

18

Porsche Trip of a Lifetime

# UPCOMING SEM AND PCA SPONSORED EVENTS SEE DETAILS INSIDE



Ladies Only Drive



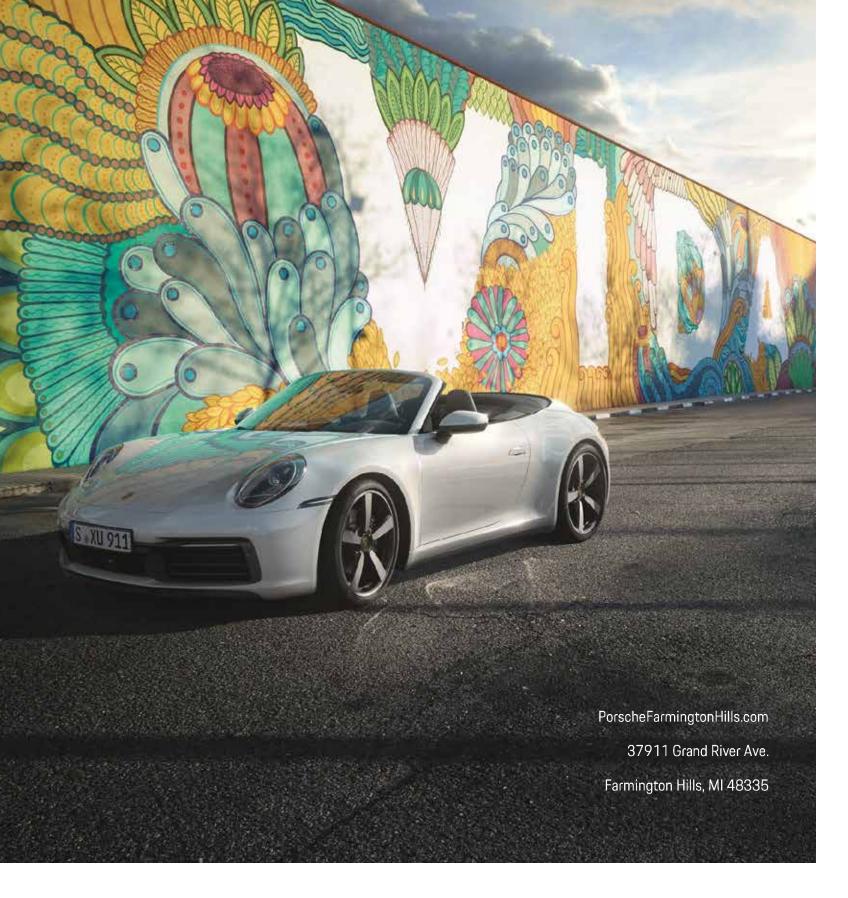
Drive Your Porsche Day



Detroit Concours



The Pit and the Porsche





Porsche of Farmington Hills

## PORSCHE PUSHERS PRIVATE PAPERS

OFFICIAL PUBLICATION OF THE SOUTHEAST MICHIGAN REGION, PORSCHE CLUB OF AMERICA

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#### ON THE COVER:

Dave Renner and Bob Amano with a 356 sculpture at the Porsche estate "The Schuttgut" in Zell am See, Austria.



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## 2023 SEM/PCA CALENDAR

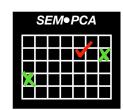
#### **NOVEMBER**

- **Business Meeting & Planning Session**
- Street Survival School
- 10 Membership Dinner

#### **DECEMBER**

- **Business Meeting**
- 16 **Holiday Party**

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



The club has reset & updated the club calendar. PLEASE download the NEW SEM / PCA CALENDAR Link to instructions on how to add SEM / PCA Calendar to your PC, Laptop, iOS, Android and Windows devices. https://sem.pca.org/2017/11/27/new-calendar/

The New SEM/PCA Website/Cellular Calendar is now ready to be DOWNLOADED Keep up to date on all the SEM/PCA events. Get the latest most up to date information.

#### **ATTENTION MEMBERS** Stay abreast of the latest PCA/SEM News!

Please log-in to pca.org (Membership/My Account/Edit tabs) to verify your contact information is up to date. Numerous members have missing or incorrect E-mail addresses.

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#### **BUSINESS MEETINGS**

Business meetings are typically held on the first Thursday of the month at various locations. Please note: for anyone interested in attending future Business meetings, please contact any board member.

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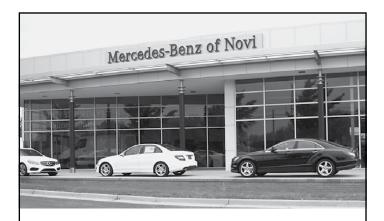
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Full color digital copies of the current and past P4s are available at sem.pca.org

Much of the electronic P4 newsletter is now hyperlinked.

(i.e. click on the cover highlights to reach the articles, table of contents event call outs to get to the ads, event ads to reach ClubRegistration and advertiser ads to get to their websites.)



# President's Column

BY HOWARD GILSON - SEM PRESIDENT

Dear Fellow Southeast Michigan PCA Members,

The club had a slow month in October, with the Fall Color Tour as the only event scheduled for the month. The Fall Color Tour is one of the largest driving tours of the year and the last one of the year. We hope that the club members had a great season of driving on the Spring, Solstice and Gilmore Tours. I would like to thank Lucas Phan, Chris Bohr and Lisa Molzon for organizing this year's spring, summer and fall driving tours.

The Southeast Michigan PCA will host the Street Survival School for teenage drivers on November 4th. If you have a teenage driver, this is a great event for them to learn car control in a safe environment. We have moved this event from spring to fall in hopes that the club teaches teens new skills before the winter driving season.

On Friday November 10th, the SEM/PCA will host the annual Membership Dinner. We will have the event at Sugerbush Golf Club in Davison. We know that Davison is a distance away for some of our members, but we feel that if you look at it as a scenic drive and take some back roads other than highways it will be a delightful drive to the event. The club will be talking with our members about different events and how to get more involved within the Southeast Michigan PCA.

The Southeast Michigan PCA has a new event that we are going to try this winter. On Friday December 1st, the club plans on meeting for dinner and doing a drive through the Wayne County Holiday Lightfest along Hines Park. This is in hopes that we get families and junior PCA members involved in an event that they might be excited to attend. We also will take this opportunity to get the Cayennes, Macans and Panameras more involved in a driving tour.

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We will also invite you to bring your daily driver as we know most of our members store their Porsches over the winter.

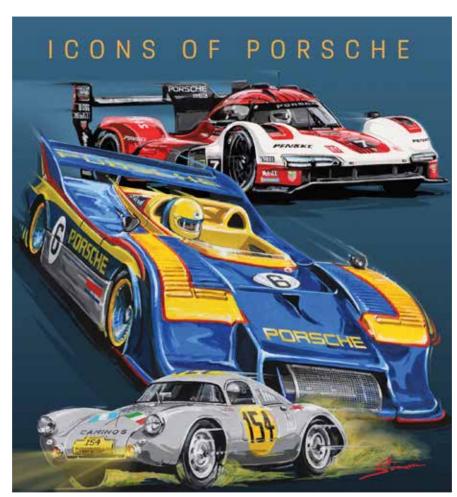
Then on December 16th, the club will host the Annual Holiday Party and Silent Auction at Red Run Golf Club in Royal Oak. If you have items that you would like to donate for the Silent Auction please contact Patti Door 248-207-7617. All donations and proceeds from items sold at silent auction will go to the Mi Cookie Project Special Athletes.

