the first three years of driving is 89.2%. The chance of two accidents in the first three years of driving is 52.5%! I was surprised and alarmed when I first learned these statistics. No wonder insurance rates for teen drivers are so high.

There are many reasons for these terrible statistics. Lack of experience and developing skills are primary reasons. But another reason is that new drivers' confidence levels are often much higher than their actual skill levels. I can remember several times when my son said something like, "Let me do it, dad. I know how." But in fact, he was not nearly as capable as he thought he was.

How does this happen? As our former region president, John Keilly, once so rightly observed, "All you learn in driver's education are the rules of the road and how to parallel park." There may also be some practice driving, but often not enough to develop the mental and physical skills necessary to consistently drive safely.

But there is help. Since 2013, SEMPCA has hosted an annual Street Survival School in May. Developed by the BMW Foundation, the charitable arm of the BMW Car Club of America, Street Survival School is a place to learn and practice driving skills in a safe environment that is not possible on public roads. We hold the school at Faith Christian Assembly in Melvindale, MI. The building, originally a K-Mart, has a large parking lot in front that allows us to conduct driving exercises in a safe and controlled environment.

Most teens would rather sleep in on a Saturday morning than get up to go to a driving school. Many likely feel that they already know how to drive. I ask for a show of hands at the start of each school. Most students indicate they are attending because they were told to attend. But I never have known a student to complain at the end of the school. They learn, realize that they learn, and have a great time doing it!

The key to learning anything is first to learn what to do. And then practice, practice and more practice. Our school lasts all day and includes about two hours of classroom instruction, broken up into three sessions. Except for a lunch break, the rest of the day is spent behind the wheel.

Students drive their own cars and have an experienced instructor in their cars who give them criticism, guidance and tips. The key is repetition. Students drive each exercise 8-10 or more times. They learn from their mistakes and get to reinforce proper techniques.

The three morning exercises focus on individual skills, braking, turning, and reacting to possible skids. The three afternoon exercises combine the skills learned in the morning into more complex exercises that simulate actual driving conditions. For the final exercise we set up a small autocross course and let the students have some real fun behind the wheel.

This last exercise is loads of fun for the students, but it is also a gratifying reward for those of us who conduct the schools. During the first exercise in the morning students drive very slowly and tentatively. By the time the students drive the autocross course, they drive with skill and confidence. The improvements are obvious. I feel proud when I see this and realize that our hard work has paid off.

If you have teen drivers in your family, or know of any, encourage them to enroll in our Street Survival School. The cost is \$95 and includes a continental breakfast, lunch, and liquid refreshments all day. Parents are encouraged to attend the classroom sessions, join us for lunch, and observe the driving exercises. We might even put you to work helping. But, for insurance reasons, parents may not ride in the cars during the driving exercises.

If you have questions contact me,
d.kleist@att.net, (586) 206-7234
or Marc Molzon,
mextreme@hotmail.com, (248) 882-1759.

For more information about the Street Survival School or to register go to streetsurvival.org.



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For Questions Contact

Don Kleist - d.kleist@att.net or (586) 206-7234

-or-

Marc Molzon - mextremem@hotmail.com or (248) 882-1759

What is Driver Education And What to Expect

BY STEVEN CARBARY

Have you ever seen those videos where some famous driver is behind the wheel of an iconic sports car, dancing it around some road racing track? Or any of those Fun commercials that always seem to have a caption about it being ‘... on a closed course...’ and thought to yourself – ‘Wow, would I like the opportunity to get MY car out there and do that. Free from speed restrictions, traffic, and in a secure, open environment’. You’ve also hopefully thought ‘... those drivers are good’!!

Or maybe you’ve had your car for a little while now and are just looking for a good place where you can really ‘stretch its legs’ and ‘open it up a bit’. You want to have some fun with it and maybe pick up a pointer or two while you’re at it. You’ve heard of driver coaches and want to see what it’s all about.

This is what Driver Education is about. YOU getting YOUR chance to drive road courses with a coach in your car to help you learn the skills of high performance driving and have some fun at speed.

Let’s face it. Driving is a learned skill. We’ve all had our basic drivers training when we got our state license. But think about how much your driving has improved since then. Years of practice in a range of situations and conditions has been your teacher since those early years. The same applies to driving cars as you approach the higher limits of their capabilities. Practice and coaching is how anyone improves at any skill.

The Porsche Club of America’s High Performance Drivers Education events (HPDE or D.E. events) are designed to be a safe, controlled place to learn and practice the proper techniques of car control at higher levels. Let me explain how this works.

