



**12**

SEM Holiday Party and Silent Auction

## UPCOMING SEM AND PCA SPONSORED EVENTS SEE DETAILS INSIDE



**11**

"What Just Happened"  
by Tom Fielitz



**20**

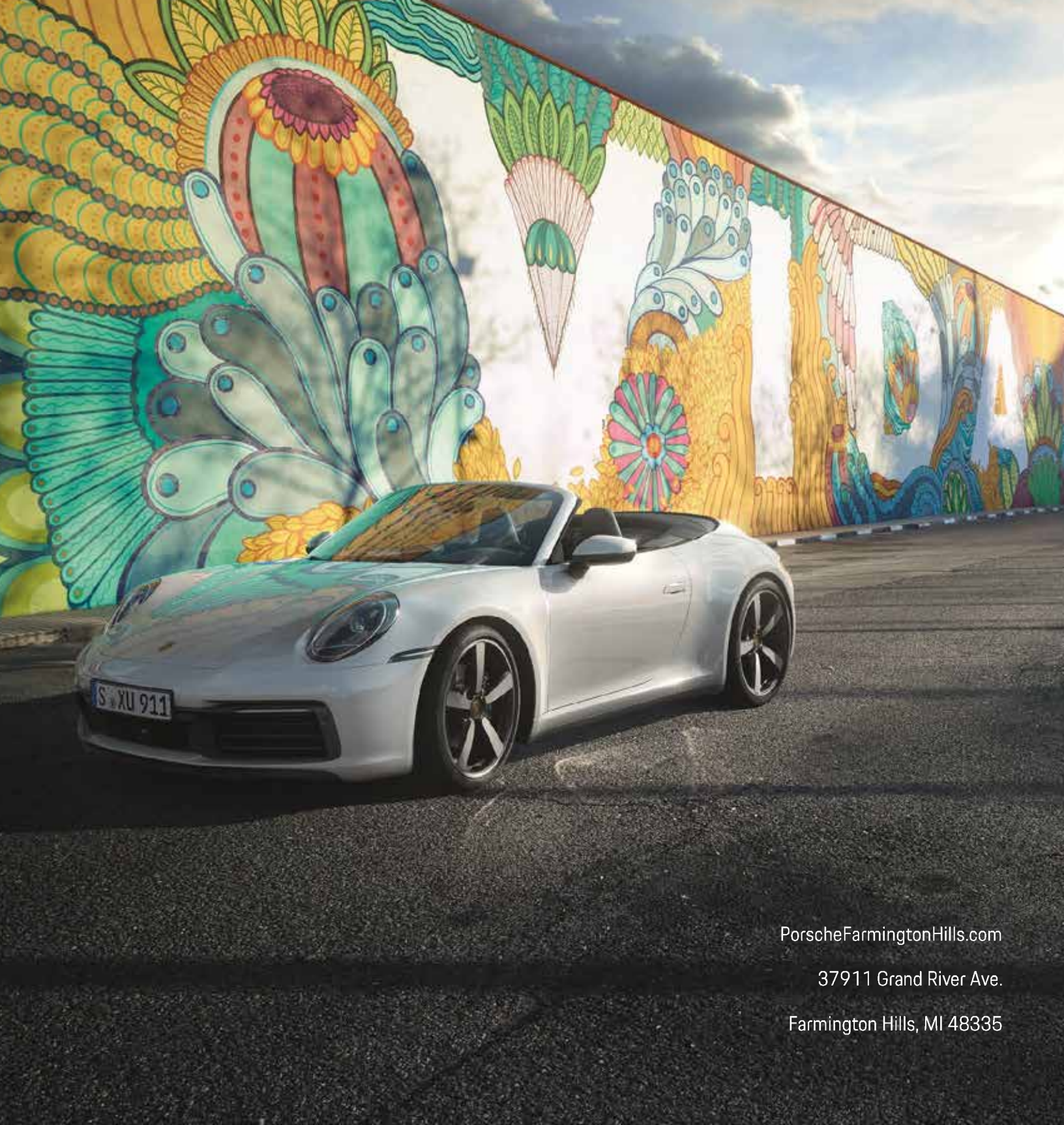
Ford Piquette Plant Tour



**28**

What Doesn't Kill You,  
Makes You Stronger











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DE-#1 at M1 Concourse  
Event Announcement

**ON THE COVER:**  
*Chris Bohr with some of the past  
SEM Enthusiast of the Year recipients  
at the SEM Holiday Party*  
Photo by: Mark Vander Eyk





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Porsche Club Of America



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2024 SEM/PCA CALENDAR

MARCH

1-3 \*Autorama  
7 Business Meeting  
24 Detail Garage

APRIL

4 Business Meeting  
6 Munk's Tech Session  
20 Swap Meet  
27 DE-101 at M1 Concourse

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

MAY

2 Business Meeting  
5 Spring Tour  
11 AutoMark New Member Gathering  
18 DE #1 at M1 Concourse  
31 - 2 \*Detroit Grand Prix

JUNE

2 Business Meeting  
9 \*Cars R Stars at Packard Proving Grounds  
9-15 Porsche Parade  
14 DE #2 at Waterford  
16 \*Eyes on Design at Ford Estate  
22 Solstice Tour  
30 Waterford Hills Family Day



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](http://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.

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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# President's Column



BY HOWARD GILSON - SEM PRESIDENT

Dear Fellow Members,

I don't know how many of our members watched the 24 Hours of Daytona, but this year's race was very exciting. The last two years Peacock has been the place to watch the race on TV, with almost 24 hours of coverage. Porsche's 963 won the race, with Cadillac in second and Acura in third. Fourth and fifth were Porsche 963s also. In the lower GTD classes, Ferrari and Mercedes came in first in their respective classes. The next IMSA race is on March 16th at the 12 Hours of Sebring. You will get a chance to watch the Porsche 963 in action at the Detroit IMSA race.

