

P4

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MARCH 2025

PORSCHE PUSHERS PRIVATE PAPERS

Official publication of the Southeast Michigan Region, Porsche Club of America



20 Cars on 5th

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P6'ers Adventure



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'Intake Stacks' by Tom Fielitz



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Designing and Building
a Sports Car



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Porsche of Farmington Hills

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High Performance
Driver Education 1
Friday - May 30th - Waterford Hills
Our annual Beginner day - Focused on first timers!
DE #1 at Waterford Hills
Event Announcement

ON THE COVER:

Cars on 5th Concours
in Naples, FL.
Photo by:
Mark Vander Eyk



Southeast Michigan Region
Porsche Club Of America



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President
Lisa Molzon

248.318.1570

e-mail:
president@sem.pca.org



**Vice President /
Driving Tour Chair**
Chris Bohr

248.986.8834

e-mail:
vice-president@sem.pca.org



**Chief Driving Instructor /
Street Survival School
Chair**
Marc Molzon

248.882.1759

e-mail:
marc@sem.pca.org



**DE Chair /
Insurance Chair**
Steve Carbary

586.242.6437

e-mail:
de@sem.pca.org



Treasurer
Jim Williams

248.561.8301

e-mail:
treasurer@sem.pca.org



**Secretary /
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Fred Young

586.566.3193

e-mail:
concours@sem.pca.org



**Progressive Dinner
Chair**
Cedric Alexanian

248.320.5240

e-mail:
cedric@sem.pca.org



Membership Chair
Robert Tarchinski

248.930.8346

e-mail:
robert@sem.pca.org



**Past President /
Safety Chair / Webmaster**
Howard Gilson

248.770.1788

e-mail:
howard@sem.pca.org

Other Officers



Zone 4 Representative
Dave Stetson

614.286.5988

e-mail:
zone4rep@
national.pca.org



**Picnic Chair /
Holiday Party and
Silent Auction Chair**
Patti Door

248.207.7617

e-mail:
patti@sem.pca.org



**Rally Chair /
National Liaison**
Dennis Denyer

248.391.3268

e-mail:
nationalliaison@
sem.pca.org



**P4 Editor /
Holiday Party Co-Chair**
Mark VanderEyck

248.520.2292

e-mail:
P4@sem.pca.org



**P4 Member Ads /
Dealership Liason /
Swap Meet Co-Chair**
Michael Cohen

248.227.8604

e-mail:
michael@sem.pca.org

2025 SEM/PCA CALENDAR

MARCH 2025

6 Business Meeting
15 SIM Racing at Superlap Drive Studio

APRIL 2025

3 Business Meeting
5 Munk's Tech Session
12 Swap Meet at Nikolas Motorsports

MAY 2025

1 Business Meeting
3 New Member Gathering - Automedic
10 Spring Tour
17 DE-101 at M1
25 3D Detailing Session
30 DE #1 at Waterford
31-2 *Detroit Grand Prix

JUNE 2025

5 Business Meeting
8 * Cars R' Stars at Packard Proving Grounds
15 * Eyes on Design at Ford Estate
21 Solstice Tour
26 Business Meeting - Note in June
28 DE #2 at M1
29 Waterford Hills Family Day

Future Event Possibilities:

*This is a starting point of events for the 2025 Calendar Year.
Events may be added, deleted or dates changed as desired.*

***Not an SEMPCA event**

All Dates and Events are subject to confirmation

02-17-25 FCY



*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.

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.*

Editor: Mark Vander Eyk
Submission Deadline: 15th of the month
Address: Mark Vander Eyk, P4 Editor
604 Cherry Tree Lane, Rochester Hills, MI 48306
Phone 248-652-6073 (H) or 248-520-2292 (C)
E-mail: p4@sem.pca.org

Publisher: P4

Copyrite Printing

586•774•0006
e-mail:
karen@sem.pca.org

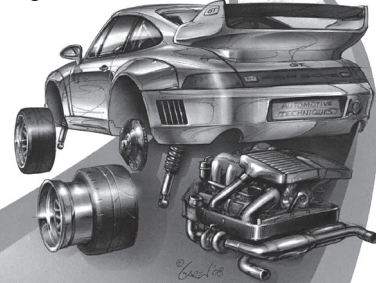


The P4, Porsche Pushers Private Papers, is the official monthly publication of the Southeast Michigan Region, Porsche Club of America. Available only by subscription to SEM members as a portion of the annual National membership dues, or to other PCA members at \$46.00 per year. Statements appearing in the P4 are those of the author and may not reflect the views of the PCA, the SEM Board of Directors or the P4 editor. The editors reserve the right to edit all material submitted for publication. SEM/PCA is not responsible for any services or merchandise advertised herein. Permission to reprint any material published in the P4 is granted provided full credit is given to P4 and the author.

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President's Column



ARTICLE AND PHOTOS BY LISA MOLZON - SEM PRESIDENT

Happy 70th Anniversary to the Porsche Club of America (PCA)! This year marks the 70th year since PCA has been established. And to think that we are only 3 years away from celebrating OUR SEMPCA 70th Anniversary, as well. We've come a long way: from the 26 Charter Members to over 1,300 Members and Co-Members today. Time sure flies when you're having fun behind the wheel of a Porsche!