Our D.E. events are held at race tracks all around the United States. These venues afford us locations that are both secure and challenging. I’m talking about road racing courses. The kind you’d see in all those videos and on TV in GT races. With varieties of challenging curves, and elevation changes galore. The roads drivers dream of and the stuff sports cars were designed for. We pair participants (students) with highly experienced coaches (instructors). These instructors ride along in the students’ cars and give immediate feedback and direction to help improve the students’ abilities. The instructors start out teaching basic skills to establish a comfortable understanding, and then build from there accordingly.

The day is broken up between times when students take their cars on the track with their instructors and times when we have classroom sessions. These classrooms allow us the chance to discuss the concepts of car dynamics and driving techniques. We break down terms like understeer and rotation, weight transfer and threshold braking in further detail. The class sessions reinforce what students are putting to practical use during the driving sessions. We feel this dual approach is extremely beneficial and separates us from just ‘open track’ days. Again, driving is a learned skill and what better way to learn something than with friends in your club.

Our DE days are as much a social events as they are driving events too. You will be surrounded by like-minded people who share the same driving passion and car enthusiasm as yourself.

So if *YOU* are truly a fan of spirited driving and would enjoy a day of taking *YOUR* car out on race track for some fun, I can think of no better way. I promise, it will leave you smiling for days ...



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- "Give Peace a Chance." ● The first Concorde test flight is conducted. ● The United States Navy establishes the Navy Fighter Weapons School (Top Gun) at Miramar. ● Flip Wilson.
- "Ramblin' Gamblin' Man" ● A gallon of gasoline cost \$0.32
- The Clean Water Act, Great Lakes Water Quality Agreement and the creation of the federal Environmental Protection Agency. ● Charles, Prince of Wales, is invested with his title at Caernarfon. ● Hogan's Heroes. ● A dozen eggs cost \$0.62 ● John Hancock Center construction complete. Willie Mays becomes the first major league baseball player since Babe Ruth to hit 600 career home runs.
- A first-class postage stamp: \$0.06 ● "Bridge Over Troubled Waters." ● Sesame Street premieres on PBS.
- The first ARPANET link is established (the progenitor of the global Internet). ● "Let The Sunshine In" ● A gallon milk cost \$1.10 ●

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Protect Me From Myself

BY **TOM FIELITZ**

Automotive safety features have recently become major selling features for new cars but it was not always that way. The seat belt was actually first patented by Edward Claghorn in New York on February 10, 1885. Yes, you read that correctly, it predated the first patented automobile by Karl Benz on January 29, 1886. But it was not offered in an automobile until Nash in 1949. In fact, Ford reluctantly offered front lap belts in 1955 as an option because the marketing department feared the public might perceive the Ford as being less safe than other cars that did not offer seat belts. Congress finally passed safety standards that mandated seat belts in 1958 and Volvo introduced the three point seat belt, invented by Nils Bohin, in 1959. And supplemental air bags have evolved from the steering wheel and dash to include a virtual pillow inside the car from door posts, kneepads, window frames and even the belts themselves.

But the safety advances that I find fascinating are computer controlled active as well as passive systems that Karl Benz in his wildest imagination would not have believed were possible. MSN researched fourteen of these features that are available on the standard luxury car now and very likely will be standard on all cars by the end of the decade. The debate will go on about what these features have done for drivers and what it says about the current skills of drivers and the future of driving. Some of these features you may be familiar with but others may amaze you.

The Lane Departure Warning System uses a camera in the interior rear view mirror to detect the white reflective lane markers and sound an alarm. It may also operate with laser sensors or infrared sensors. Beyond a warning, some systems cause a vibration in the steering wheel and others go so far as to apply brake torque or power steering torque to guide the car back into the lane. The positives are that it encourages the use of turn signals to signal lane changes which negates the intervention but it also might prevent an accident from drowsy or inattentive driving.

Night vision video screens are in several models now using night vision cameras or projecting infrared light to sense heat signatures of pedestrians and animals. Some systems can automatically brake the car to a full stop if the driver does not. Adaptive headlights are becoming wide spread with the ability to swivel the headlight beam to match steering input. Tire pressure monitors may someday become a new government standard for all cars as will active handling systems, all thanks to the propensity for top heavy SUVs operating on underinflated tires to roll over. The heads up display to show speed and other gage readings on the inside of the windshield may sound like a gimmick until you get to drive a car with that system and realize how often you take your eyes off the road to scan your dash. The Bluetooth or hands-free phone system would seem to address the distracted driver syndrome except for the fact that conversation itself is still a serious distraction. The same might be said for the current rage of voice activation systems. Navigation systems are obviously better than fumbling with maps and lists of directions but may become

obsolete by simple and cheap apps available on your common cell phone. The same might be said of the emergency response systems such as OnStar that can dial 911 if the car's air bags deploy. I am a believer in the back up monitor, from the simple radar sensor that beeps when objects get close to the rear view camera that is invaluable when you are hooking up to a trailer hitch. That kind of sensor has now become front, rear and side detection.