In February, the club toured the Ford Piquette Plant where the Model T was first produced. Members, friends and family gathered at the Piquette Plant a little before 10 am. We were shown a 15 minute video on the history of the Model T and then split into two groups for the tour. Sixty people attended the event and the tour was very informative going through the plant and seeing early Ford vehicles in all stages of assembly. After the tour, twenty people met at Ford's Garage for lunch. Thank you to Gary and Pat Ambrus for organizing the event.

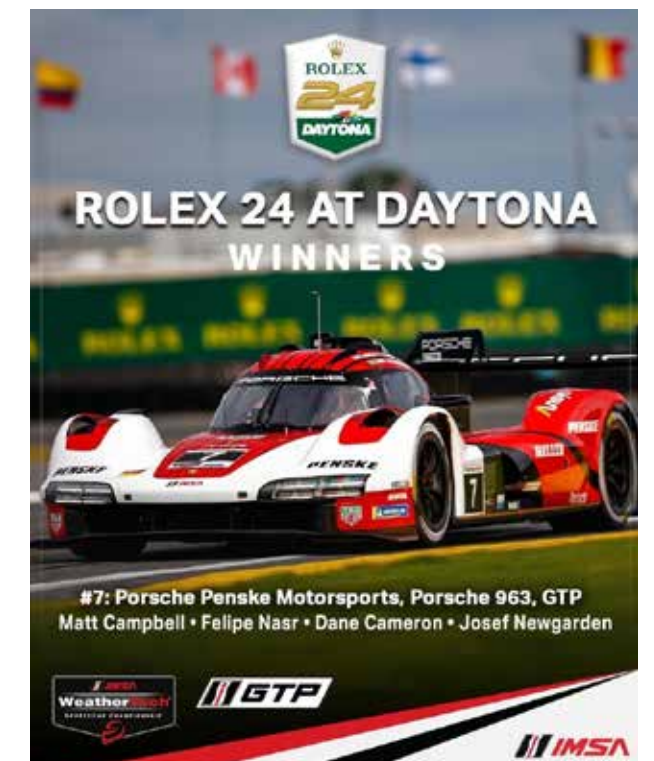
The club has the annual detail session at Detail Garage's Livonia location on Sunday, March 24th. If you are interested in attending, please register at clubregistration.net. There is no charge for this event, but we would like to know how many people to plan for.

Then, on April 6th Munk's Motors has a tech session on The Other Nines. An event that focuses on not just the 911, but also on the 914, 924, 928, 944, 951 and Porsche's SUV and sedan vehicles. Lunch will be provided by Munk's Motors, please contact Munk's to RSVP.

On April 20th, the club will host the annual Swap Meet, Car Show and Tech Quiz at Nikolas Motorsport. Thanks to Nikolas Motorsport for hosting the event the last few years. Lunch will be provided and again please visit clubregistration.net to register or call Michael Aho to reserve a table to sell swap meet items.

On April 27th, get ready for the HPDE season with the Classroom 101 Session. We are planning to host this at M1 Concourse starting at 10 am. You will get a chance to view the facility where we will be hosting the first DE of the season. So, if you have ever been curious about HPDE and thinking about trying one of these events, this will put you on the right path. Please register at clubregistration.net May 5th, is the Spring Tour and the club's first driving event of the season. Get your Porsche ready for this event!!! Hopefully the weather will cooperate and we have a good turnout. Lucas and Chris have been working on the route and it will most likely be on the west side where we can find some great roads.

(continued on page 8)



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May 11th, is the New Members Gathering at AutoMark Collision's Rochester location. The club will provide lunch, AutoMark will fire up their BBQ and offer hamburgers, hotdogs, chips, pop and water. This event will give new members a chance to meet the Board and ask questions about events that the club hosts throughout the year. Saturday May 18th will be the first HPDE for the season at M1 Concourse. Join the SEM/PCA for an exciting day at the exclusive M1 Concourse Champion Motor Speedway. This 1.5 mile performance track has a 1/3 mile straightaway, challenging turns and exhilarating elevation changes. Register early for this event as it fills up fast. Until next month.

Thank you, Drive with Spirit!!!  
Howard Gilson  
President Southeast Michigan Region  
Porsche Club of America



SPONSORED EVENT



Detail Garage, Livonia is hosting a Detailing Session for Southeast Michigan PCA members.

Sunday, March 24th, 2024  
Starts at 10:00am

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Contact Howard Gilson 248-770-1788 or [howard@sem.pca.org](mailto:howard@sem.pca.org)

Be a P4 Contributor

Always looking for interesting automotive and Porsche related articles for P4 publication.

Idea starters-Track days, collectibles, road tours, my first sports car or Porsche, races, museum visits, car shows, Porsche repairs or restoration, etc.

Please consider writing a P4 article for the education and enjoyment of your fellow SEM members.

Contact  
Mark Vander Eyk at  
[P4@sem.pca.org](mailto:P4@sem.pca.org)





# M1-WOODWARD CHRONOGRAPH

M1-Woodward Avenue is a highway notably referred to as Detroit's Main Street and follows the route of the old Saginaw Trail that linked Detroit with Pontiac, and at the time, Flint and Saginaw.

Woodward Avenue was created after a devastating fire in 1805 and is one of five principal avenues in Detroit devised by Augustus B. Woodward as part of a street plan intended to make Detroit the Paris of the West, by emulating it's wide avenues.

Woodward Avenue was the location of the first mile of concrete roadway in the entire country and in 1970, bore the M1 designation. Woodward Avenue is synonymous with cruising.

By 1958, Woodward Avenue was the place to be for unofficial car racing and today continues to celebrate Detroit's automotive history with a Dream Cruise, taking place during August of each year.