Porsche Parade Oklahoma (July 6-12) opened Phase I registration on February 26th. During this phase, you register your primary entrant (optional to register others at this time OR register them in Phase II), pay the \$280 Registration Fee, and reserve PCA housing if needed. Housing Registrations are a separate fee from Parade Registration and you will receive a link and Entrant Access Code for making them. Phase II registration will have additional fees for banquets and events. For those of you going to Oklahoma City in July, you are sure to have a fun and memorable time.

Our Advertisers play a pivotal role in supporting the publication of our P4 newsletters. Please browse through our P4 when searching for anything related to your vehicle

- chances are that we have the support of a local business that can help you with whatever your vehicle needs. **And our Sponsors** are crucial in supporting our larger events throughout the year - primarily our High Performance Driver Education (HPDE) days at the local tracks and our Annual Picnic/Concours in August. Watch for these businesses in sponsor lists and articles and please consider them first for the care of your Porsche.

Order a SEMPCA Name Badge today - by ordering now, you will have it for the upcoming driving and event season. Check-out the ordering information near the back of this issue.

Co-Members: Do you have one? Do you need to update yours? Help promote our club and grow our SEM Membership stats by adding a Co-Member to your membership. It's a simple process: Provide your membership number, the full name of your co-member, their relation to you, and their email address (optional) via email to membership@pca.org by phone at (410) 381-0911. Your Co-Member must be 18 years old or older.

(continued on page 8)



In March, Chris Bohr our Vice-President is chairing a SIM Racing Event at SUPERLAP Drive Studio in Berkley on Saturday the 15th. This is our first SIM event and promises to be a fun and spirited virtual driving event. See the ad in this issue for all the details. Registration closes on 3/9 - or sooner if it sells-out - so act now and register to be a part of this evening of racing.

Many “Thanks” to the Board of Directors and Officers - without your steadfast support, time, and energy, we wouldn’t be able to have nearly the number of events that we do throughout the year to enjoy with our friends.

And one last reassurance: Spring and Driving Weather are nearly here! And as a reminder of what we have to look forward to, here is a compilation of warm-weather photos from last year.

Hope to see you soon at one of our many events this year! ■



*“It’s not just the cars,
it’s the people”*

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SPONSORED EVENT

Sim Racing and Social Event

Saturday, March 15th, 2025



Join us for a fun filled social event at SUPERLAP. Prominently located on historic Woodward Ave., SUPERLAP features 8 high-end racing simulators complete with 4-point motion systems. First-timers, as well as aspiring professionals will enjoy a spin in iRacing on the advanced simulators. Event starts at 5:00PM with dinner provided.

Limited to 24 Driving Participants and 16 Spectators.

Cancellation deadline for full refund is 03/01/25

Please visit the link below for more information.



For additional question, please contact:

- Chris Bohr (248-986-8834 / Chris@sem.pca.org)



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SPONSORED EVENT

Join us for a...

PORSCHE TECH SESSION

April 5th, 10 am to 3 pm

Tech Inspection Prep Session
We'll talk about tech inspections and what inspectors look for.

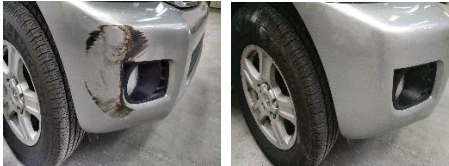
All Porsche enthusiasts are welcome regardless of model or club affiliation.

As always, lunch will be provided.

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Treffen 2024 New Hampshire and More - Another P6er's Adventure

ARTICLE BY PAULA TRENDOV - SEM MEMBER

PHOTOS BY PAULA AND KIRO TRENDOV

The P6er's, Dale and Marilyn Goby, Tom and Christine Grabowski plus Kiro and Paula Trendov, are back once again to share their latest adventures on the road. With our caravan leader Tom, we started out on September 26th, crossing over into our neighbor, Canada, to shortcut our way to the Craftsman Inn & Suites on our first night. Of course we had to have lunch so our Queen of internet search, Marilyn, found the 773 North restaurant in Buffalo, NY. At first glance it was looking like something you would see bikers at, but low and behold inside was this quaint little restaurant, proving that judging by a cover doesn't always work. We sat down and by coincidence our waitress' name was Paula. She was the nicest person too, must be the name. We satisfied our hunger and then got back on the road.

The Craftsman Inn & Suites, researched by Marilyn, was a good choice. We all got our rooms and settled in, then met in the lobby before walking over to the Inn's restaurant.

We needed a group picture so we asked a passerby, Paul to help out. Like all good Porsche members we struck up a friendly conversation and as it turned out, Paul was a car enthusiast and Porsche owner as well. You can meet some of the best people, because of a car. That sounds familiar. The restaurant was a bit noisy, but the food was good. We were all pretty tired from a day of driving, so bedtime came early.

Morning came and it was a foggy one, but off we went to our next stop. Lunch at Angels in Palmer, NY (another Marilyn search) was chosen for their home meals with a flair for the fussier pallet. Now we all know when you go into a cute little town, the ladies have to check out the shops. Christine was on the search and found the cutest little crocheted turtle for her granddaughter, Alexandra, making it a very special purchase.