We had a great HPDE season and I would like to thank Marc and Lisa Molzon plus Steve Carbary for organizing the events. I would also like to thank the sponsors for the HPDE season; Munk's Motors, Autocore Performance Group, Nikolas Motorsport and Guardian Recovery Services.

The Rennsport Reunion 7 was at Laguna Seca at the end of September and I had long planned to attend this event since I had missed out on the previous six Rennsports Reunions. It is too bad that this event only comes every 5 to 7 years. It has been at Laguna Seca six times and once at Daytona International Raceway. I was lucky enough that the organizers of Rennsport Reunion 7 did a live YouTube video of the happenings over the weekend. It is not like being there in person, but I was able to get a feel for the event. This is a bucket list event that I have to attend before too long. Hopefully, I can get to Rennsport Reunion 8.

Until next month.
Thank you, Drive with Spirit!!!

Howard Gilson President Southeast Michigan Region Porsche Club of America







#### SPONSORED EVENT -

#### IT'S NOT JUST THE CARS -



# 2023 Annual SEM/PCA Membership Dinner Friday, November 10th, 6pm

Enjoy a ride into the country to join us for socializing with members and dinner with a view at the lovely Lakeview Restaurant at the Sugarbush Golf Club in Davison.



Register and view details on Club Registration (Event 13842) https://clubregistration.net/events/signUp.cfm/event/13842 or scan QR code below

No advance payment required - menu ordering, cash bar and individual checks supplied.

Registration by November 6th is required in order to attend.



Contact
Lisa Molzon
with Questions:
248.318.1570
or
LakeLisaS@gmail.com







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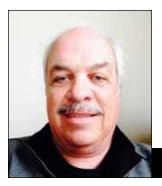
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#### Rod Ends and Ball Joints



ARTICLE BY TOM FIELITZ

Some of the more critical parts of our cars that we give little thought to and even less attention to are the myriad of rod ends and ball joints that are scattered throughout the car. Spherical rod ends, sometimes called Heim joints, and ball joints that can sometimes be interchanged with rod ends are metal parts that join two mechanically connected pivot points. They are essential to the smooth and long wearing aspect of car operation. A considerable amount of design and engineering goes into each part of a connector which has to factor in the stresses and loads carried by the bearing as well and the environment it will operate in plus even the number and cost of the required bearings. The advantages of rod ends and ball joints are packaging space, reliable point to point dimensions, consistent operation and corrosion resistance. The disadvantages are precision machining plus the associated costs of material, assembly and maintenance. The bearing surfaces themselves may be direct metal on metal, roller or ball bearing, in addition to a coated or rubberized bearing. They may be encapsulated in rubber boots, simply open sided or in a ball cup. They may be permanently sealed in grease or other lubricant and may even incorporate a connector to feed lubricant to the bearing surfaces. More modern cars adopt connectors that require less and less service and maintenance. Another trend in modern cars is to replace the rod end or ball joint where possible with an electronic connection and mechanism. Of course, some situations like suspension points will always require a ball joint.

In selecting the proper ball joint or rod end there are several basic factors in play. The first consideration might be the two pieces that are being connected and whether the connector piece is a threaded rod or an internally fitted threaded connector. After that, will the connector have right or left angled threads, what length will be threaded and what pitch of thread will be used? Considering the loads applied to the part will determine the material to be used, whether a casting is sufficient or precise machining is required. Considering the exposure to water, dirt or even harsh chemicals will determine if the connector needs to be protected with a rubber boot. Service requirements and wear loads will dictate lubrication needs and sealed as opposed to open sided designs. Load considerations and requirements for locating the rod end or even the ball joint can dictate the need for locating spacers or washers, locking nuts or in some extremes even safety wire.

Rod ends and ball joints are other linkages connecting mechanical levers, but also can be load bearing members. A tie rod end can connect the steering gear to wheel spindles, while the ball joint can take the suspension load from the wheel spindle to the chassis or suspension arm. In some formula or sport car racing applications, I have seen a stout forged stainless steel rod end serve as a ball joint or connecting rod. But, incorrectly applied, rod ends can have catastrophic results when the rod end fails and the threaded end shears off. The tie rod end was a correct rod end application, but even that can fail if the rod end runs at acute angles and stresses the part in a direction it was not designed to handle. A good example happened to me on a rod end connecting an anti-sway bar from a suspension arm to the chassis. Straight up and down the rod ends handled the stress, but when run at an angle, the forces exceeded the design strength of the threaded portion of the rod end and it sheared off. Stress loads are a usual cause for excessive or rapid wear and lack of lubrication or bearing contamination is the other common cause for failure.

Since rod end and ball joint wear is an expensive maintenance and replacement expense, much consideration goes into lubrication and protection. Most ball joints are protected by rubber boots and either permanently lubricated or sealed or protected by lubrication fittings. Much advancement has been made in the lubrication material itself, including coatings such as Teflon or Nylon. Part of the service routine for these parts is through simple inspection. Rubber boots must be intact and not leaking lubricant. Open rod ends must be clean of debris, lightly lubricated and should show limited wear when gripping and turning the rod end through a minimal degree of motion. Any excess clearance or noise in the bearing itself requires its replacement. Another common ball joint is the ball and socket cap often used in fuel delivery systems and in pedal assemblies. Cars such as my mechanically injected 911E can have as many as sixteen of these ball and cap connectors. It takes precise measurement and maintenance to synchronize all of these connectors and rods.

Understanding the applications of the various rod ends and ball joints will ensure safe and sure operation of your car.

#### Ladies Only Drive



ARTICLE BY PATTI DOOR - LADIES ONLY DRIVE CHAIR

It is really hard to find different places to take the ladies to after almost 20 years of events. This year I was thrilled to have a PCA member from Ohio contact me wanting to know if she could join us this year. Not only did Deedee join us she brought a navigator, Lisa.

To start the day, after packing the car, I headed to I-275 to get to our meeting place at Laurel Park Mall. I arrived early and to no surprise to my family took a walk through Von Maur, but then I got anxious to get back to meet with the girls and did not spend any money.

Dawn Martindale and Linda Walton were the lead car in a white 911 Cabriolet. Everything was going smoothly on great roads then suddenly everyone was on their brakes. When I moved a little closer I saw what was almost Leo and Tom's dinner for the evening, pheasant under glass.

As we entered Livingston County we picked up another car at the end of the group. This SUV was black and white and did not sport a Porsche crest, nor had the driver signed the waiver! Clearly they did not understand that I was the group sweep vehicle. The speed limit was 40

and then 50 mph. My eyes were glued to my speedometer. Once the temporary sweep decided to deviate from our planned route and the light turned green we continued at the speed limit, but all of us knew we needed to make up some time because we were going to be late for our lunch reservation. In fact, when Peggy Goldberg and Suzanne Gilson walked into the Common Grille, they were in the process of tearing our table for twelve down because we were a half hour late. I felt terrible that I hadn't heard the phone calls they placed to me, but a 2000 Boxster is not compliant with Michigan laws as it is not equipped with hands free calling.

Everyone thought that it was the best Ladies Only Drive to date. We were all laughing so much that we forgot to take any pictures. The route we took had not only great roads, but also beautiful scenery. I am planning to take this route again when the colors change and before the Boxster is put up for the winter because it will be absolutely gorgeous. Text me if you would like the route instructions.

Please join us for next year's drive and meet all the wonderful ladies that come every year.