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ARTICLE BY TOM FIELITZ - SEM MEMBER

## What Just Happened

Even if you are very experienced and observant it is really difficult, bordering on impossible, to be able to interpret and feedback what happens driving on a race track. As a driving instructor this is what we are supposed to be trained to do. It is our primary function and purpose to provide instruction and feedback to a student. The student should be free to concentrate on driving and depend on the instructor to observe and feedback those actions for purposes of learning areas of improvement and driving behaviors. I am here to admit that this is very difficult to do especially in real time with any certainty and accuracy. This is most certainly true as speed increases, but also as talent improves and errors become more miniscule. For a beginner student the errors are more obvious and easier to detect. When searching for the last bit of improvement, it becomes very difficult to the naked eye and normal human sensation to detect and file away in the brain what just happened. Thus, being your own instructor is an almost impossible function. It is also why data and video recording devices become essential learning tools. The secret to good instruction is to be able to quickly interpret what just happened on the track and determine a corrective action, within a few seconds, that it can be offered to the student for the next lap. Any sooner and it is a distraction to the driver and not absorbed for corrective action. Any later and any chance of learning is also lost. A successful compromise is a debriefing at the end of the session where the student and instructor have an opportunity to walk through a problem and seek a corrective action. It is also very difficult to separate what just happened into a segment that can be studied or even recalled accurately. Again, this becomes a rare skill that is seldom achieved. The more experience that an instructor and student share will also contribute to the success in the interaction and especially the effectiveness of communication.

My two favorite instructional books are Carroll Smith's Drive to Win and Ross Bentley's Ultimate Speed Secrets. Both writers have very successful backgrounds in both instruction and in being able to tune cars for performance. Both had great success because of engineering backgrounds and in being able to direct tuning changes in the car, but also modifications to the driver's behavior. Both are great advocates of testing, but also of documenting. Both advocate keeping a log or diary of testing and also of events. In fact, nothing is learned if

there isn't feedback documented every time a change is performed and an event is interpreted and written down. Many drivers, both professional and amateur, keep such logs and this has expanded to keeping electronic and now video records. Keeping simple records such as track conditions, weather conditions and even tire temperature plus tire pressures can provide valuable base lines as well as useful learning points for interpreting results. Both Smith and Bentley offer suggested formats for log sheets. I used a format and shared it with my friends that was developed by the Kenny Brown Ford racing team.

You don't need to have an engineering degree or the support of a dedicated race engineer like the professional racers have. But, if you keep track like the successful drivers and teams do, you usually find that it is the case that one goes along with the other. You can very often find the case where a very talented racer seems to be plagued with bad luck or a very unproductive career only to realize their lack of education or ineffective communication with their team or mechanics is the underlying cause.

In my decades of writing about racing for magazines, I have had the opportunities to study successful drivers and teams. Penske and Ganassi are two of those teams that know how to invest in the right factors to promote success and winning. I once had the opportunity to interview Tim Cindric who is a team manager for Penske and has had tremendous success at the big races such as the Indy 500, winning it more than any other team. I was most curious about the feedback between driver and engineer. He surprised me by telling me that most of their drivers did not provide critical feedback that could be interpreted into changes in the car set up. The one exception was Rick Mears, who was a total student of racing to the point that he was retained by Penske to teach the other drivers. He was also the one driver that the engineers trusted for useful car setup feedback. Rick knew how to use the adjustment tools built into the race car such as the weight jacker, brake bias and such to optimize the car not only for each lap but for each corner. That is how you become a four time winner.

As people who drive for fun, it is useful to understand how the good drivers achieve success while we enjoy our own level of driving. Fortunately for me, and most of my friends, we can have a comfortable level of driving without being professional race drivers. ■



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# SEM Holiday Party and Silent Auction

ARTICLE BY RENE VANDER EYK - SEM MEMBER

PHOTOS BY MARK VANDER EYK

This year's annual Holiday Party and Silent Auction was held again at Red Run Golf Club in Royal Oak on Saturday December 16. This was the third time since 2018 that we have held the party at Red Run, an ideal location for us. In attendance were seventy three of our loyal SEM club members plus Maggie Gibson, CEO of the Mi Cookie Project, and her husband who were guests of our club. We were sponsored at Red Run by Addie and Dominic Mirabella, daughter and son-in-law of Rene and Mark Vander Eyk.

The Red Run facility was beautifully decorated for the holidays and there was a generous amount of space allocated for the silent auction, bar area and dining room. The festivities began at 6 PM with a social hour and the silent charity auction. The silent auction was organized by Patti Door and some of the SEM members assisted her with the set-up. Assorted appetizers were served by the Red Run staff and guests sipped their favorite holiday cheer while perusing and bidding on the silent auction donations. The silent auction raised over \$1100 for our club charity, the Mi Cookie Project Special Athletes. Thank you to those members that donated to the silent auction and also to the members that purchased some Porsche related items to benefit the club's charity.

Dinner began with an artistically prepared salad in a cucumber ring followed by delicious entrée selections of chicken piccata, filet of salmon and filet of beef. An ice cream sundae was served for dessert. After dinner, SEM President Howard Gilson made some brief remarks, recognized members of the SEM Board of Directors and presented Mark Vander Eyk, P4 Editor, with a special recognition award. Afterwards Maggie Gibson briefly talked about the Mi Cookie Project and thanked the club for their continued support.

Following that, Patti Door revealed the SEM past President's selection for the 2023 Jack Kaminska Enthusiast of the Year Award. This year's recipient of the award was Chris Bohr. Chris joined the SEM Board of Directors a few years ago and has been key to organizing our Spring and Fall Tours plus several overnight tours. Overall it was a very elegant and enjoyable evening, please join us for next year's Holiday Party again at Red Run Golf Club on Friday December 13, 2024. ■

1. Club members assisting Patti Door with the Silent Auction set up



- 2. Some beautiful Porsche art was offered.
- 3. Silent Auction bidding was spirited.
- 4 & 5. Members renewing old friendships and making new ones.



MORE PHOTOS ON PAGE 14



- 6. Maggie Gibson, Mi Cookie Project CEO, and her husband.
- 7. Denise and Roger Tayloe.
- 8. Joann and Jamie Coobatis.
- 9. Tom Walton, Jim Williams and Kiro Trendov trying to solve the Treffen center piece puzzle.