Mt Washington Omni Resort New Hampshire

Treffen 2024 *(continued)*

Off we went again and it was comical that Dale kept reminding Tom about his blinker being left on whenever he was changing lanes. There is pressure being the leader, making sure your caravan stays with you. Traffic sometimes was heavy, but we managed to keep in line most of the time. One thing in our favor was the fact that we all had walkie talkies with us. Communication is key indeed.

We reached our destination for the next two days in Ogunquit, Maine at the Anchorage by the Sea hotel right on the Atlantic. Another amazing choice researched by Marilyn. The town was filled with tourists, wanting to experience the New England color change, and it did not disappoint. We ate dinner at the hotel restaurant with a beautiful view of the ocean. When you are at a place where seafood is fresh and abundant, guess what you order for your meal? We made it an early evening in order to be fresh for a day of exploring.

Kennebunkport was just a short drive from where we were and was the cutest seaside town. Lots of people, shops and seafood restaurants. The weather was perfect for walking around, people watching and yes, shopping. We decided to drive along the coastal road and came upon the Bush Compound, the 1897 stone church they attended and the magnificent rocky shore. We got out to stretch our legs and take some photos. Three Porsches tend to draw attention and we struck up a conversation with some New Yorkers asking about the cars. Of course we were more than happy to accommodate them.

Our stomachs were growling and we wanted to have lunch overlooking the Atlantic, but when we got to the area there were literally thousands of people and parking was probably not going to happen. We saw lines outside of even the smallest food kiosks for lobster rolls. We headed back to Ogunquit where Tom and Christine found Peppers, not too far from our hotel, for lunch and yes, seafood was our choice. Christine got her lobster roll, Tom and Kiro ordered fried clams, Dale and Marilyn ordered lazy lobster (the chef does all the work to crack it) and I had crab quesadillas. Nothing like it. The guys walked back to the hotel and we gals shopped. Bought wine, chocolate and Marilyn purchased a great fall jacket. Refresher naps were had before we met at Tom and Christine's suite for cocktails, munchies and some of the best laughs ever. We P6er's doing it up right.

Breakfast was at Crew, in town, and we had the best waitress ever. Veronica was a stitch and Kiro got his people skills going with her, but Veronica was spot on with anything he could throw her way. We found out she grew up in the area and gave us some very interesting and comical tidbits. She

(continued on page 14)



St. Ann's by-the-Sea Church, Kennebunkport Maine



Mountain of Granite



Waterfall



Staging for a driving tour.



Hurricane Road



Delicious Lobster

herself was a Corvette owner so we asked about getting stopped by the police and what speed they do that at. She said if you don't drive stupid they will leave you alone and that the speed limit is a "suggestion". Good to know. She told us that when the tourist aren't there, the population is about 1800 and everyone is related. She certainly left us with a memorable breakfast experience.

Next morning we ate again at Crew, requested Veronica to take care of us, took pictures and then walked along the Marginal Walk before getting on the road to our Treffen destination in New Hampshire.

As we got closer to the Mt. Washington Omni Resort, the sprinkle of fall kissed colors on the mountains were breathtaking. No matter how many pictures you take, it can never do it justice like seeing it with your own eyes. We drove up to this magnificent resort and our jaws drop. It is on the side of a mountain and one can only imagine how it all got started. Kiro, being the historical buff, asked questions and checked out the pictures of the first excavation. It was built from 1900 to 1902, and over 200 Italians were brought over to do the specialty work. As you go into the lobby you can see the elegant architecture and beautiful decorations making this resort such an iconic wonder.

The welcome reception that evening served drinks and appetizers consisting of, mini Reuben and grilled cheese sandwiches, tomato soup shots, homemade chips, and huge onion rings. Then servers the came out with lamb chops, duck, scallops wrapped in bacon, plus brie and raspberry tarts all while we mingled with Porsche friends current and new. Once we had our fill, we strolled out on the veranda with a view of the most beautiful fall colored mountains. A great way to round out the day and end a night to rest up for our driving tours over the next few days.

Our first choice was the Scenic Route. The start of the day was very foggy, guess that happens in the mountains, but before too long it was burned off by the welcome sunshine and we could really appreciate our surroundings. My goodness, we live in the most beautiful country in the world. I liked that our pace was fast enough for Porsche enthusiasts, but slow enough to take in the colors, mountains and wild life. As the navigator I noticed a sign that said "Moose Watch" it could save your life. Can you imagine the damage that would do to a Porsche, or to any vehicle for that matter? Thankfully no moose decided to cross our path, but we did see plenty of wild turkey. Isn't Thanksgiving coming up? Our group got separated toward the end, but our new leader Bruce, who was from the area, guided us through some awesome roads to our lunch venue which was the Red Fox Bar & Grill. We had salads, finger sandwiches, meatballs and a variety of cookies and chocolate mousse.

Our next day's drive was the Trifecta Drive. All in all very uneventful as drives go until we got to Hurricane Rd. It certainly isn't Tail of the Dragon, but I was holding on for dear life at a few of the turns. No road markings whatsoever, so staying between the invisible mustard and mayonnaise was a challenge. I was glad I had my oyster crackers with me. That many twists and turns is hard on the navigator, at least for me.