Starting on left:

Patti Door Crystal Robinson Sabrina Crump Chrissy Crowe Marilyn Amato Lisa Molzon Peggy Goldberg Linda Walton Dawn Martindale Lisa Falgiano Deidre Lyell Susan Gilson



#### SPONSORED EVENT

# 2023 Holiday Party & Silent Auction

SATURDAY, DECEMBER 16, 2023 AT 6PM

RED RUN GOLF CLUB, ROYAL OAK (2036 ROCHESTER ROAD)



EVENT COST
SEM/PCA PRIMARY/AFFILATE MEMBERS - \$60 / PERSON
NON SEM/PCA MEMBERS - \$90 / PERSON

Valet parking available
Cash Bar (No Checks or Credit Cards)

# ENTREE CHOICES: CHICKEN PICCATA, FILET OF BEEF OR SALMON

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Please consider donating a silent auction gift or check to our charity:

Mi Cookie Project Special Athletes

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



REGISTER, PAY AND SELECT ENTREE AT CLUBREGISTRATION.NET https://clubregistration.net/events/signUp.cfm/event/13888
REGISTRATION DEADLINE IS DECEMBER 2, 2023

#### Drive Your Porsche Day



ARTICLE BY CHRISSY CROWE - DRIVE YOUR PORSCHE DAY CHAIR

PHOTOS BY GRETUS HOOGESTRAAT AND ROBERT DANIELS



Every year in September, SEM conducts the Drive Your Porsche Day tour in honor of the Porsche's birthdays. Ferdinand Porsche was born on September 3rd 1875. His son Ferdinand Anton Ernst Porsche, known as Ferry Porsche, was born September 19th 1909.

I recently organized our tour for the 4th consecutive year, and this time around, it was quite a challenge. Despite strong winds, partly cloudy skies, and temperatures in the upper 60s, we made the most of it and had an unforgettable time. David Stetson, our Zone 4 Representative, and his wife Stephanie, who are from Mid-Ohio, made a special trip in their 987 Boxster on Sunday morning to join 29 other members at the meeting location, "Sonotronic Ultrasonics Technology" in Wixom, MI. At 12:00 PM. One of SEM's past presidents, Gretus H., and I opened the registration, checked in the attendees, confirmed their registration, and issued wristbands.



- 1. Drivers Meeting
- 2. Meeting location at Sonotronic Ultrasonics Technology

This year, the drive was scheduled to be in two parts, but unfortunately, one of my lead driver's car broke down the night before, and mine on the way to registration, what can you say? So, the responsibility of the drive was in Jennifer's hands. Everyone started to line up on time. Jennifer led the way, and off they went.

As everyone arrived at the Octopus Beer Garden, five cars were lined up in front of the establishment: Five exquisite Porsche models were lined up in front of the establishment, each one distinct and unique in its own way. The Macan, with its bold and confident stance, exuded a sense of strength and power. The Panamera, with its sleek and elegant design, conveyed a sense of luxury and refinement. The Spyder, with its sporty and aggressive look, hinted at the performance capabilities of this iconic car brand. The Boxster, with its timeless and classic style, evoked a sense of nostalgia and admiration. And finally, the 911 model, which was celebrating its 60th anniversary, stood out with its legendary design and heritage, reminding us of the rich history of this iconic car brand. Together,

these cars represented the various changes made to the Porsche models over 75 years, showcasing the brand's commitment to excellence and innovation. The food and beverages at the Octopus Beer Garden in Mt. Clemens were excellent and very reasonably priced. We served birthday cake and non-alcoholic champagne for the birthday party celebration. The weather was warm enough for the outdoor dinner location to be under the tent, yet windy enough for the balloons and a few decorations to find their way into the wind. Everyone was given a thank you party gift bag.

I want to express my gratitude towards all the volunteers who helped me in hosting an SEM event. I couldn't have done it without them. It was my fourth experience hosting such an event, and I enjoyed it thoroughly. I would like to thank my amazing team, consisting of Christy R., Megal C., Gamaryi C., Steve U., and Bobby Tarchinski, for their contribution to the event setup. I also extend my sincere appreciation to Jennifer Livernois, who served as our lead driver. I am grateful to Gretus Hoogestraat and Robert Daniels for capturing the event images. I would like to thank Michael Cherdron and Tonia Halas for providing us with the meeting facility and restaurant. A big shoutout to David Stetson for not only being our Sweeper but also our guest of honor. David, you rock! My greatest thanks are to all of "YOU" that joined us in this celebration. Thank You, stay safe and I'll see you next year.

#### **MORE PHOTOS ON PAGE 17**







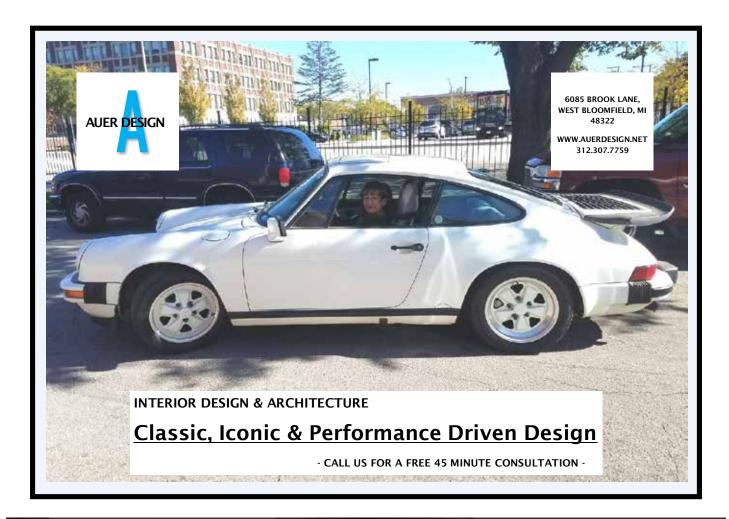




- 3. Off we go on the Tour.
- 4. Group leader Jennifer Livernois ready to ride.
- 5. The 75th Anniversary display of Porsche's generational model changes Macan, Panamera, Spyder, Boxster and the 911, which is celebrating its own 60th Anniversary.
- 6. Parking at the Dinner location "Octopus Beer Garden"

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2



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#### Drive Your Porsche Day (continued)













- 7. Zone 4 Rep. David Stetson enjoying his special gift.
- 8. Outside Dinner
- 9. Members enjoying the Dinner.
- 10. Ronald Daniels Cayman,
- 11. After Dinner Socializing
- 12. Porsche's Birthday Cake (Forest Green being his favorite color.)
- 13 Take home Party Gift Cup Cakes in honor of 60 years of the 911 and 75 years of the Porshce Brand.



#### Porsche Trip of a Lifetime (continued)

## Porsche Trip of a Lifetime

ARTICLE AND PHOTOS BY BOB AMANO - SEM MEMBER



It all started with a phone call from Dave Renner. He and his son, Matthew, were going to Germany to participate in the official Porsche 75th Anniversary activities at the Porsche Museum and at the Hockenheim Ring. Matthew had to leave for work on Sunday, June 11th, and Dave asked if I would like to join him for an eight day tour of Germany, Austria and Switzerland visiting some of his Porsche friends, RUF, the Switzerland Porsche Club 75th Anniversary gathering, various Porsche Museums, the Mercedes Museum and the Porsche factory tour. Before I could finish telling Marilyn about the phone call, she said "You're going!!" and she offered to get my suitcase even though the departure date was over a month away.