But that leads us to the technology that might shape our future driving. Adaptive cruise control answers that annoying situation when your cruise control setting of 70 mph encounters everybody else who is set at 69. If you drive a Mercedes Distronic Plus you can set the cruise anywhere from 20 to 120 mph and the car will use long and short distance radar to automatically slow to maintain a safe distance from other traffic and then resume when clear. They also offer Attention Assist to warn against drowsy or distracted driving. This dash camera scans the drivers face for 70 parameters to memorize the driver's characteristics and learn the driver's style each time you start to drive. Even considering wind direction and road smoothness, the computer evaluates steering movements and the rate of steering input plus the time behind the wheel to give an audible warning and a display that it is "time for a break" on the dash. Pontiac had a very simple "rest reminder" message that lit up after 3 hours of driving. As a man it was a point of honor to be able to see and ignore that message. But you have to admire Cadillac's latest contribution to safety in their vibrating seat warning. The back cushion or seat cushion will vibrate with encroaching traffic or when radar detects drifting from a lane or toward an object when parking. They equate this buzz in the butt to someone tapping you on the shoulder.

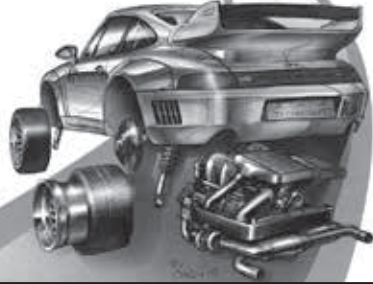
Software companies and some car makers are pursuing the fully computer controlled driver. Cars are currently in testing that can maneuver through traffic without driver input. The Defense Advanced Research Projects Agency (DARPA) issued the Grand Challenge for a vehicle that could self deploy in combat without endangering soldiers. That challenge was accomplished by Stanford University in 2005 for a \$2 million prize. Volvo has developed their "platoon train" with computer controlled cars that would follow a lead car along a highway, just feet apart with no driver input. In the enduring quest to protect me from myself, less and less car control is being left to the driver. In the interest of saving lives driving skill is being replaced with computer wizardry. We may all live to see the day when we could recall the skills and responsibilities of driving a car.



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Driver Education - 2019 Season Opener

Our Annual Beginner's Day

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

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For further information see the website, sem.pca.org

Look for the Driver's Education box to find all the info you need.

You can register online at www.Clubregistration.net

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

Driver Education Chair

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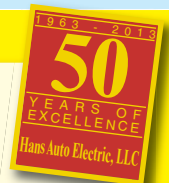
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Reunited And It Feels So Good

STORY BY **PAUL CARTHUEW**

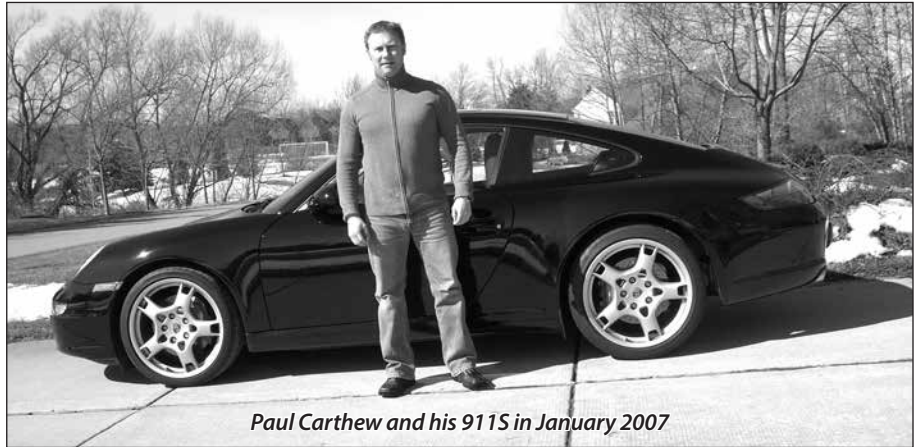
This is a story of love at first sight, heartbreak, and sweet reunion. This narrative also serves as a reminder that as owners of iconic cars we are stewards who are sometimes lucky enough to care for the same car twice.

I have always been interested in sports cars and to this day enjoy reading automotive articles which review and compare each year's newest sports cars. Growing up, my family had practical economical cars. My parents came from Europe with \$1500 in their pocket and everything they acquired thereafter they earned and saved. Sports cars were just not a consideration.

This story begins like perhaps so many others with a random tire kicking stop at a car dealership. The year was 2007 and I had just read an article on the then new amazing 997 generation 911 turbo with a sub 4 second 0-60 time. (Note of caution to the reader, consistently reading car articles can give you dangerous ideas and cause impulse emotive based purchases.) At the time, Porsche was an unknown brand to me as I did not know anyone who had ever owned a Porsche. I was intrigued with the 911 rear engine configuration and lore of the Porsche brand and history.