Cocktails were again in Tom and Christine's suite before our evening Seafood Fest dinner. Lobster, lobster everywhere, shrimp cocktail, lobster rolls, assorted pasta salads, corn on the cob, smashed redskin potatoes, whole lobsters, chicken, steamed mussels with sausage, clam chowder and assorted desserts. Can you imagine catering an event like ours, around 300 in attendance, and everyone getting an entire lobster? The wait staff was amazing and very attentive. Kudos to all of them.

Our final day was Navigator's Day Off, so we took a gondola ride up to the top of the mountain with a view of the resort. Another spectacular sight. We also drove to some waterfalls for great photo opportunities. I cannot say enough about the beautiful mosaic of fall colors that nature provided us in New Hampshire, especially the morning sun kissing the trees for a memorable display of what she has to offer. We lunched in Conway and headed back to the resort to rest up for our closing dinner.

Our last night we packed up to head out early, but needed to be with friends once again. Another dinner served and another Treffen coming to a close. The next one is in Virginia in spring of 2025. Maybe we will see you there.

One last tidbit in our travels homeward bound. We made a rest stop in Canada where a young policeman was inside. The guys engaged in friendly conversation, asking how fast one would have to be going before he pulled them over. He said it all depends on the officer. We went outside to get in our cars and he saw what we were driving. He said, "Now I know why you were asking". He did say, "great cars."

We stopped at the duty free shop before heading over the Ambassador Bridge and then hugged and said our goodbyes before driving home.

I will mention again, if you have never gone to a Treffen, you are missing out. Having our Porsches has enriched our lives with adventures we would never have experienced and friendships with people we would never have made without them.

The P6er's have another adventure in the can and look forward to the next. I hope I have been able to take you on our journey with us through my words. Remember to drive like there is no tomorrow and love your friends for the jewels they are. ■



P6er's in the Lobby at Craftsman Inn



Tom, Kiro and Dale showing off their belt buckles

Soul, electrified.

The new Taycan Turbo.



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PORSCHE



SPONSORED EVENT

PCA MULTI-REGION SWAP MEET, CAR SHOW & TECH QUIZ!!



Saturday, April 12, 2025
10:00 am – 2:00 pm

Presented by the SEM, RSR and Motorstadt Regions
Featuring the 356 Motor Cities Group
Western Michigan, Michiana & Maumee Valley Regions
are also invited

Hosted by Nikolas Motorsports
45108 Woodward Ave., Pontiac, MI 48341
(Across from M1 Concourse)

This event is rain or shine (or even snow)...It's inside
For complimentary tables contact Michael Acho
Michael.Acho@weeklymarketreview.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
(lunch provided by Nikolas Motorsports)

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a fun tech quiz!

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ARTICLE BY TOM FIELITZ - SEM MEMBER

Intake Stacks

Chances are that today's contemporary Porsche owner doesn't even know of or understand the traditional intake stack systems found on most Porsches from 1965 to 1998. If you have never seen these mechanical pieces, so fundamental to any six cylinder and some of the four cylinder models, you may have to search your Panorama magazine for one of those PMO Induction advertisements to get an understanding of them. The pictures depict a typical gang of three pipes that contain throttle valves regulating air flow to the individual cylinders located below them. These throttle bodies came in different configurations also. Racing throttle bodies came with standard and higher positioned butterfly valves or with a plate commonly referred to as a slide system where holes are opened. The butterfly system could be adjusted for each individual throttle, but the slide system was a simple hole in a moving plate and not very well suited for street use. They were typically used with fuel injection systems, but also could be found on a carburetor for one bank consisting of fuel float bowls and metering jets arranged in a very unique set up typical of six cylinder engines. Four-cylinder engines, found in every 356 model and also later four cylinder models, used a two-barrel carburetor system. On top of the carburetors, or injection stacks, was a velocity stack which had a tapered conical shape intended to speed up air flow. These velocity stacks were metal on carburetors and some injection stacks, but also could be plastic or even molded into the top of the injection stack itself. Production cars also had an air filter box mounted above the carburetors or injection stacks that many owners swapped out for individual filters consisting of plates separated by a mesh screen and a foam filter element. There were many suppliers of these filter units with cleanable foam elements.

All of these systems disappeared with the advent of electronic injection systems and especially with the introduction of turbo charging. When I open the engine lid of my 1972 911, the individual injection stacks sit prominently on display. I often have to explain to the curious onlooker that their modern six-cylinder motor looks much like my ancient six, except that they are covered by an elaborate series of plastic decorative covers. Perhaps, the current engineering staff is embarrassed to display the

complex system of pipes and hoses of a modern injection system. Of course, the efficiency and power of the modern six cylinder engines would not be possible without the use of the immensely complicated modern injection system. The other change that evolved with these modern injection systems is one throttle body feeding into separate runners for each cylinder. Porsche incorporated valve technology into the intake manifold that could vary the length of these runners to optimize air flow and mixture, depending on engine speed and flow characteristics, to maximize torque at each operating condition.