After attending the local 75th Porsche Anniversary Event at the M1 Concourse on Saturday evening, I was on a plane to Frankfurt, Germany the next day. Dave met me at the airport and we were then off to Zurich, Switzerland to visit his friend Marco, who happens to be a long time remote Southeast Michigan Region member. We went to Marco's office/museum/small parts storage area to catch up on the latest Porsche news. I had met Marco several years ago at the LA Literature and Swap Meet. We went

to Marco's underground warehouse the next day to see his cars and more Porsche parts. Marco bought long time SEM member Bill Lovett's Champagne Yellow 1965 Porsche 911. Marco showed us a NOS (new old stock) Porsche 910 fiberglass body and chassis parts. Marco also has a 356B Roadster, a 914 and a 1968 Soft window 911 Targa.

Wednesday we went to Pfaffenhausen, Germany to visit RUF Automobiles. Alois Ruf and Dave had met many times over the years and he treated us like family. Alois and his wife Estonia gave us a tour of his vehicle workshop and manufacturing facility showing us each step of the assembly process for the RUF vehicles they produce. The new CTR Anniversary model has a carbon fiber body that looks like a 911, but is slightly larger in all dimensions than the original 1987 CTR. The design was tweaked by former SEM member and designer Freeman Thomas, who now resides in California. The engine is a bespoke 3.6 L twin turbo with 710 HP. Alois also has a Porsche certified service center across the roundabout from his showroom / manufacturing facility. Here, Dave was able to lift the bare CF shell of the CTR. After having lunch with Alois, his wife Estonia and a customer from Thailand, we were taken

to Ruf's private car collection that he calls his "Gmund" a few miles away. This facility also had a restoration shop that was working on his father's 356. His father sold this car when his family grew and Alois recently tracked it down and bought it back. Ruf's personal car collection is housed in a renovated former grain mill. The collection is quite diverse ranging from the original 1987 CTR, nicknamed the "Yellowbird" to a current off-road 911, 356's, various 911 RUF vehicles, a Carrera GT, Jaguar XKE's and a 1963 Chevrolet Corvair (rear mounted flat six air cooled engine). We had planned to spend one hour with Alois, but it turned out to be a five hour visit.

Thursday we visited Dave's Porsche friends Helga and Ekki in Kitzbuhel, Austria. It was amazing to see his study filled with Porsche memorabilia and to hear the many stories associated with his Porsche experiences.

Next we went to the Porsche dealer in Zell am See, Austria to see their Porsche inventory and to inquire about Kafer. Kafer was a long time Porsche employee and former 917 driver and mechanic who had a close personal relationship with both Ferry Porsche and these days with Wolfgang Porsche. Dave had contacted Kafer and set up a meeting with him for the following day. We left the Porsche dealer and headed for the Grossglockner High Alpine road. The Chinese hybrid SUV that we rented was not the ideal vehicle for this road, but it was good to take it slow for photographs. About three quarters of the way, we came upon Ferdi's F.A.T. Mankei Coffee Shop at the 7200 foot altitude. Ferdi is Wolfgang's son. The coffee shop had just opened two weeks prior and features a glass display garage. Too bad there wasn't a Porsche in the outdoor display. We had an apple strudel and cappuccino and then kept going until we realized how late it was getting. We turned around and I drove back to Kitzbuhl.

The next day we went back to Zell am See to meet with Kafer. He took us to the Porsche estate, The Schuttgut, nearby. We were able to walk the grounds and see the Porsche Family mausoleum and the vehicle storage building. Kafer invited us to take a drink from the fountain that was in front of the house, so we all enjoyed a drink.

Dave and I then went to the Porsche Automuseum in Gmund, which is owned by Helmut Pfeifhofer, to see where the first Porsche cars were built in 1948. It had vehicles ranging from the VW Beetle, Porsche tractor,





- 1. Mollis car display.
- 2. Dave, Marco and Bill Lovett's 911.
- 3. 910 NOS tail section.

356's, 911's and the 919 Prototype race car. It also had a display of the evolution of the 356 and 911 engines.

(continued on page 21)

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# Genson's Greetings



# from Munk's Motors



3080 W. Huron St. (M-59) Waterford, MI 48328 service@munks.com 248.681.8081











- 4. Dave lifts the carbon fiber CTR Anniversary body shell.
- 5. Ruf Yellowbird.
- 6. Him, Dave and Alois.
- 7. Display garage at Ferdi's Coffee Shop with Dave.
- 8. Ferdi's F.A.T. Mankei Coffee Shop.

(continued on page 22)

#### Porsche Trip of a Lifetime (continued)













Next we were off to Salzburg, Austria to see the Red Bull Museum. This contained a multitude of racing planes and cars. After touring the museum, we went to the local Salzburg Porsche dealer. The showroom was closed, but the number of cars inside was incredible, including a new Cayman GT4 RS and a 992 Carrera GT3 RS. Customer, used cars and new stock cars were all around outside the building.

The next day, we went to Hans-Peter Porsche's TraumWerk near the German village of Anger a short drive from Salzburg. The main features are the collection of tin toys and model trains produced over the past 150 years. The

(continued on page 27)







- 9. Bob, Kafer and Dave at Porsche of Zell am See.
- 10. Sculpture at the Porsche estate.
- 11. Bob and Dave at the Porsche Estate in Zell am See.
- 12. Porsche Estate Garage.
- 13 & 14. Ferry Porsche Mausoleum.
- 15. Porsche engine history display in Gmund.
- 16. Grund Porsche Museum.
- 17. Red Bull Museum. F1 race car.
- 18. Hans-Peter Porsche Car Collection.
- 19. Dave with Hans-Peter's cars.





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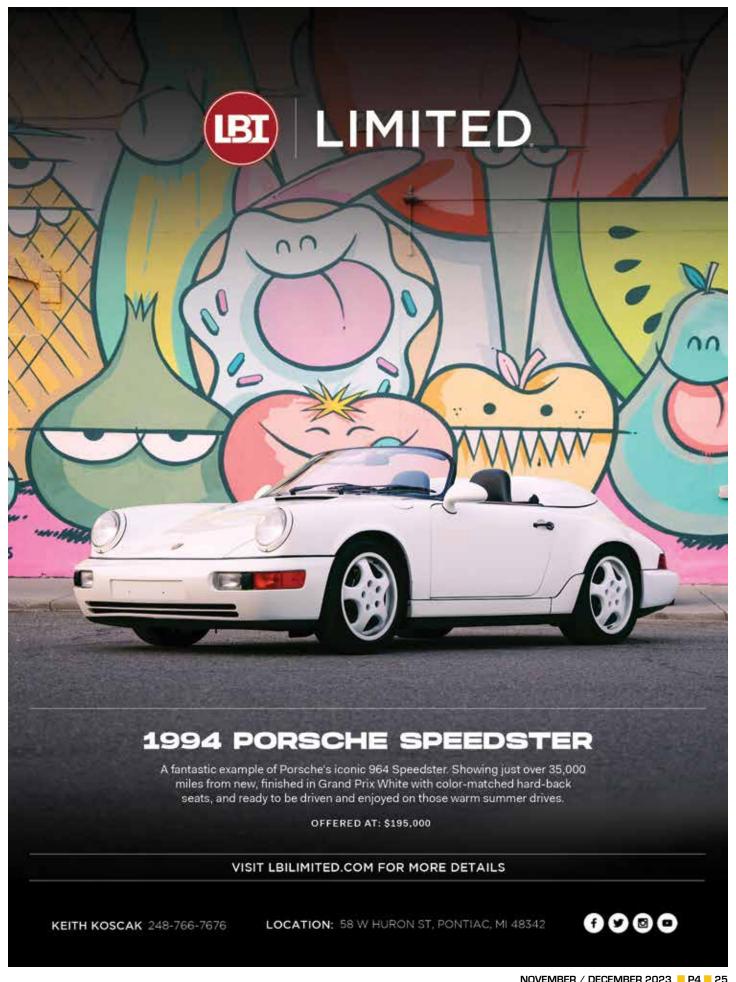
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#### Porsche Trip of a Lifetime (continued)













HO-scale railroad display covers over 6,000 square feet of the facility. There are 2.7 km of track, 180 trains, 80 cars, and a replica of Porsche Factory #1 Model and a Porsche Dealer Model incorporated into the set. Hans-Peter also has part of his Porsche car collection and his huge collection of antique tin toys on site.