- 10. Maggie Gibson talks about the Mi Cookie Project and thanks the club for their continued support.
- 11. Patti Door making the 2023 Enthusiast of the Year announcement.
- 12. Howard Gilson, SEM President, talking about Chris Bohr's contributions to the club.
- 13. Chris Bohr with some of the past SEM Enthusiast of the Year recipients.








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to get to the ads,  
event ads to reach ClubRegistration  
and advertiser ads  
to get to their websites.)



**Mi  
COOKIE  
PROJECT**

Southeastern Michigan Porsche Club of America  
15431 Middlebelt Rd.  
Livonia, MI 48154  
January 21, 2024

Dear Ladies and Gentlemen,

Thank you for your continued generosity. Your donation of \$3500 helps us bring Special Olympics and inclusive recreation activities to our bakers with Intellectual Disabilities and Autism. Your continued support of the bakers with Intellectual Disabilities and Autism at Mi Cookie Project is overwhelming. Mi Cookie Project provides purpose in the lives of these individuals, when their only other option would be home watching TV and playing video games. Could be a great time for rest and relaxation, but certainly not the way anyone wants to spend their entire adult life.

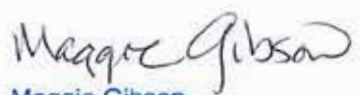
This weekend we are traveling to northern Michigan. We will be learning or practicing skiing and snowshoeing at Challenge Mountain in Boyne and to Boyne Highlands for the weekend. Then we will continue to Traverse City & Bellaire to compete in the State Special Olympics Winter Games. We'll compete in Alpine Ski and snowshoe. These are all learning opportunities and memories made for everyone involved.

There is so much more to Mi Cookie Project than cookies. We are also making a meal this week for 30 homeless guests through Christnet on Jan 25. We'll be attending a formal dance in February. And also planning our weeklong trip; this year to the Upper Peninsula, Aug 4-11. So many other things to keep us busy.

Mi Cookie Project's goal is to Provide a Purpose. Thank you for giving us the chance.

We are currently looking for a new home. The building we have been using for almost 8 years is being sold. We will continue to serve our bakers, our supports and our community with you help.

God Bless,



Maggie Gibson  
Mi Cookie Project  
Special Olympics  
2622 Edgemont  
Trenton, MI 48183

19621 Wood Street  
Melvindale, MI 48122  
Facebook - micookieproject  
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Join us for an...

# OTHER NINES TECH SESSION



**April 6th, 10 am to 3 pm**

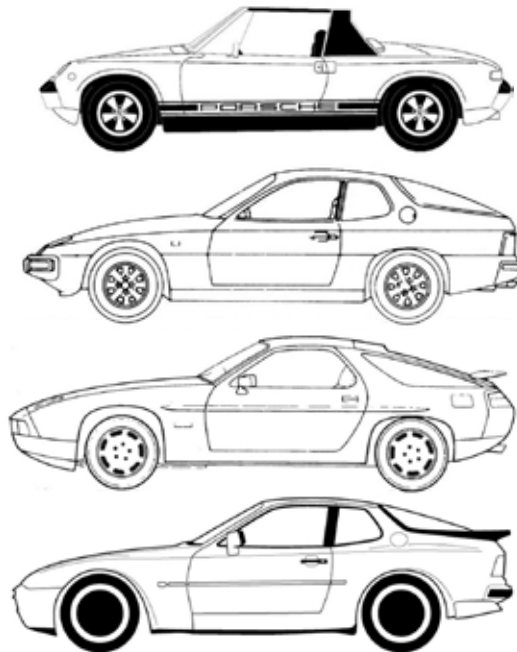
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# Ford Piquette Plant Tour

ARTICLE BY GARY AMBRUS - SEM MEMBER

PHOTOS BY GARY AMBRUS AND LISA MOLZON

Normally during the winter in Michigan you do not get many spring like days to enjoy in February. This year our Porsche Club was blessed with one of those days to enjoy a Saturday morning tour of the original Ford Motor Company Model T Plant. Nearly 60 Club members turned out February 10th for an hour and a half guided tour of The Ford Piquette Plant located on Piquette Avenue and Beaubien Boulevard in Detroit's "Milwaukee Junction" area.

*"The Ford Piquette Avenue Plant is a former factory located within the Milwaukee Junction area of Detroit, Michigan. Built in 1904, it was the second center of automobile production for the Ford Motor Company, after*

*the Ford Mack Avenue Plant. At the Piquette Avenue Plant, the company created and first produced the Ford Model T, the car credited with initiating the mass use of automobiles in the United States. Prior to the Model T, several other car models were assembled at the factory. Early experiments using a moving assembly line to make cars were also conducted there. It was also the first factory where more than 100 cars were assembled in one day. While it was headquartered at the Piquette Avenue Plant, Ford Motor Company became the biggest U.S. based automaker, and it would remain so until the mid-1920s. The factory was used by the company until 1910, when its car production activity was relocated to the new, bigger Highland Park Ford Plant."* (Source-Ford Piquette Website)



1. 1909 T parked in front of Piquette Plant....corner of Piquette & Beaubien in Detroit's Milwaukee Junction area.

## Ford Piquette Plant Tour (continued)

Our tour began in the museum theater where a 25 minute video was viewed covering the history of the plant and the restoration that took place to bring the old plant building to it's current condition. Due to the large SEM/PCA attendance we were divided into two groups. One group started on the second floor and the other on the third floor. The museum actually consists of three floors, but currently only the second and third floors have displays while the first floor is undergoing restoration.

Our group started on the second floor at the Piquette Street end. At this end Henry Ford's office has been restored with many original artifacts. Some of those include the original company safe and the telescope that Henry Ford used to observe his surroundings. Our presenter told us that Ford like to look at the birds in the area as well as spying on the other automotive plants. The Studebaker Plant was next door to the Piquette Plant during the early 1900s.