From elegant gangs of carburetors with effective throttle stacks, we have evolved into sophisticated injection systems that may not look impressive but do produce spectacular power and performance. Tuning of these systems has also greatly evolved. The carburetor systems may have seemed simple, but it took a lot of mechanical skill to extract performance with drivability. Setting the mixture on the carburetors was almost an art as I learned from the dual Solex on my 356 and triple throat Webers on my 914-6. Changes in the weather affected the running as would adjusting the flow of each carburetor barrel and synchronizing the opening of both banks. A service tool, called a Uni-Syn, and special skills were essential to measure how much air flow went to each cylinder. The fuel injection systems managed much of the turning with a sophisticated injection pump that more accurately metered gas to each individual cylinder with a series of precisely engineered injectors. But, these systems required their own tuning skills for adjusting idle air flow and synchronizing the opening of each throttle body valve. Since each butterfly valve was operated by its own control rod, as well as the rod to the injector pump, it was critical to set each rod to the correct length and synchronize all of the rods to operate smoothly and in a uniform fashion. Again, the modern injection systems handle these functions with sophisticated computer management.

It may result in plastic covers over complicated engine management systems, but the trade off in performance and drivability are well worth it. ■



SPONSORED EVENT

Southeast Michigan PCA's New Member Gathering

All New Members Welcome!

Saturday, May 3rd
10am - Noon



Auto Medics of Shelby
5100 Auburn Rd
Shelby Township, MI 48317

As a new Southeast Michigan Region Porsche Club of America (SEMPCA) Member, you are invited to join us at one of our newest Sponsors: Auto Medics of Shelby.

Come meet other new Members, SEMPCA board members, event chairs, and the Auto Medics of Shelby team - and enjoy some coffee & donuts.

Learn more about the various events we organize for SEMPCA Members throughout the year. From Driving Tours (both local and overnight) to the High Performance Driver Education (HPDE) Events as well as our Social Events and all the other events we offer - this is your chance to hear more about these activities.

We look forward to seeing you!

Register on Club Reg following this link or using the QR Code:
<https://clubregistration.net/events/signUp.cfm/event/15652>

Any questions - please contact:
Lisa Molzon, President, LisaSEMPCA@gmail.com or 248-318-1570
OR
Bobby Tarchinski, Membership Chair, rtarch@umich.edu or 248-930-8346





ARTICLE AND PHOTOS BY
MICHAEL COHEN AND MARK VANDER EYK - P4 EDITOR

The Naples Automotive Experience is a weekend long event organized by the Naples Florida Chapter of the Ferrari Club of America that is held annually to benefit the St Matthew’s House charity. The weekend concludes with the Cars on 5th Concours on Sunday featuring 700+ exotic and luxury vehicles-Ferraris, Porches, Corvettes, McLarens, Lamborghinis, Aston Martins, Maseratis, etc.-plus some vintage, sports and muscle cars. ■



MORE PHOTOS ON PAGE 23

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38410 Grand River Ave
Suite G
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For those who live and breathe Porsche, there's one name in Metro Detroit that stands above the rest—Precision Motorsports LLC. Founded in 2018 and based in Farmington Hills, MI, Precision Motorsports has earned a reputation as the premier destination for Porsche enthusiasts seeking expert service, meticulous repairs, and high-performance modifications. Whether you own a vintage air-cooled 911 or the latest 992 Turbo S, our team of seasoned technicians delivers the precision and care that your Porsche deserves.



Why Porsche Owners Choose Precision Motorsports

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When it comes to high-performance exhaust systems, one name stands above the rest—Akrapović. As the leading sport exhaust manufacturer in the world, Akrapović has set the benchmark for innovation, engineering, and craftsmanship. Their titanium exhaust systems don't just enhance the sound and performance of a vehicle; they redefine the driving experience. It's no surprise that Akrapović exhausts are even offered as a factory option on high-end Porsches, including the 911 GT3 and Turbo models.

In October 2024, Precision Motorsports was honored to be one of only 20 shops in the world invited to Slovenia for Akrapović's Global Dealer Training. This exclusive opportunity allowed us to personally meet Igor Akrapović, the visionary behind the brand, and gain firsthand insight into the intricate production and engineering behind their titanium exhaust systems. Touring their state-of-the-art manufacturing facility, we witnessed the precision and expertise that go into every Akrapović system, from raw titanium processing to final assembly.

Visit our social media to see our projects! www.instagram.com/precision_motorsports



MORE PHOTOS ON PAGE 24



SPONSORED EVENT



High Performance
Driver's Education - 101

Saturday - May 17th - Waterford Hills

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.