On a cold Michigan January day, I casually stopped into Fred Lavery Porsche in Birmingham and was introduced to salesman Andy Yakima. Andy was and is a true Porsche enthusiast, he took the time to introduce me to the Porsche line up and brand. Andy and I have remained in contact over the years and he has invited me to test drive new models and experience the evolutionary changes. Although there were no turbo models to drool over at that time, the showroom did have a Black 2007 911S coupe which I could not take my eyes off. There was something special about the lines of the car, the red brake calipers and the way the seat and interior just exuded sports car. The car created an instant emotional response. The emotional response was best described in the words of a friend who will remain anonymous and later said "it was the sexiest car she had ever seen".

Despite the cold weather, I took the car for a test drive and was instantly hooked. The unique acceleration sensation of being pushed and the seemingly effortless manual gearbox were all new experiences. I went home and conjured up a way to purchase the car. I took delivery of the



Paul Carthew and his 911S in January 2007

car with January snow falling. The timing of the purchase was perhaps the most frustrating part of the process as I had to wait for the Michigan winter to pass before being able to really drive the car. I remember opening the door to the garage just to stare at the car and praying winter would end. The car looked fast even just parked in the garage.

This 911S was the first sports car in our family. I recall my father being impressed by the quality of the build and driveability. My children were six and four at the time and loved to climb in and ride in the rear seats. My son was very impressed because the car had a digital map which he had never seen in a car before. We took the car for Sunday drives, birthday parties, special events and shared many happy memories. The car also drew a fair amount of attention and people would stop and say how they think Porsche 911s look best painted in classic black.



Carthew children January 2007

Perhaps the best feature of the vehicle was the Porsche Active Suspension Management ("PASM"). With the PASM feature, and a push of a button, the driver can choose a comfortable ride or a firm track ready suspension. To me, this single feature differentiated the Porsches of that era from other makes and models and allowed the 911 to be driven daily if desired.

(continued on page 22)

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Reunited And It Feels So Good *(continued from page 19)*

My best description of the 2007 911S is a sports car with some comfort features. When you enter into the cabin and drive a 997 generation vehicle there is a pure sports car feel which in my opinion has been diluted in newer evolutions. While the 991 and new 992 generations are most certainly better and faster cars, I would describe them as luxury cars with sport features.

Unfortunately, ownership of the car came to an abrupt end when in 2008 the financial crisis hit Michigan. By 2009 it did not make financial sense to keep the car and we made the difficult decision to advertise and sell the car. We were quickly contacted by a Porsche dealer in Ohio who paid the price we wanted. I will never forget the day when the car was loaded onto a trailer and driven away. I think a little part of me left with the car as it turned the corner and disappeared from sight.

Over the years, I dreamed about having a 997 generation 911 again and I recently finally decided it was time to buy a 911 again. I did some initial internet searching and none of the 997 advertised cars really grabbed my attention.

Then the idea came to me of trying to track down and locate my actual car to see if I could buy it back from the current owner. I prepared a letter of introduction and copied the original sales information and certificate of authenticity in the hopes that sharing of the information might convince the current owner to either sell the car or at least consider me in the future. My only problem was I had no idea where the car was located, if it was even in existence, or who the current owner was.

So I first called the Porsche dealership in Ohio who purchased the car from me but they did not have any information on the car as they had almost instantly sold it in 2009. I then called Porsche customer service but they would not release any information to me (for privacy reasons) other than to tell me that Porsche records showed the car was titled in Pennsylvania. I had the VIN # so I ordered a Carfax. The Carfax indicated that the vehicle was indeed titled in Pennsylvania, serviced at a dealership outside of Philadelphia, and that the person who bought the car in Ohio in 2009 was still the current owner. I contacted the dealership in Philadelphia that performed the service but they also would not release any customer or ownership information. As a last resort, I sent an inquiry to the Pennsylvania secretary of state but again they would not release any ownership information without a subpoena or active court case.

Discouraged, and after several months, I accepted my fate and on a cold Michigan January evening resumed my internet search for a similar but different vehicle. To my great surprise, and on my first internet search, a very similar vehicle had just been listed for sale at McLaren of Philadelphia. The vehicle had the same distinctive wheels and look as my car and when I checked the VIN# to my astonishment it was a match. What are the chances? Slim at best you say? Nobody believes me when I tell this story

so I have produced my photographic proof and you can decide for yourself.

After a restless night, I called the McLaren dealership first thing in the morning on the opening bell and quickly negotiated a price. The vehicle had extensive service history performed at Porsche dealerships including the IMS bearing service. Kudos to McLaren of Philadelphia who, after I explained the story and my attempts to locate the car, performed the 30,000 mile service at their sister Porsche dealership and detailed and waxed the car at no charge.