From there we toured the remainder of second floor, walking past many of the "alphabet cars" that Henry developed prior to the Model T and manufactured at the Piquette Plant.

Our presenter provided many interesting stories about them. One vehicle of interest was a replica, under construction by the museum staff, of Henry Ford's first car the "Quadricycle". At the end of that floor was the "secret room" where Ford and certain select employees developed the Model T. This room is being replicated in the exact location and with many of its original pieces of furniture and equipment.

(continued on page 24)



- 2. Henry Fords recreated office overlooking Piquette Street. Many office items are original artifacts including Henry Ford's telescope.
- 3. Museum staff working on a 1896 replica of the original Quadricycle.

MORE PHOTOS ON PAGE 24



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- 4. Secret Room Machine Shop.
- 5. SEM members enjoying lunch at Ford's Garage in Dearborn



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Saturday, April 20, 2024  
10:00 am – 2:00 pm



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Hosted by Nikolas Motorsports  
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Michael.acho@LFG.com or 248-933-4339

**Set-up for swap participants begins at 9:00 am.**  
**The event opens at 10:00 am and runs through lunch**  
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SPONSORED EVENT



## High Performance Driver's Education - 101

Saturday - April 27<sup>th</sup> - M1 Concourse

Classroom Session start time 10:00 am



This is a Introduction / 'How to begin' into HPDE events for first timers. So, if you have ever been curious about DE and are thinking about trying these events, this will help put you on the right path.

Trying any new experience can be intimidating. Especially one that involves a prized sports car combined with a race course. The amount of unknowns in that combination can seem overwhelming to just about anyone. Those of us on the D.E. Team completely understand this feeling as we have all been there ourselves. This is the reason for our annual DE-101 event. To open the first door and offer a look inside at all that a High Performance Driver Education event has to offer.

We will cover how to register, prepping your car, prepping yourself, and what to expect. You will get a chance to meet some of our instructors, tour the facility, and get a look around the track!

So, if you have ever been curious about D.E. events and are thinking about trying this event, this will put you on the right path and answer all your questions.

For details, vist: [sem.pca.org](http://sem.pca.org)  
Look for the Driver's Education section for more information.  
Register online at: [clubregistration.net](http://clubregistration.net)

DE Chair Steve Carbary - [DE@sem.pca.org](mailto:DE@sem.pca.org) - (586) 242-6437  
Chief Instructor Marc Molzon - [Marc@sem.pca.org](mailto:Marc@sem.pca.org) - (248) 882-1759



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# What Doesn't Kill You, Makes You Stronger

ARTICLE AND PHOTOS BY DENNIS SOM - SEM MEMBER

It was November of 2020. We had just gone through COVID and things were starting to change. My wife and I decided to take a trip back home to Minnesota to see family. Because of COVID, I was working from home but in the future there might not be many opportunities to travel back home to spend a few weeks seeing family and continue working remotely.

One morning I got a voicemail stating that my car might be in the impound lot. Thinking in my head, “my car... impound lot, I think they have the wrong person.” Before I left on my trip, I had taken the car to the wash. Got a new car cover. Purchased a new extension cord so I could charge the battery while I was gone. She was ready for her winter slumber. I drove her as much as I could until this trip, then put her away and flew off for Thanksgiving.

I called the number back, it was in fact my car. “Why was my car there?” I thought in my head. I reached out to the office of the apartment complex we were living at the time and they stated that a few kids came into the lot just before dark and because my car was parked in the back along with some others, the kids not only threw rocks at it but they jumped on it as well and then ran off.

I was devastated, “they did what?!”

Sometimes life gives you lemons. I have been given a few of those, maybe too many. At a young age I learned how to turn those lemons into lemonade, then lemon pie and then into a nice shot of Limoncello! I was great at turning bad into good, negative into positive, always seeing the bright side of a gloomy day; but this was tough to deal with.



- 1. *Imagine getting this photo of your Porsche in the impound lot when you are 1100 miles away.*
- 2. *Another view of my Porsche in the impound lot.*
- 3. *Stone damage repairs.*

## What Doesn't Kill You, Makes You Stronger *(continued)*

It was hard for me to tell anyone about this because I felt like I sounded like a rich guy complaining. “Guess what, my Porsche was damaged. Boo-hoo.” I loved cars and for something to have happened to mine it was tough after I spent the last 7+ years saving up for one. I spent countless hours thinking, crunching numbers on spreadsheets and deciding that this was going to be the car to buy that would be largest cash purchase in my life. I felt like I didn't speak for a week. I just kept thinking why or what I would do if I caught the kids. What's next, how do I even deal with this?

One day it hit me, “This hurt. Like it really hurt, but what doesn't kill me, makes me stronger, right.” I grabbed a journal and made my first entry. “This fueled a fire within me to forgive, but not to forget. What doesn't kill you, makes you stronger!” At this point I realized that they were adolescent kids and even though what they did was wrong, they didn't know any better. They might not have any prominent figures or mentors in their life. Instead of punishing them, I felt that I should opt to guide them and help them navigate this thing called life.

From there the rebuilding journey began. After saving all the money to purchase the car, the vandalism happened when I had no comprehensive insurance. \$10K worth of damage and it was all on me. I paid for the replacement of both front and rear windshields in order to get my car out of the impound lot. Then I went through some life changes, new job, new house, new baby, it was almost two years before I was able to finally have a garage and some time to actually work on the car. I also had to save up money for all the repairs.

My first car was a Honda Civic. I took that baby to the drag strip, even street raced a little. After Fast and Furious, a nitrous bottle definitely went into the trunk. From there, I picked up a Nissan 240SX because the drift scene was starting to sweep through the nation. It was different, fun and cool. After that, I had a few odd ball cars, a Mazda RX-7, Infiniti Q45 and even a Chevy Beretta.