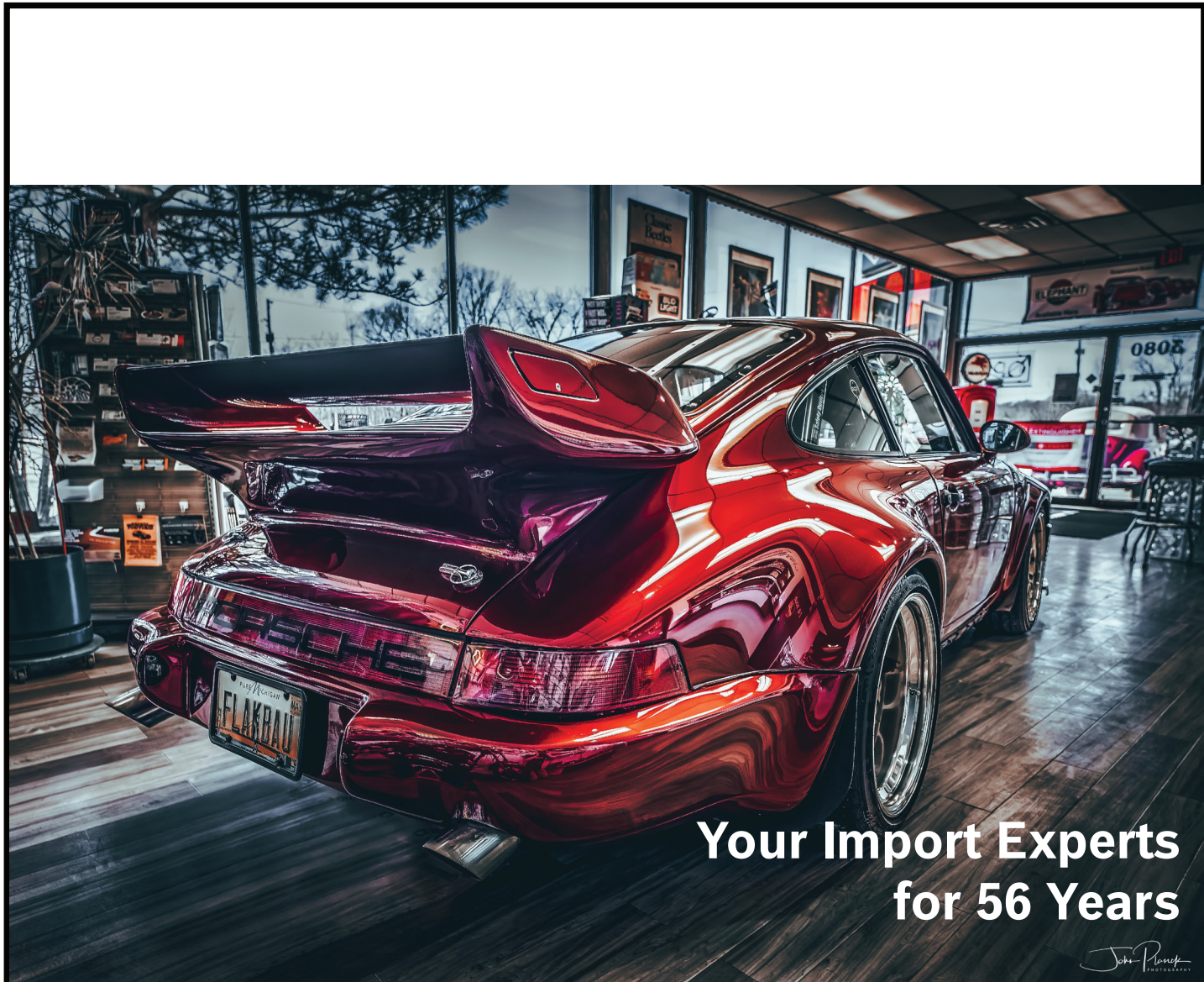
For details, vist: sem.pca.org
Look for the Driver's Education section for more information.
Register online at: clubregistration.net

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



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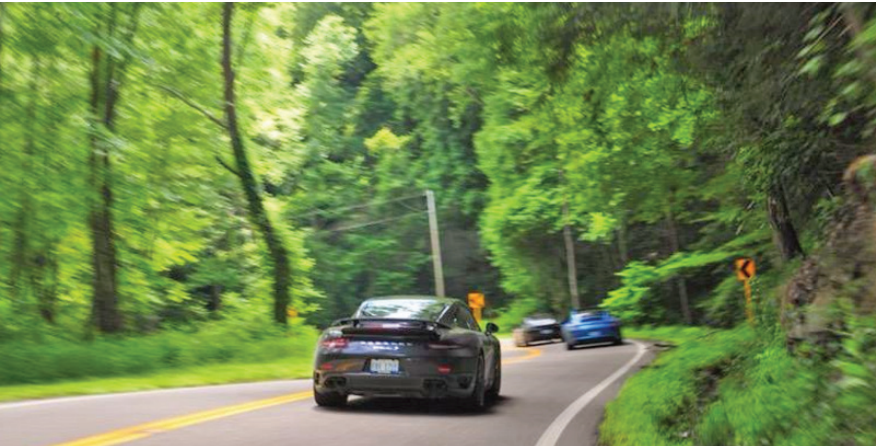


SPONSORED EVENT

2025 Spring Tour

Save The Date

Sunday, May 10, 2025



Spring is coming, time to bring those Porsches out of hibernation.

This is our first driving tour of the Season! Celebrate the end of winter and arrival of spring with your fellow Porsche Enthusiasts. Enjoy your car, interesting roads, and good friends.

Registration opens at 1:00pm with first car out at 3:00pm.