On a cold and snowy Michigan January day, the car was delivered to me in the midst of a polar vortex. When I tucked the car safely into the garage I could not believe my eyes as the car looked almost the same as it did 10 years prior. I could not wait to show the kids, although they could no longer fit in the back seats, they were thrilled to see a lost piece of their childhood. We were finally reunited and it felt so good. It seemed as the universe had come full circle and this car was destined to come back home to the care of our family.

I wrote this article because it has been my experience that Porsche owners feel a certain affinity, connection, and passion for their vehicles. As this 2007 911S was my first Porsche, it holds a place near and dear to my heart and it is my privilege to care for this car again and pass it to the next generation when the time comes. So if in your travels you see a black 997 generation 911S coupe on the road, please wave your hand as it might just be me reuniting with an old friend.



Carthew children 2019



Paul Carthew and his 911S in 2019

RECAP **Munk's Tech Session**

BY **MERRITT SCOTT COLLINS**



Porsches line the front lawn at Munk's Motors in Waterford

Nice weather on April 13th encouraged owners of Porsches of all vintages to come out and make the 928/944/996 tech session at Munk's Motors in Waterford a rousing success. Nearly 80 Porsche owners and enthusiasts attended this working-shop event that featured several projects and speakers going on throughout the day. It was a busy session: there were tech inspections for D.E.s, techs demonstrated diagnostics, discussions of parts failures, and what to look out for when you first start your car after long periods of storage.



Rick Christian presents Chris Braden with a flag to commemorate Munk's Motors' 50 years in business

Before festivities got underway, Munk's Motors lead technician Rick Christian presented Chris "Munk" Braden with a custom-made 50th anniversary logo flag on behalf of the shop. Munk was surprised and thrilled by the flag, which features a "Summer of Love" rainbow over the blue Munk's wrench and "Waterford 1969-2019" written underneath.



There were enough Porsches that day to fill the Show Car lot

Munk and Christian are planning for the shop's next 50 years. "It's a blessing to have a job," Christian said, "but best of all, I get to work on my dream cars, which are 911s. And it's that time of year when people want to get their cars ready for the season, so we've seen a lot of them lately."

Christian later demonstrated a brake flush on John Else's car. "For safety, Porsche Club wants to see one no less than six months before a track event," says Christian. "We recommend doing it in the spring, so it'll be good for the track whole season."

Zone 4 Representative Lori Schutz talked about upcoming

SEM events, including a police escort to the car corral on Belle Isle for the Detroit Grand Prix. "Last year we passed dozens of unhappy Corvettes who had to pull over and let us pass. If you missed it last year, don't miss it again; it's a great time." Schutz also mentioned that there's been a reprint of her father's book, "The Driving Force." Peter Schutz's book is a must-read, if you're a Porsche enthusiast!



Zone 4 Rep Lori Schutz outlines details for the Porsche Car Corral at this year's Detroit Grand Prix

Michael Cohen of SellYourSportsCar.net was on hand to talk about buying and selling the cars of your dreams. "We can help you find just the right car, and we can also help the right buyers find you. Those are all services we provide."

(continued on page 24)

If your summer car is competing with gardening and other summer equipment, Brian Schwartz of My Toy Garage has you covered. "We'll store for the winter, or all year. You won't be able to get your car out during the winter, but there's electronic access come spring. For those who are here year 'round, we also have tools and other amenities, plus there's the social aspect of catching up with others when you pick up and drop off your car. We want you to think of it as your garage away from home."

Joe Planck, a Munk's tech, demonstrated Munk's an extended "Car Care Report™" using a bore scope, doing a compression test, leak down test, and scanning for cam deviation on a 996 motor on a stand. "It passed all of our tests and is ready to go back in the car." Planck then answered questions about IMS bearings, bore scoring of the cylinder head walls, and compression.

D.E. chair Steve Carbary inspected Gretus Hoogstraat's Boxster's readiness for the club's first D.E. of the season on May 10th. He and Erik Ohrnberger inspected a total of five cars that day. All passed with flying colors, and will get a trackside safety inspection on the day of the D.E.

Munk himself was blown away with the attendance at the first tech session of the year. "In all of our years, we've never had this many people in the shop at one time." Additionally, Munk answered his Frequently Asked Questions, including, "What was your first car?" ("a 1962 VW Bus"), "how did you get that car in the lobby?" ("the windows by our front door are actually a door so we can open both halves all the way and drive the car in") and "how many hours a day do you work?" ("about 13, but don't feel sorry, because it doesn't feel like long days when you love what you do.")

Munk's Motors, which originally opened its doors in Pontiac as "The Bug Shop", is celebrating 50 years in business: 1969-2019.