Once I started my job with General Motors, those cars went away. Adulthood happened. I was given a brand new Cadillac ATS. The company paid for all my travel and I didn't have a personal car anymore. From then, I started to save my money until I would be able to purchase another personal car. My final car. I didn't want to sell any of my vehicles, but had to as I became older and more responsible. I said to myself, my next purchase would be a manual shift car that I would keep forever. It would be a part of the family.



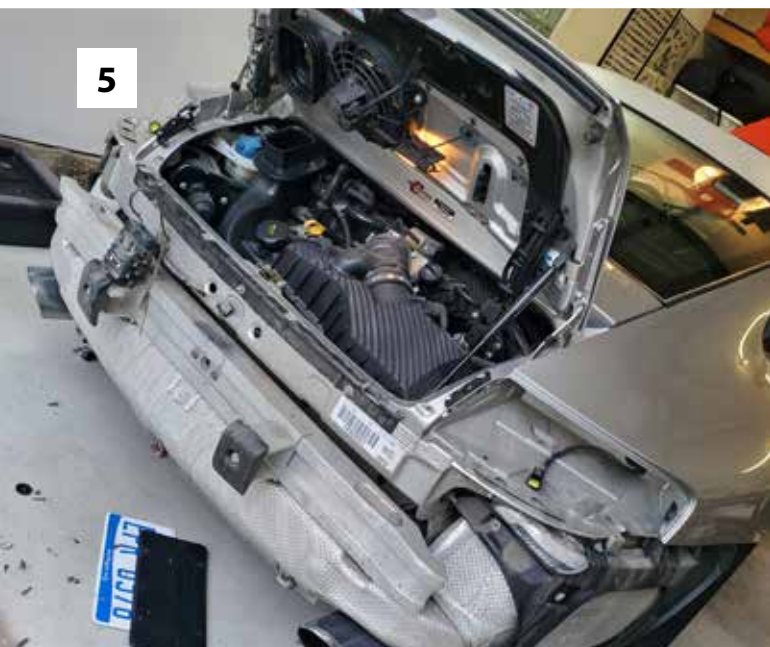
After considering a Corvette, Jaguar, Aston Martin and Maserati, I noted some of these cars didn't age well. Some of them depreciated way too much and others were just a service nightmare. I wanted to be able to tinker with my car a bit, have something reliable and own a timeless classic. Porsche was the only name that kept coming up again and again. An able race car from the factory, a Porsche is like a Rolex, super reliable, always dependable and every model keeps getting better and better.

While on my hunt I knew I wanted a Cayman. Mid-engine, well balanced and just the perfect forever car. After a few test drives, the 3.4 liter motors low torque left me unimpressed. So, I decided to consider the 997. Round headlights, the car everyone loved, with that classic Porsche silhouette. After a few test drives the M97 motor was a bit punchier, but still had similar IMS issues to the previous M96. Why spend more to deal with the same issues and still own a stock car, I thought. I could buy an older model, and with the money I saved upgrade the suspension and wheels.

I remembered driving my buddy's 1999 Carrera down the Shenandoah roads in Virginia when he first purchased it. Same as the Cayman, it didn't tickle my fancy but I did remember that the “ugly headlight Porsche” did have a revision during its later years. The Turbo headlight version did look better to me, so why not give that a shot? It also went from a 3.4 to a 3.6 liters in the newer version. After finding one through Car Guru, I decided to go find out.

*(continued on page 30)*





I showed up at a private residence deep in the woods and I told the retired man that I wanted to test drive his 2003 Porsche Carrera. He said, “Sure, let me pull it out.” Mind you, this car was deep in the barn with a car cover over it. I didn’t think the thing would run, but it was sitting on the trickle charger and turned over no problem. Once he backed it out of the barn into the sunlight, it was a beauty. A hidden gem, a barn find like everyone always talked about. Once I got in, I felt comfortable, at home. After owning a few cars from the late 90s, the interior felt familiar. On the road, I kept saying to myself this thing handles pretty damn good. When I put the pedal down, I was quickly thrust back in my seat. The torque I was looking for was there, I was instantly in love.

We discussed business, about two weeks later, after a PPI, the car was mine. My plan to was only test driving cars until we moved into a proper house with a garage and then I would buy something, but he needed it gone and I needed a forever companion. I had nowhere to park it but outside in our open apartment parking lot. I purchased the car when my wife was out of town, when she came home I picked her up from the airport and she knew it was ours. She saw me wearing my Porsche ring. I popped the frunk, loaded up the luggage and we went home to celebrate.

A few years back, I had the thought, “what is my Super Bowl?” after watching the Eagles beat New England in Minnesota. I knew people with class rings, the teams winning the NBA Championship all got a ring. Michael Jordan has six rings. What is my ring? After a quick ponder, I quickly realized that cars have been the most consistent love in my life from the 5th or 6th grade, reading “Motor Trends – Muscle car shootouts”, to me currently working in the auto industry; attaining my Porsche would be my championship. That night, I had finally won. I purchased the Porsche ring two years before I actually purchased the car.

A few weeks after the horrible incident happened and the car was severely damaged, we moved, bought a house and had a baby. Now living in Michigan, the Woodward Dream Cruise is the largest car event I have seen in my life. I told myself at the next Dream Cruise, Tina will be finished and I would drive her down Woodward! So, I set my sights on that. I named her Tina because of “Gone in 60 seconds”. All the cars that were stolen had a nickname and the Porsche 996 was named Tina.

When I was racing, I did work on my own car. I had taken some auto body classes in high school and college, so I thought if I did most of the body work myself I would save money to be able to paint the car and modify it. Coming from the import scene, you can modify a vehicle in many ways, in the Porsche world not so much. Plus, parts were crazy expensive. After venturing online and into forums, I wanted a GT3 look but done my way. Also, now with social media, there are plenty of people you can follow for inspiration. My dream board was complete.



- 4. Body repairs in process in my garage.
- 5. Rear end repairs in my garage.
- 6. The restoration was completed in time for last years SEM Fall Color Tour.