From TraumWerk, it was on to the Mollis Airfield in Switzerland for the Porsche Festival, celebrating the 75th Anniversary at the largest Porsche meeting in Switzerland. Over 1000 cars were expected to be on the airfield. Porsche had new cars on display, including the 357 prototype design study, 992 GT3 RS, Cayman GT4 RS plus 911 Cup and 963 race cars. Porsche Exclusive Manufaktur, Porsche Classic, Porsche Tequipment and Porsche VIP guests were also on hand. The exhibition area was filled with personal Porsches that were just as interesting as the Factory displays.

Sunday we went to the Mercedes Museum in Stuttgart. They sponsor a car show every Sunday on the Museum grounds, so we took a look at those cars before going into the Museum. There were quite a few Mercedes vehicles along with VW Beetles, VW Busses and BMWs. There were also Ford Mustangs and Cougars, Corvettes, AC Cobras, Porsches and a Lamborghini Countach. The Mercedes Museum is quite impressive and should be included on your to do list if you are in Stuttgart.

- Now on to the main attraction, The Porsche Museum. I had never been to the new Museum, so this was on my bucket list. It was great to see some of the cars in person that I had previously only seen in pictures.
- On Monday, we returned to the Porsche Museum hoping to get on a Factory Tour. These are booked solid months in advance. We were put on a wait list with another PCA member from Atlanta. The next tour had one "no show", so the guy from Atlanta was able to join that group. The tour guide noticed our Porsche shirts and said that we could go too!! We saw the leather inspection/cutting area, leather installation on the instrument panel top and the 911 final assembly line. They were producing 125 vehicles per shift on two shifts and 60 vehicles on a night shift to catch up on outstanding orders. About one in every six cars on the line were GT3 RS's when we were there.

That afternoon we met some of Dave's friends at Porsche Exclusive Manufaktur and Porsche Classic. Boris and Arda greeted us at Building #4 where their temporary offices are located, while their office and delivery area at the Werks 1 building is under restoration. This building featured an employee used car showroom that contained vehicles available for purchase. A 911 Turbo Sport Classic, Cayman GT4 RS, 992 GT3 RS and various Sonderwunsch

(continued on page 29)

- 20. 963 at Mollis.
- 21. Porsche factory display at Mollis.
- 22. Capri and Mustang at Mercedes Museum car show.
- 23. Porsches at the Mercedes Museum car show.
- 24. TraumWerk Porsche factory.
- 25. Mercedes F1 race car at the Mercedes Museum.
- 26. Dave, Bernd and Thorsen at FLB.

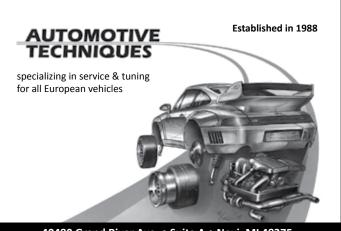
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#### Porsche Trip of a Lifetime (continued)

vehicles were available. Arda then gave us a tour of the large workshop. First was a 100 bay service area for all of the company vehicles. It was like going into a clean room, not a drop of liquid or spot of dirt could be seen. The Sonderwunsch area that had the vehicles being personalized with Exclusive custom options was the same. We saw carbon fiber seats being readied for special upholstery work, cars with special paint to sample colors, unique interior leather work and other features. There were several 992 GT3 RS's being worked on. There were also some Porsche show cars being assembled.

That evening we went to the Friends of Aircooled Boxer Motors (Freunde Luftgekuhlter Boxermotoren) Club House facility located in the city of Weissach. Dave is an associate member of the FLB club. We were hosted by the FLB President Bernd S. who works at Weissach for the Exclusive Manufactur group, Thorsen K. of the Porsche Design Activity at Weissach and Simone R. of Porsche Exclusive for a tour of the Club House plus the warehouse and workshop area. Quite a Club House, it includes five hoists where the over 700 FLB members can work on their cars and socialize.

Tuesday was our last full day and we decided to see if we could get a ride around the Nurburgring. The track was closed until 5 pm for private testing. Individual track rides were available in a Porsche 911 GT3 RS, but the price was more than we wanted to pay for a nine minute carsick ride. We toured the industrial complex adjacent to the Ring where many of the global auto manufacturers and related suppliers have facilities that support the testing activities performed in the area.

This was an amazing eight day trip and my words here pale in comparison to what we actually experienced. Dave's friends gave us unbelievable access to Porsche related activities and facilities.

Thanks Dave, for inviting me on this trip!!





**MORE PHOTOS ON PAGE 31** 

- 27. 917 crankshaft at the Porsche Museum.
- 28. 992 GT3RS ready for shipping at the Porsche factory.

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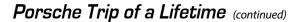
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- 29. Used 911 Sport Classic Porsche Sonderwunsch.
- 30. Used Cayman GT4RS Porsche Sonderwunsch.
- 31. Used 992 GT3RS Porsche Sonderwunsch.
- 32. Carrera GT and 918 at Porche Stuttgart.

#### **Detroit Concours**



ARTICLE BY FRED YOUNG - CONCOURS CHAIR

PHOTOS BY HOWARD GILSON - SEM PRESIDENT

Porsche's 75th Anniversary was once again celebrated at the Detroit Concours d'Elegance on Saturday, September 23rd at the Detroit Institute of Arts. Nine members of the Southeast Michigan Region Porsche Club were invited to exhibit their cars at this auspicious event. Parked together at a great vantage point for spectators were an assembly of various Porsche models ranging from Ron Roland's 1952 356 America Roadster to Bob Bogart's 2023 Shark Blue 911. Several cars were awarded ribbons and trophies. Bob Amano was one of those favored, his 1988 911 Cabriolet won the Style and Design Award. John Denyer also netted a trophy for his 997 Turbo S. Crowd favorite, Ron Roland's 356, received a Chairman's Award trophy along with a ribbon draped over the car.

Exhibitors were also treated to lunch and libations at the Detroit Club on the grounds of the DIA. Overall it was a fun day dining and conversing with club members and other car enthusiasts. Inquiries about the cars filled

a great deal of time as the interest was overwhelming. Hagerty Insurance, the sponsor of the concours, also gifted entrants with a wine carrying case with two glasses inside and a commemorative poster. They couldn't have been more gracious hosts along with their cadre of volunteers.

As an added bonus, Freda Gibin, longtime club member and wife of Bill Block, gave a one o'clock tour of the DIA for interested participants. She has been a docent there and also a volunteer at the Detroit Concours for a number of years. During the tour she touched on a number of highlights at the museum, which everyone found most interesting.

Over 150 world class cars and motorcycles were on exhibit around the grounds of the museum. On an adjacent side street, a number of food trucks satisfied the spectators' appetites. The day ended with an awards ceremony that had the winning cars drive up to the front of the museum to receive their awards.