Registration: <https://clubregistration.net/events/signUp.cfm/event/15287>



For question and additional information, please contact:

□ Chris Bohr (chris@sem.pca.org)

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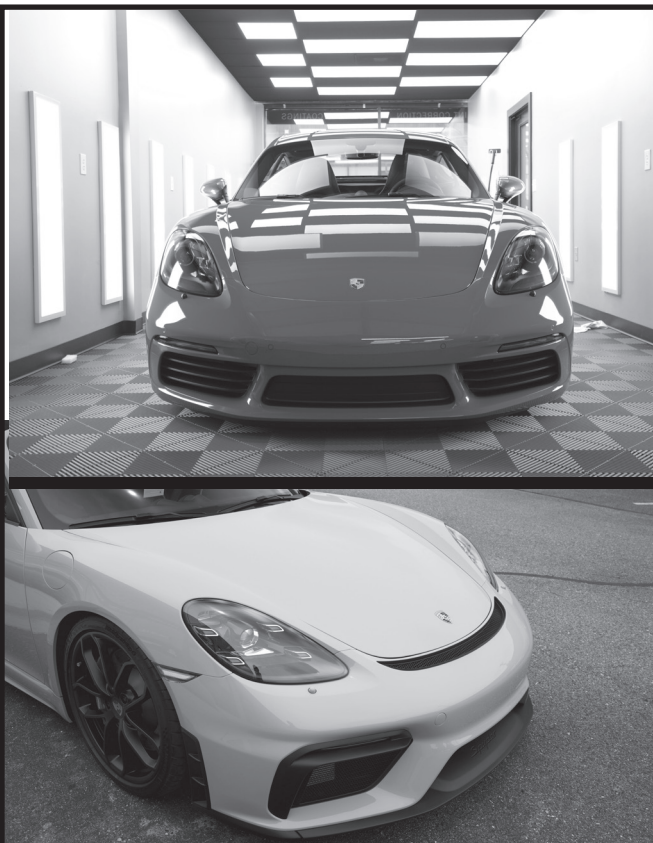
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SPONSORED EVENT



3D Detroit, Sterling Heights is hosting a Detailing Session for
Southeast Michigan PCA members.

Sunday, May 25th, 2025
Starts at 10:00am

37805 Van Dyke Ave.
Sterling Heights, MI 48312

Learn how to wash your Porsche with the 3 bucket method. Learn from the Pros
on 3D Detailing Products from soaps, polishes, waxes, ceramic coating to
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Best of all you're able to ask questions on any products that can help you enhance
the appearance of your Porsche.



Registration: <https://clubregistration.net/events/signUp.cfm/event/15586>

Contact Howard Gilson 248-770-1788 or howard@sem.pca.org

Designing and Building a Sports Car

ARTICLE AND PHOTOS BY BOB AIKINS - SEM MEMBER

As Porsche owners, we share a love of sports cars. My interest in them started when I was exposed to the wonderful world of GM Styling, the 1959 Sting Ray racecar was the car that dreams were made of. That was the beauty that inspired the 1963 Corvette. The Fisher Body Craftsman Guild, a competition to design and build model cars resulted in my winning trips to Detroit. Included in this experience was meeting GM designers and discovering you could make a good living designing cars...Who knew?

These experiences resulted in my attending the Art Center College of Design in LA. After graduation, Ford offered me a position and I started in the Mustang Studio. Designing Mustangs was as close to designing sports cars as I would get in my 35 years at Ford. I did make the ultimate corporate no-no and bought a Corvette not long after being hired. As a 21 year old, understanding corporate politics was a minor priority.

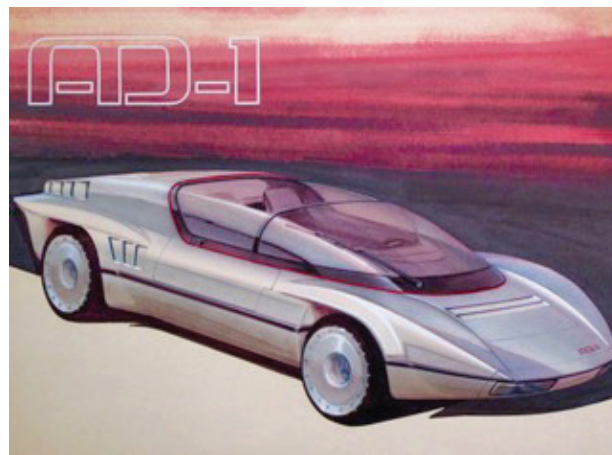
A lot of designers dream of creating their own car, but for many reasons few do. In the 70's, I had returned from a foreign assignment designing cars in Australia and the idea of a sports car of my own design began formulating. I was driving a Pantera, my first management lease car, and thought, this thing is fast and good looking, but not really a well thought out car!

I decided that if I was going to successfully build a car, I needed a light chassis, suspension and powertrain. What I wanted was something I could put a fiberglass body on of my own design. The VW Bug was the answer and I became the proud owner of a used '69 Beetle.