This year in October, Tina Carrera was ready to step onto the street and into the world. I was not able to get her done for the Dream Cruise, but I did make it to the SEM Fall Color Tour, the last cruise of the year. This is where she made her debut.

My goal next year is to attend as many car shows and drives as I can. I would also like to take her to the track. The 996 is a much overlooked vehicle, but it is one of the best. It’s new enough for your everyday pleasure, but old enough to be considered a modern classic. It’s a proper 911, no doubt. I love this car and have loved it from the very first moment. I want to be one of those guys that keeps his car forever. No, I wasn’t the first owner, but I want to be the last. Maybe she goes through a few costume changes, but the memories will be forever.

What doesn’t kill you, makes you stronger. I have never felt that more than with this experience. It’s good to have a passion, it’s good to have a love and when you have them together it’s something that you can share and hopefully inspire others. I wanted to turn a bad story into a good one and I can say with Tina, I did.

I remember pulling up to my first SEM/PCA event and I parked my car in the other lot, I was so embarrassed. Next year, I will be pulling into that same lot, proud of my baby and we will take home some hardware. Thank you all for being a part of my journey and hopefully, we can share and make more memories together.

Special thanks to Paul Yaman for taking great care of the car, Mike’s Auto Body in Sterling Heights for the body repair and Brian Builds for the paint, plus all of my 996 Facebook group friends for random parts to put the vehicle back together. Thanks to Fred Young for randomly inviting me to my first SEM/PCA picnic during my first Woodward Dream Cruise and everyone else who has helped along the way. Last but not least, my beautiful wife for allowing me to always pursue my passions. You wanted to see me build a car, so here she is. To my son, who may never read this, everyone and everything has a history. Be proud of it, learn from it and maybe one day, you can take ownership of this history. ■



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## SPONSORED EVENT

### SEMPCA 2024 Spring Tour

Sunday, May 5, 2024



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Dinner will be held at Weber's Ann Arbor

Dinner selections:

1. Prime rib of beef
2. Atlantic Salmon
3. Pan-seared Chicken
4. Vegetarian or vegan



Registration: <https://clubregistration.net/events/signUp.cfm/event/14461>



For question and additional information, please contact:

- Chris Bohr ([chris@sem.pca.org](mailto:chris@sem.pca.org))
- Lucas Phan ([lucas.a.phan@gmail.com](mailto:lucas.a.phan@gmail.com)) (248) 787-8611

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## Southeast Michigan PCA Hosts New Members Gathering - All New Members Welcome!

AutoMark Collision  
Rochester Hills Location



1300 W Hamlin Rd  
Rochester Hills, MI 48309  
United States

Saturday, May 11th.  
11:00am to 2:00pm

Come out and meet the board members, event chairs and other members that have joined the club recently, bring the family along for a BBQ Lunch, provided.

Take a tour of the New AutoMark Collision Center in Rochester Hills.

Interested in Club Tours, HPDE, Social Events or other events the club has throughout the year. We will discuss the wide range of PCA activities at the New Members Gathering. We hope to see you there!

Register at <https://clubregistration.net/events/signUp.cfm/event/14446>

Contact Howard Gilson [howard@sem.pca.org](mailto:howard@sem.pca.org) 248-770-1788  
or Walter Crump [walter@sem.pca.org](mailto:walter@sem.pca.org) or 248-873-0557

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Chief Instructor Marc Molzon - [Marc@sem.pca.org](mailto:Marc@sem.pca.org) - (248) 882-1759



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Business Meeting Minutes\* (1/04/24 & 2/01/24 ) by Fred Young

JANUARY 4, 2024

In attendance: Board Members: Howard Gilson, Fred Young, Lisa Molzon, Jim Williams, Marc Molzon, Chris Bohr and Walter Crump.  
Absent with notice: Mark VanderEyck, Lucas Phan and Steve Carbary.  
Guests: Michael Acho and Cedric Alexanian.

**Call to Order:** 7:00 p.m. by President Howard Gilson

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

**Minutes:** Moved by L.M. and C.B. to approve the December minutes.  
Motion passed.

**Financial:** Jim Williams - He went over the December financials. Moved by J.W. and C.B. to approve the December financial report. Motion passed. It was moved by W.C. and M.M. to forward the proceeds from the Holiday Party Auction plus an additional amount from the club to the MI Cookie Project. Motion passed.

**Membership:** Lisa Molzon - Membership is up five to 1292 members and associates..

**Insurance:** Steve Carbary - None needed.

**P-4:** Mark VanderEyck - Mark sent an email in regards to Jan/Feb content for the P4.

**Webmaster:** Howard Gilson - The Plant Tour and Swap Meet were added to the Facebook page.

**OLD BUSINESS:**

**December 16: Holiday Party:** Howard Gilson - Attendance was a little down but everyone enjoyed the event. The proceeds for the silent auction were up over last year.

**February 10: Ford Piquette Plant Tour:** Gary Ambrus - Howard will send out an e-blast advertising the event.

**April 6: Munk’s Tech Session:** Howard Gilson - An ad is needed for the event.

**April 20: Multi-Region Swap Meet:** Michael Acho - It is in the planning stage. Insurance, tables and chairs are needed.

**April 27: DE-101 at M1 Concourse:** Marc Molzon - All set.

**May 18: DE #1 at M1 Concourse:** Marc Molzon - It was moved by M.M. and J.W. to sign a contract and give a deposit for the event: Motion passed.

**Upcoming 2024 Events:** 2024 future events were discussed by the board.

**SEM Window Stickers:** Howard Gilson - Window stickers were discussed for club members. A quote will be requested as to the cost.

On December 11th by email, it was moved by J.W. and L.M. to approve a deposit for the Ford Piquette Plant Tour. Motion passed.