Technician Joe Planck inspects a 996 engine using a bore scope



There were nearly 80 people in attendance at the April tech session



Cars on lifts



Erik Ohrnberger and Steve Carbary give a thorough tech inspection to one of the five track cars that came for inspection



Chris Braden identifies the correct brake sensor for the job



Steve Carbary pronounces Gretus Hoogstraat's Boxster ready for the season's first D.E.

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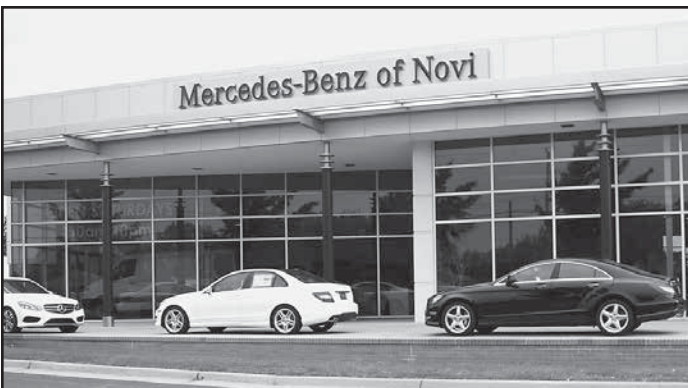
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Business Meeting Minutes (4/4/19) by Fred Young

APRIL 4, 2019

In attendance: Board Members: Fred Young, Marc Molzon, Steve Carbary, Gretus Hoogestraat, Lucas Phan, Lisa Molzon, Howard Gilson, Walter Crump, and Michael Cohen. Officers: Temple Cumiskey, Mark VanderEyck, Chrissy Crowe and Jim Williams. Guest: Lori Schutz.

Call to Order: 7:00 p.m. by President Gretus Hoogestraat

Minutes: Moved by M.M. and L.M. to approve. Motion passed.

Financial: Temple Cumiskey - Everything is in order. Temple is moving to Florida and he will transition the accounts to the new treasurer. Moved by L.P. and S.C. to approve. Motion passed.

Membership: Lisa Molzon - 1090 total members. We are up ten new members.

Insurance: Steve Carbary - Needed for Munk's Tech Session, Street Survival School, Autocore Tech Session, Spring Tour, May DE and Spring Tour.

P-4: Mark VanderEyck - Mark went over the May content to be published.

OLD BUSINESS:

Appointment of a New Treasurer: After reviewing Mr. Williams qualifications, it was moved by H.G. and L.M. to appoint Jim Williams as the new club treasurer. The motion passed and Jim was welcomed as the new treasurer.

Bylaws: Fred Young - After a discussion about the bylaws, it was moved by F.Y. and H.G. to reaffirm the bylaws and send a copy to National for archiving. Motion passed.

Toledo DE Meeting: Steve Carbary - HANS devices were again discussed with no action taken. This will be reviewed at the end of the DE season.

March 16: Ford Rouge Tour: Lucas Phan - 23 members attended and partook of good food and a great plant and museum tour.

April 13: Munk's Tech Session: Steve Carbary will take care of waivers and insurance.

April 20: DE-101: Steve Carbary - Seven registered so far.

April 27: Swap Meet: Michael Cohen - Lunch is furnished. Requests for nine tables so far.

May 4: Street Survival School: Marc Molzon - Ten instructors and seventeen students are signed up as of now. Will reserve the date for next year at the same cost.

May 10: DE #1: Steve Carbary - Forms are updated and waiting for signups. Sponsors are on board. At the end of the DE season it will be reviewed how it worked out to assign instructors that own HANS devices to students with cars that require them.

May 18: Autocore Open House/Tech Session: An ad is in the P4.

May 19: Spring Tour: Lucas Phan - Members are signing up. Audio visuals are available at the restaurant..

May 31: #Belle Isle Grand Prix: Lori Schutz - All set. Volunteers are scheduled. Will have guest speakers. Gretus Hoogestraat will orchestrate the Caravan on Saturday morning from The Henry Hotel to Belle Isle.

June 15: #Toledo Art Museum: Cancelled

June 30: Waterford Hills Family Day: Fred Young - Date is secured

July 6: #Gilmore Deutsche Marque: Fred Young - An ad is forthcoming highlighting the German Car Show with over 400 German makes and models.

July 13: Progressive Dinner: Need one more host home.

July 21-27: Porsche Parade: Gretus Hoogestraat - There will be off-road tours this year.

August 18: Picnic and Concours: All set.

December 7: Holiday Party: Gretus Hoogestraat - Deposit was made to the Heathers.

Charities: Chrissy Crowe - Safe House Center was brought forward as a possible charity for an event.

Webmaster: Gretus Hoogestraat - The website was submitted to National for a possible award. Links were added to Parade registration. Changes were also made to the mobile version.

Event Reports: Fred Young - Needed for the Ford Museum Tour

NEW BUSINESS:

Gretus Hoogestraat stated that the club could have an SEM License Plate if it garnered 500 signatures. The cost would be \$35.00 additional for the plate.