#### **Detroit Concours** (continued)





**MORE PHOTOS ON PAGE 35** 

- 1. Ron Roland's 1952 356 America Roadster.
- 2. Several of the Cars on Display.
- 3. Line of Porsches.
- 4. Howard Gilson, Fred Young, Bob Amano, John Denyer, Bob Bogart, Suzanne Gilson and Michael Gilson.











- 5. Bob Bogart's 2023 Shark Blue 911.
- 6. Fred Young's 2002 guards Red 996 Coupe.
- 7. Bob Amano's 1988 911 Cabriolet.
- 8. Chris Young's 1988 Guards Red 928.
- 9. Howard Gilson's 2011 Boxster Spyder.





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(With apologies to Edgar Alle Poe)

ARTICLE AND PHOTOS SUPPLIED BY BRUCE KOPITZ - SEM MEMBER



Out of the frozen white Arctic bellows the brumal breath of Boreas. His exhalations shriek across vast Mongol plains and endless Russian Steppes. It slashes with knifeedged snow and transforms flesh into adamantine marble. Down through valleys, over rivers, hills and mountains, his ineluctable draughts roll east, east, east - until finally here. Here, in the nether reaches of his fury. Here, where our twisted tale begins. Here, where snow cloys to vetch on the banks of the Neckar, bristles the coats of Black Forest deer, and breaks the boughs of oak and pine in Zuffenhausen Germany, the birthplace of Flakbau. 'Twas '82 - so long ago, yet conscience pinches as though today. Circumfused in the caress of a crackling hearth, Flakbau's father and mother, Ferry and Dorothea Porsche, celebrate her birth. In the blindered purview of new parents, only wondrous events will decorate her fortunate life. But, chilled to brutishness by boreal cold, Fate's frosty eyes foresaw a bleaker future.

In my current fevered state of disordered thought, I imagine Flakbau as a babe - beautiful, pristine, new - perfect to the touch, with skin the color of frosted cheeks. But what detestable whimsy is this? What perversion of conscience

permits my detestable self these felicitous thoughts? Once, I had choice to deny evil. I ate the apple instead, and the charred perdition of my soul is the consequence. My fiendish actions cannot be undone. All that remains is this confession, replete in every gruesome detail, and scribbled so aptly on foolscap. Only then, perhaps: "Dimittentur peccata mea."

So, without further equivocation, I release the grisly facts to my patient reader:

This twisted tale begins on a bitter, drear evening. As the sun's faint glower dipped beneath the horizon, a miasma of gloom further enshrouded the world. On nights like this, creatures roam which you should never meet. One such dreg espied Flakbau relaxed in her yard, and recognized in her radiant integument, not simply the peerless pulchritude revealed to you or my better self, but emolument to be gained. This was the vulgar creature's profession – confiscate items of value, transport them to foreign domains, and sell them to the highest bidder. His talent was revealed in his nom de felonie: "The Distributor".

Absent any preamble, but with gruesome swiftness, the Distributor aroused Flakbau and drove her into the gloom of a covered lorry. There, she was lashed to the floor with chains and ropes, as tight as you would believe to quarter her. The lorry lurched off over inhospitable roads, exposing innocent Flakbau to ever deeper circles of Hell as every pothole threatened to tear her asunder. This journey proceeded without respite, save for a few brief pauses required by the mysterious "Ben Zin". By God's infinite mercy, after an eternity of such Beelzebub caresses, a brilliant morning sun defeated the night, and the lorry stopped. Fetid smells of dead fish and sounds of marine horns insinuated her cramped quarters. A sense of finality descended: Zuffenhausen, nevermore.

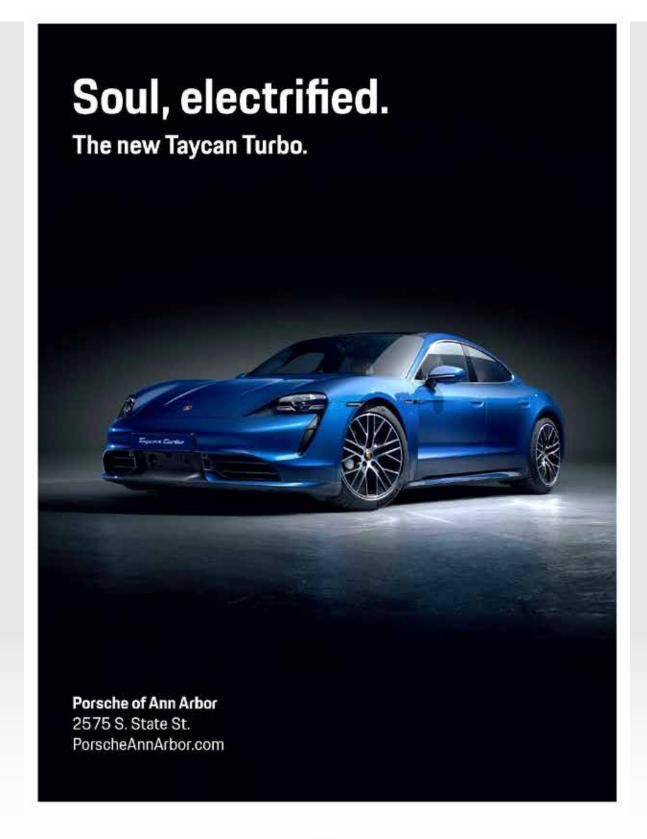
The Distributor freed the stretched Flakbau, and within moments, drove her off the lorry onto a quay. From there, she was directed up a swooning ramp, and then down, down into the belly of an enormous leviathan: A mammoth iron ship. Down into the stifling below-decks - the suffocating, unvented bowels of the vessel, an effluvium of nitre and rot. In this loathsome pit, her ghastly restraints were renewed. Time, feasting on minutes, grew to hours and days. Finally, all doors closed, and the stillness graduated to a slow sideways motion. The motion evolved into a rhythmic sway timed to three beats of a calm heart. This unwelcome repetition became the central feature of Flakbau's second transport. For weeks, she rocked naked over frigid waters, that sickening wobble her only stimulation. Absent even the dimmest crepuscle of illumination, her view was Hades without flames – a black and moldering void. When a reduction like this becomes all of life, for a length so long as to seem forever, how much

sweeter death? After a time unknowable, but weeks of a certain, the motion slowed, then ceased. For a moment, a glorious stillness enveloped the world. Then a burly longshoreman threw back the doors and announced to no one in particular "Welcome, hearties, to wild America!" Soon, the longshoreman freed Flakbau and drove her ashore into a freshening embrace of New World air. There, he loaded her into another lorry, to endure ligatures once more for a short and final transport. Her destination was a landlocked vessel called the "Dealer Ship". There, he released her without restraints into a fenced yard lined with green lindens and flaming fire bushes. Perhaps it was the dichotomy of her recent barbaric captivity, juxtaposed with the tranquil and arboreal setting of the "Dealer Ship", or maybe it was simply true: The air was different in the New World – warm, fresh, and suffused with indefatigable optimism.

As if in fulfillment of these auguries, on a cerulean blue day with just a few pewter-bottomed clouds, a man stepped down from the sky. He was pleasant, with warm features, soft hands and gentle bearing. In soothing tones, he adumbrated a life of tree-lined boulevards and country excursions. With the unseen assistance of a mysterious entity known only as "The Czech", the man liberated Flakbau and guided her to a bucolic enclave in the state of Connecticut. Granted a happy adolescence by her unobtrusive new guardian, Flakbau carried books to school and groceries home and often accompanied her patron to work. As she had with Ferry and Dorothea long ago, Flakbau anticipated the tranquil splendor of a predictable life.