**NEW BUSINESS:**

**Event Reports:** Fred Young - None needed.

**Meeting Adjourned at 8:18 p.m.** - Moved to adjourn by L.M. and M.M. Motion passed.

**Next Meeting Location:** Howard Gilson’s - Thursday, February 1, 2024

Respectfully Submitted: Fred Young - 1-5-24  
\*Subject to ratification at the next Board Meet

FEBRUARY 1, 2024

In attendance: Board Members: Howard Gilson, Fred Young, Lisa Molzon, Jim Williams, Marc Molzon, Chris Bohr and Walter Crump.  
Absent with notice: Mark VanderEyck and Lucas Phan.  
Guests: Michael Acho, Gary Ambrus and Cedric Alexanian.

**Call to Order:** 7:00 p.m. by President Howard Gilson

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

**Minutes:** Moved by L.M. and J.W. to approve the January minutes. Motion passed.

**Financial:** Jim Williams - He went over the January financials. Moved by J.W. and W.C. to approve the January financial report. Motion passed. A thank you note was received from the Mi Cookie project for our donation. It was moved by W.C. and M.M. to approve an expenditure for postage and envelopes. Motion passed.

**Membership:** Lisa Molzon - Membership is holding steady at 1290 members along with 44 junior members. 145 have signed up for a digital membership card.

**Insurance:** Steve Carbary - None needed.

**P-4:** Mark VanderEyck - Mark sent an email in regards to the March content for the P4.

**Webmaster:** Howard Gilson - The January/February P4 is online

**OLD BUSINESS:**

**February 10: Ford Piquette Plant Tour:** Gary Ambrus - 35 have signed up for the tour and 23 for lunch. It should be a fun and informative event.

**April 6: Munk’s Tech Session:** Howard Gilson - It will be an “Other Nines” tech session with lunch provided.

**April 20: Multi-Region Swap Meet:** Michael Acho - All set.

**April 27: DE-101 at M1 Concourse:** Marc Molzon - Will take place in a M1 garage.

**May 5: Spring Tour:** Chris Bohr - He is working on plans.

**May 11: AutoMark New Member Gathering:** Howard Gilson - It is in the planning stage.

**May 18: DE #1 at M1 Concourse:** Steve Carbary - The deposit was sent in. 3 are registered already.

**June 9-15: Porsche Parade:** Howard Gilson - Registration went smooth. A number of SEM members are planning to attend.

**June 14: DE #2:** Steve Carbary - The dates of June 14, August 9, and September 7 were confirmed for the upcoming DE’s.

**June 22: Solstice Tour:** Lisa Molzon - Routes and restaurants are under consideration.

**June 30: Waterford Hills Family Day:** Fred Young - Will check on date availability.

**SEM Window Stickers:** Howard Gilson - He will review pricing and quantities of stickers.

**NEW BUSINESS:**

**November 2: Street Survival School:** Marc Molzon - It was moved by M.M. and W.C. to approve a deposit for the tentative location. Motion passed.

**December 13: Holiday Party:** Howard Gilson - It was moved by M.M. and J.W. to approve a deposit for the Red Run Country Club. Motion passed..

A list of SEM officers were sent into PCA National Headquarters. Lisa Molzon will work with each Event Chair to solicit orders for name badges at the various events.

**Event Reports:** Fred Young - None needed.

**Meeting Adjourned at 8:10 p.m.** - Moved to adjourn by M.M. and J.W. Motion passed.

**Next Meeting Location:** Howard Gilson’s - Thursday, March 7, 2024

Respectfully Submitted: Fred Young - 2-5-24  
\*Subject to ratification at the next Board Meeting.

Welcome New Members:

Patrick Allen (Transfer)	Daniel Flaggman	Robert Korwin
Brian Arpke	Tiberio Frisoli	Chad Sosnowski
Dante Ballario	Kenneth Gray	Derek Thomas
Scott Baumgart	Stephen Hill	Mark Vargo
Michael Day	Alex Huang	

SEM/PCA Member Anniversaries

MARCH 2024

YR	Name(s)	YR	Name(s)	YR	Name(s)
45	Peter & Rita Heydon	10	Kenneth & Kristen Lingenfelter	3	Marc Ford
45	Ted & Nancy Schwartzfeld	10	Mark Lubinski	3	David Konop & Erica Lupiloff
39	David Nikolas	10	Lisa Molzon & Katiana Cavric	3	Dustin May
33	Jeffrey McErlean	10	John & Lee Ann Pantalone	3	Michael Parisi & Tiffany Scarpelli
28	Joel Miller & Judith Thurswell	10	Guy Pupp	2	Don Bailey
26	Alan & Jodi Klein	9	Gani Bardha	2	Kyle Chase
26	Anthony & Ernest Mac	9	Timothy & David Kopec	2	Adrian Foca
26	Eric & Martha Manting	8	Cedric Alexanian & Sebastien Rousseau	2	Jeff Meyers
25	Brian & Cynthia Chiara	8	John Darwak	2	Anthony Mocerì & Alyssa Berlingieri
25	Greg & Geoff Rouke	8	Mitchell & Molly Early	2	Justin Near
21	Marc & Bryce Molzon	7	Karl Barr	2	Jon Pastucha
21	Stephen Shugg & Patty Behr	7	Peter Bezjak	2	John Pulker
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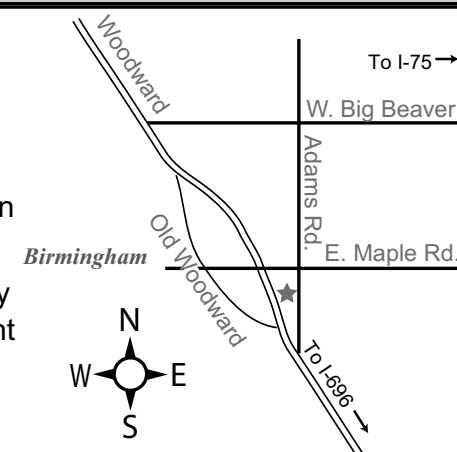
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