Marc Molzon was solicited for a car club event. There was no interest in it due to location. Mark will follow up with a Safety Chair concern.

Gretus Hoogestraat brought up the possibility of a gimmick rally. There were several safety concerns and it was not acted upon.

Meeting Adjourned at 8:58 p.m. - Moved to adjourn by S.C. and M.M. Motion passed.

Refreshments and Location: Thursday, May 2 - Walter Crump
Thursday, June 6 - Steve Carbary

= Not an SEMPCA Event

Respectfully Submitted: Fred Young - 3-10-19



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SEM/PCA Member Anniversaries - May 2019

Thanks to the SEM/PCA webmaster Erik Ohrnberger, we are pleased to now be able to recognize membership anniversaries each month.

Congratulations to all who have a membership anniversary this month!

Anniversaries are noted by the date the primary member joined PCA. Please let us know if we've made an error or omission.

YR	Name(s)	YR	Name(s)	YR	Name(s)	YR	Name(s)	YR	Name(s)
MAY									
47	William Lovett	18	Donald Kleist & Nancy Richardson	9	Dennis McDermott	4	Fred Andalora	2	Rob Schwab
47	David & Christine Renner			9	Mark Bellissimo	4	Scott Patterson	1	Suhas Chavannavar
43	Robert & Fayclaire Blau	17	James Marsh	8	Daniel Applefield & Lisa Walters	4	Dale Pearson	1	Richard Fermion
36	Gene & Dawn Kiesel	17	Michael Kelter			4	Thomas & Christine Grabowski	1	John McCarthy
34	Gregory & Kevin Priestap	16	James & Meghan Dyke	8	Ronald Hable	3	Joe & Mary Karey	1	Joe Farrell
28	Ray & Sharon Horn	16	Dale & Marilyn Goby	8	Matthew & Wanda Verdura	3	Rodney Corby	1	Ray Price
28	Frederick & Kathy Young	15	Gregory & Diane Gallagher	7	Steve & Julia Slane	3	Scott Kempf	1	Mark Luichinger
26	Charles & Tania Spurlock	15	Ron & Deborah Oye	6	Juan Valdez Vazquez	3	Jean Pierre Debailleul	1	James Holloway
25	Carole & Richardo Kilpatrick	15	Ron & Darlene Geb	5	Mikhail Karasev	2	John Zawacki	1	Walter Makupson
24	Gene & Denise Jordan	13	Ricardo Garza	5	Michael Yusaf	2	AJ DeSantis	1	Dan Bosoc
23	William & Antoinette Kreager	12	Glenn & Pamela Cumberland	5	Joel & Lisa Peltier	2	John Kuha	1	Rob Shick
20	Gordon & Christine Ford	11	Mark & Deb Panter	4	Nicholas & Nancy Bogaerts	2	Ademir Casco	1	James Amori
19	Richard & Carole Walker	10	Arthur Siteman & Nancy Cobb	4	Mary & Jim Fleischhauer	2	L.M. Sumler		
18	Angus & Karen Campbell	9	James Warner	4	Kiro & Paula Trendov	2	John Battista JR		

THE PLACE FOR PORSCHE & PARTS

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

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

FOR SALE: PORSCHE 928 COLLEC-TION – One or All. 1986.5 Red/Black. Nice original car, 5.0 Auto \$13,000. 1985 Euro S, ZZZ car, 310 hp, auto. Rare Prussian Blue/Blue full leather. Nice Texas car, could use a little paint work \$10,000. 1985 Euro S, ZZZ car, 310 hp, auto. Black/Black. Stored several years \$5,500. 1985 Euro S, ZZZ car, 310 hp, auto. Black/Black. Rare lightweight sunroof delete. Trans rebuilt, timing belt job half done \$3,000. 1983 US 5-speed manual. Slate Blue/Tan and Brown full leather, Cup 1 wheels. Front bumper needs paint. \$7,500. Take all 5 for \$35,000 OBO before 928 prices really take off. Call Ron 586-749-9804 (11/18)

FOR SALE: A BRAND NEW/UNUSED SET OF WINTER TIRES: (still wrapped). Brand: General Altimax Arctic (Continental brand) – Received excellent reviews; Size: 235 / 45 x 17; Price: \$310 (new \$480); Contact: Michael Eblenkamp, 248-495-0962 or: michael.eblenkamp@gmail.com. (11/18)

FOR SALE: TIRES AND WHEELS: 17" Turbo Twist wheels from a 2001 911 Carrera 4. Tires are Conti Sport Contact. 2-205-50 ZR17. 2-255-40 ZR17. Wheels and tires are in excellent condition. Best Offer. Bob 586-899-8440. (1/19)