(continued on page 39)









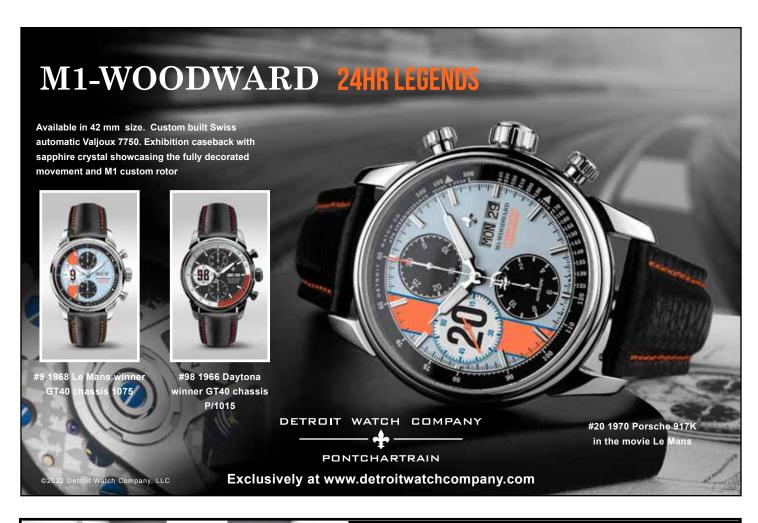
But for some, Fate is a tyrant, a demon devoid of empathy or remorse, with steel talons, raptor's wings and an abode of finality and despair. And despite all appearances of gentility, Flakbau's methodical keeper, Bartholomew "Barry" Thompson, was Fate's secret acolyte. In the unfortunate year of our Lord '93, on a solitary night, in the gloom of his Stygian surgery, with benefit of neither chloroform nor ether, Barry released the fiend within the philanthrope - he amputated Flakbau's legs and hips, and replaced them with BBS E28 magnesium wheels and Turbo 930 quarter panels. Espousing neither reason nor remorse, he next replaced her heart with a 3.6 liter twin-plug drysump motor ('01), to which he grafted a TPC supercharger ('04). Comprehending the new powers afforded Flakbau by these surgeries, and fearing loss of control, Barry then exchanged her nether extremities for Brembo "Big Red" front brakes, Turbo 930 rears and Wilwood masters and pedals ('05). Only once during the entirety of these macabre operations did a solitary justification escape his lips: "Flakbau, mein schönes mädchen. When you run, no one will catch you. If quarters are tight, and you must fight, no one will defeat you. I will make you light as a child, with the power of a Berserker. You will be mein wunderfrau!"

Motivated by these perverted concepts, Barry continued his grisly vivisections, snipping and cutting pieces from Flakbau. By '06, his monstrous dissections had so weakened her frame, Barry was required to burn in triangles, add shock tower braces, and append a Safety Devices super-touring roll cage. But even as he restored strength, the cruel discipline of Barry's mania demanded further sacrifice, and he abruptly tore out her rear seats. The mounting miseries and years tested Flakbau beyond mortal comprehension. Still, no glimmer of remorse reduced Barry's obsessive resolve. Instead, he busied his brutal scalpel with evermore "improvements":

- Tarret 935 coilover front suspension and Smart sway bars ('08)
- Billy Boat exhaust and front mounted engine oil cooler ('10)
- Getrag G50 5-speed trans, Turbo halfshafts and wheel bearings, and Smart Racing wheel bearing reinforcement plates ('11)
- Fuel Safe cell, Momo quick-disconnect wheel, Recaro Profi XPG seats, Schroth 6-point belts, fiberglass roof panel and lexan backlight ('12)
- Carbon fiber Rennspeed 935 front clip, 935-style double-element rear wing with "tea-tray" decklid, front splitter with Rhino lip and full repaint with Chrysler "Deep Cherry Red Crystal" ('13)
- Rebuilt the G50 trans with Albins gears, Guard LSD, Kennedy clutch pack, lightened Patrick flywheel and Hargett shifter, and rebuilt the 964 motor with Pauter rods, Porsche competition pistons, and titanium valve springs and retainers ('14)

In '17, rumors of Flakbau's grisly plight drifted to my audition. The horror, the insanity of her affliction touched me to my very bones. I began a search for the secretive Barry, and after many false leads and dashed hopes, detected his refuge in green Connecticut. I traveled there to meet the perpetrator. He was as pleasant to me as Genghis Khan to a foreign emissary, but having passed the heads on lances while entering the city gates, I could augur the consequences of a misstep. After extended negotiations, and conscientious appeals to sanity and concepts of fiscal decency, I, Bruce Kopitz, an inappropriate and antithetical saviour, liberated Flakbau from the grease-stained fingertips of her captor. I cannot begin to recall my every machination, every sly methodology I employed to end her excruciating servitude, except once again, that mysterious "Czech" played a part. At that time, my intentions were

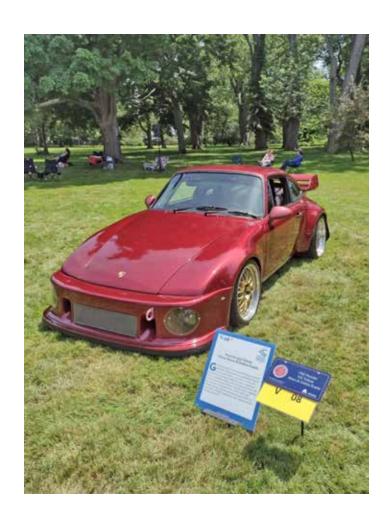
(continued on page 41)





pure – freedom for the beleaguered victim! But those hips - oh, those wide, welcoming hips! And that pinched waist that Barry had so ruthlessly wasted to the merest of 2,400 pounds! Why did I feel the need – nay, the compulsion - to strap Flakbau to the floor of my lorry for the journey west? What ruthless thoughts beguiled my boiling brain – costly thoughts! I fought them for a thousand miles, but, by dawn and the welcoming chiaroscuro of my colonial redoubt, I was hopelessly, incurably MAD! I released Flakbau's bindings, only to push her, with all remaining fervor, into the inhospitable confines of a locked outbuilding. Fevered dreams besieged my fitful sleep that night. And the next day, despite all interior protestations and resolutions of surcease, I resumed the macabre experimentations of Doctor Barry. What compels a man, or a monster, to reject all the finer intuitions of his God-given spirit? I hesitated not at all to slash and flay and append:

- A 616 watt Alpine entertainment system, FIAMM air horns, Michelin Z-rated Pilot Sport 2's, dashmounted 12V and USB power plugs, windshield wipers, chromed tail pipes, 4-wheel street/ track alignment with corner weighting ('17)
- New Eibach springs (reduced by 100 pounds per corner), rebuilt and revalved JRZ shocks, a TPC water-to-air intercooler with front-mount radiator, rebuilt gauges and improved HV system ('18)
- A gas fume containment system and LED projector headlamps ('19)
- Brey-Krause driver's seat fire extinguisher and mount, rebuilt Brey-Krause seat sliders, a windshield washer system, Lloyd's scripted mats and period-correct Porsche hood crest, and new roll cage padding ('20)
- A replacement 27 gallon Fuel Safe cell and new fuel pump, Teflon-cored fuel lines wrapped in stainless steel braid, and retorqued the entire vehicle ('21)
- Reconditioned the BBS E28 wheels, rebuilt and powder-coated all calipers, replaced all brake discs and lines, installed a dashpot idle mechanism, upgraded the gauge illumination to LED, and completed the HV system ('22)



After a long day of unanesthetized alterations, it is late. I ask myself, with the unabridged candor that ambulates at the elbow of guilt, what have I done to myself, and what to her? Is it worth four hundred and twenty horsepower and three hundred eighty-five poundfeet of torque? Hell, yes – NO! With trembling hands, I slouch alone, in a lachrymose suffusion of dim morning light, contemplating a dismal future. I must stop. It is time to stop. I need to stop. But I cannot stop. Where is my wallet? Where is that parts store? Where are my keys? FLAKBAU!!!