FOR SALE: 1982 PORSCHE 911SC TARGA: Guards red w/black leather. Excellent driver. 99,236 miles. no apparent rust. Clean Carfax. Certificate of Authenticity. \$38,500. Contact: michael@sellyoursportscar.net. tel. (248)227-8604. (3/19)

FOR SALE: VERY RARE PORSCHE 911 METAL FENDER BADGES. I've not seen another set-in full color. I've not seen these before or since. I don't know the make, possibly a Porsche (?), but they are high-quality pieces. They come in a custom leatherette box designed for the pieces. Hefty weight and design. Perfect for 996's or 997's. Minor peal on the side of one badge, but not affecting the front image (you wouldn't notice unless I pointed it out to you). Please inspect for yourself and make an offer. Asking \$750.00 obo. Contact: Tim Hartge 248- 514-0987. (3/19)



Welcome New Members:

Daryl Adams
Gregg Barry
DonTai Crump
Alex Rapanos
Dennis Ross
James Scohy
Jill Wilke
Gary Egbert (Transfer)
Rizwan Mufti (Transfer)

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Around The Zone

BY **LORI SCHUTZ**, ZONE 4 REPRESENTATIVE



Hi Zone 4,

The month of March kicked off with our very successful Driver Instructor Refresher Training sponsored by Northern Ohio Region, run by Lori and Bob Bryant. We had over 65 in the room, and 20 via webcast for the morning of education and fun. The rest of the month I was actually mostly out of Zone 4 for PCA activities.



Photo 1 DE Instructor Training Refresh led by Lori and Bob Bryant.
Photo by Lori Schutz



Photo 2 At Porsche Cars Canada and Upper Canada Region - with Tina McMullan, Lori Schutz, CEO Marc Ouayoun and Kathrin Menge.

On March 12th, I drove up to Toronto to present my father's story to the team at Porsche Cars Canada. In the evening I joined the Upper Canada Region for the monthly social at the Porsche Centre North Toronto Dealership.

Then off to Austin, Texas to visit with

good friends Ed and Tracey Gross from Hill Country Region PCA, to attend the inaugural IndyCar Classic at Circuit of the Americas. We are in for a fantastic Indycar season, setting records such as the youngest ever winner – congrats to Colton Herta.

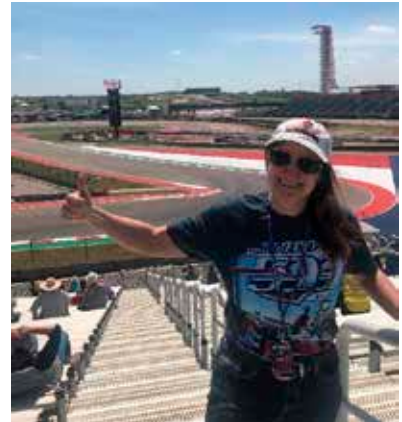


Photo 3 Lori at Circuit of the Americas in Austin TX for the Indycar Classic weekend with Hill Country Region.



Photo 4 Lori Schutz with Memo Gidley at the Zone 8 PCA Club Race.

I put my National Scrutineering gear on the final weekend in March, and joined good friends for the Zone 8 California Festival of Speed. This is a full weekend of a show featuring the 356 and 914 models, a taste of autocross, swap meeting, vendor fair, time trials and of course my favorite, the PCA Club Race on the Autoclub Speedway Roval in Fontana, CA. One of our Provisional club race endure co-drivers was Memo Gidley, who drives Prototypes in the IMSA series.

Looking forward to getting set for lots of great spring Zone 4 events including the Mid Ohio Club race May 17-19th, and the Detroit Grand Prix on Belle Isle Porsche Car Corral. Please contact me for more information or region websites.

And most of all, getting our Porsches back on the roads and tracks.

See you soon --- Lori

PLEASE JOIN US FOR THE SEM PROGRESSIVE DINNER

Date: July 13, 2019

RSVP: PATTI DOOR AT 248.207.7617 OR
pdoor@sbcglobal.net



When you send or call your RSVP please
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Join us for the evening that will begin at 4:00 pm.

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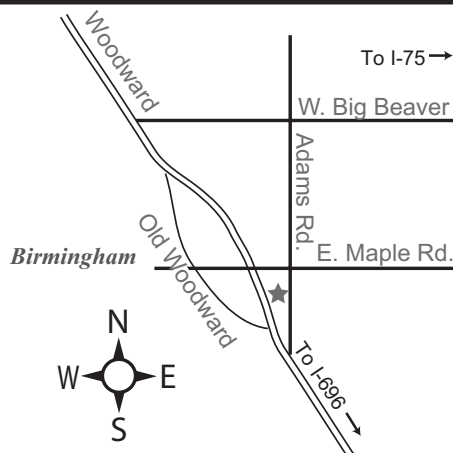
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