#### **Business Meeting Minutes\*** (10/05/2023) by Fred Young

#### **OCTOBER 5, 2023**

In attendance

In attendance: Board Members: Howard Gilson, Fred Young, Lisa Molzon, Steve Carbary, Jim Williams, Walter Crump, Mark Molzon, and Lucas Phan. Guest: Michael Cohen. Absent with notice: Chris Bohr and Mark VanderEyk

Call to Order: 7:07 p.m. by President Howard Gilson

**Agenda Approval:** Moved by W.C. and L.M. to approve the agenda. Motion passed.

**Minutes:** Moved by S.C. and M.M. to approve the September minutes. Motion passed.

**Financial:** Jim Williams - There was no financial report because of computer and programming problems.

**Membership:** Lisa Molzon - Membership is at 1293 and holding steady. Walter Crump has volunteered to work with Lisa on ideas for new members.

**Insurance:** Steve Carbary - Needed for Fall Color Tour and Street Survival.

P-4: Michael Cohen - The October issue looks great!

**Webmaster:** Howard Gilson - The 65th Anniversary photos can be viewed on the website by clicking on the 65th Anniversary logo.

#### **OLD BUSINESS:**

**September 9: DE #4 at Waterford:** Steve Carbary - It was average attendance with good weather.

**September 10: 65th SEM Anniversary Party:** Howard Gilson - A great time was had by all and everything went smooth. A recap is in the October P4.

**September 16: Ladies Drive:** Lisa Molzon - A dozen ladies enjoyed the drive. Lunch and shopping was in Chelsea.

September 17: Drive your Porsche Day: No report.

Sept. 22-23: \*Detroit Concours d'Elegance: Fred Young
- It was an enjoyable event with nine SEM members
displaying their Porsches. Three entrants won trophies

**Sept. 29 - 1: American Speed Festival:** Marc Molzon - It was a fabulous event with great cars.

October 21: Fall Tour: Lucas Phan - He has driven the route and is checking out a cider location.

November 4: Street Survival School: Marc Molzon - Thirteen students have committed and are still in need of coaches.

**November 10: Membership Dinner:** Lisa Molzon - She presented an overview of the evening plans.

**December 16: Holiday Party:** Howard Gilson - An ad is in the P4.

**December ?: Holiday Lights Drive:** Howard Gilson - Howard will explore the possibility of a Holiday Lights Tour and a dinner with junior members in mind.

January and February Future Events: No comments.

#### **NEW BUSINESS:**

It was moved by F.Y. and W.C. to eliminate the Goodie Store Chair because of exiguous sales. Motion passed.

It was moved by M.M. and J.W. to purchase meals for the planning meeting session. Motion passed.

Trophies were shown for the 2024 Picnic and Concours.

**Event Reports:** Fred Young - Needed for the Progressive Dinner, Picnic and Concours, 65th Anniversary Party and Drive your Porsche Day.

**Meeting Adjourned at 8:55 p.m**. - Moved to adjourn by M.M. and S.C. Motion passed.

**Next Meeting Location:** Howard Gilson's - Thursday, November 2, 2023

Respectfully Submitted: Fred Young - 10-6-23
\*Subject to ratification at the next Board Meeting



#### Welcome New Members:

Wally Abdal Joe Assi Dean Carbis Robert Daniels (Transfer)
Daniel Markey

#### **SEM/PCA Member Anniversaries**

# NOVEMBER 2023 VR Name(s) VR Name(s) VR Name(s) VR Name(s)

/R Name(s)		YR Name(s)		YR Name(s)	
49	Jeffery & Joel Topf	4	Jason & Megan McClellan	58	Lewis Moorm
43	Harry & Mary Kurrie	4	Ronald Mills	57	William Block
35	David & Evelyn Horton	4	Paul Patonis	47	C Cooper & Ga
31	Joel Topf	4	Gary Sowpel	45	Peter Gladysz
31	Mike & Mary Vigilanti	4	Jane & Marc Trahan	44	Barrett Waybı
29	Gary & Patricia Ambrus	4	Ron Willmowitz	44	Clemens & Ar
28	Jay & Trish Keranen	3	Jeffrey Cartwright	35	Bruce Gearns
27	Miles & Debra Singer	3	Richard Fermion	28	Kashayar Hon
25	Daniel Richards	3	Robert & Mike Harris		Trish Bud
24	Bruce Becker	3	James Holland	28	Christopher M
22	Michael & Joanne Olboy	3	Sean Stillwell	25	George & Parr
21	Gord Heidinger &	2	Martin Espinosa	25	Bhavin & San
	Leah Welch	2	Waldo Kleinhans	25	Fritz & Debora
19	Karsten & Laura Lies	2	Randall & Jennifer Laurence	22	Anthony Debl
17	Steve Carbary	2	Alexander Rink	22	Gary Mason &
15	Andy & Lucy Rosenberg	2	Aleksander Shikhman	21	Greg & Patrici
11	Dan McClung	2	Thomas Snudden	21	Wolfram & De
11	Paul Zlotoff &	1	Larry & Sue Butterfield	20	Walt & Matt N
	Mike Harris	1	Ralf Deinlein	19	Ronald & Aim
10	M. Todd Schiller &	1	Albert Dib	19	Ervin & Ervin .
	Laurel Charnas	1	Jill Dworin	19	Jonathan & M
9	Todd & Reggie Goldman	1	Paul Wolfert	18	Michael & Rox
3	Bruce & Kay Weber			18	Gregory & Che
7	Jed Yaish &			14	Walter & Sabr
	Christine Van Damme			14	Mike Rains
5	Manaki Iwamoto			13	Thomas & Rol
5	David & Ellen Moellering			13	David Wadow
5	Chris Peppo			11	Peter Sinclair
5	David & Susan Sears			10	Bob & Athena
5	William George			10	Craig & Sheila

YR I	Name(s)	YR	Name(s)
58	Lewis Moorman	9	David Baiocco
57	William Block & Freda Giblin	9	Allan & Sarah Skoropa
47	C Cooper & Gary Mack	9	George Vasu & John Stone
45	Peter Gladysz & Judith Lipinski	9	Frank & Nichole Weith
44	Barrett Wayburn & Kip Vota	8	Bruno & Kathy Cote
44	Clemens & Arndt Weierstahl	7	Daniel Sandberg & Dawn Flir
35	Bruce Gearns & Donna Lober	7	Jeff & Megan Spearin
28	Kashayar Honarkhah &	7	Richard & Linda Vance
	Trish Buckley	5	Chrissy & Megal Crowe
28	Christopher Murphy	5	John Else II
25	George & Pamela Cornwell	5	Daniel Garrett
25	Bhavin & Sandhya Patel	5	John & Tawn Otrhalek
25	Fritz & Deborah Praus	5	Mitch Sparks & Sally Joyce
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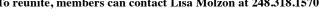
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