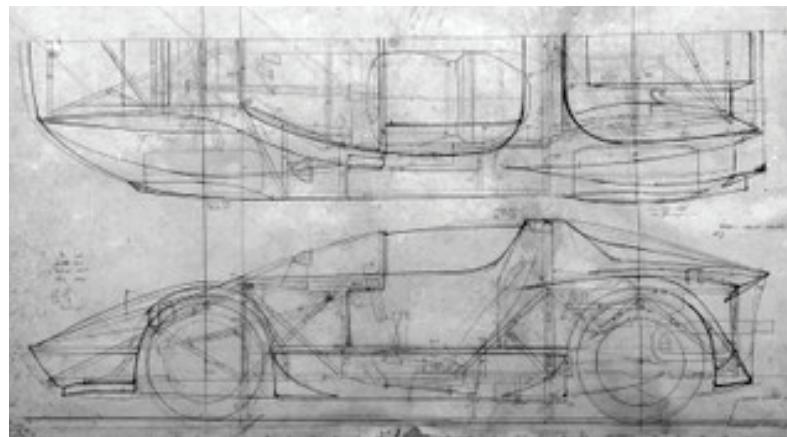
As with any automotive project, I started with people packaging and arrived at an overall size. Cost and timing was also looked at, but unlike auto manufacturers, I had no

build date. It would take as long as it took to get it right! The VW Beetle floor pan was ideal for the wheelbase, but I would have to lower the seat area to achieve a proper seating position and maintain the height, width and length proportions for a sports car. To support the fiberglass body panels I decided to construct a one inch square steel tube chassis that would also give the car the needed torsional rigidity. I built a scale model to try out various designs providing maximum rigidity vs. minimum weight.

As I was establishing the proportions, I started the concept sketches. I knew that the traditional way to create a fiberglass body was very labor intensive. Constructing a full size clay model, plaster molds and a lot of hand laid fiberglass was not a realistic one-man operation! I found an excellent solution, a racecar fabricator in California was selling first generation Can Am type bodies. This builder would also add additional layers of fiberglass cloth to the body, which was important for



AD-1 (Aikins Design-One) Concept Sketch 1976-77



One of the many build drawings, very time consuming

Designing and Building a Sports Car (continued)

a street driven sports car. I knew that it would be much easier to modify an existing shape than to create a new one from scratch.

The Art Center curriculum included learning how to work with fiberglass, but NOT welding. A high school welding class helped me construct the tube chassis, but a pro welder did attach the 3" roll bar. I don't like to take chances with my head!

Once the chassis was completed, I modified and attached the body panels. Every panel of the car body I purchased was changed to achieve my design! The panels located between the wheels were the only ones permanently attached to the chassis, all other panels were bolted on and removable for painting.

I used two 1978 Corvette backlights, one for the windshield and the other in the rear. The single arm windshield wiper was a unique engineering problem only solved by building a working scale model. The headlamps were exposed with an electric dropping panel. The doors represented a huge problem both in operation and weather sealing. Two gas struts were used per single hinged door. The Plexiglas side glass was attach to the door and is not removable. The only Ford parts in the entire car were the Pantera exterior door handles. A full belly pan was added to improve aero. A Ford aerodynamicist friend estimated the drag CD as .32 with the top on. The cloth top was folded and stored behind the seats when not in use.

The body was painted Guards Red lacquer in my garage, one panel at a time. The great thing about lacquer is you just spray it on, wet sanding and rubbing it out is what finishes it.

The interior was fun, with some sewing help from my wife and one of our trim shop guys who did work on the side. He did a beautiful job on the bucket seats purchased from the junkyard. The instrument panel was connected to the steering column and is height adjustable. The center panel with gauges and radio is adjustable to face the driver. All the fabrics were purchased from a store that sold unused old auto industry fabrics, quite a deal!

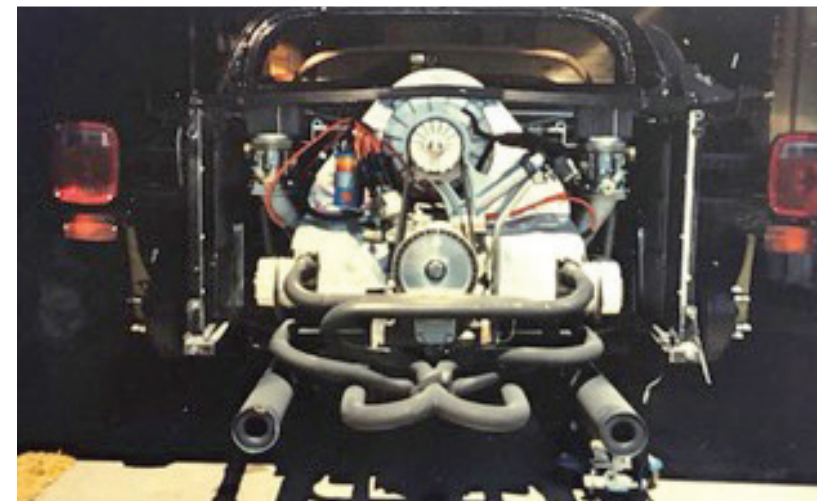
The powertrain was the only part of the project I did not do myself. I had the VW engine built by a gentleman who raced VW powered vehicles. He did the full hot rod treatment; bored and stroked to 2 liters, dual downdraft Webers and high compression heads. I think he estimated the output to be about 120 – 130 HP. Not bad for an 1800 lb. car. Stopping power was provided by aftermarket four-wheel



AD-1 with driver



Wiring was a nightmare, especially the instrument panel



2000cc air cooled VW Hot Rod Engine

(continued on page 33)





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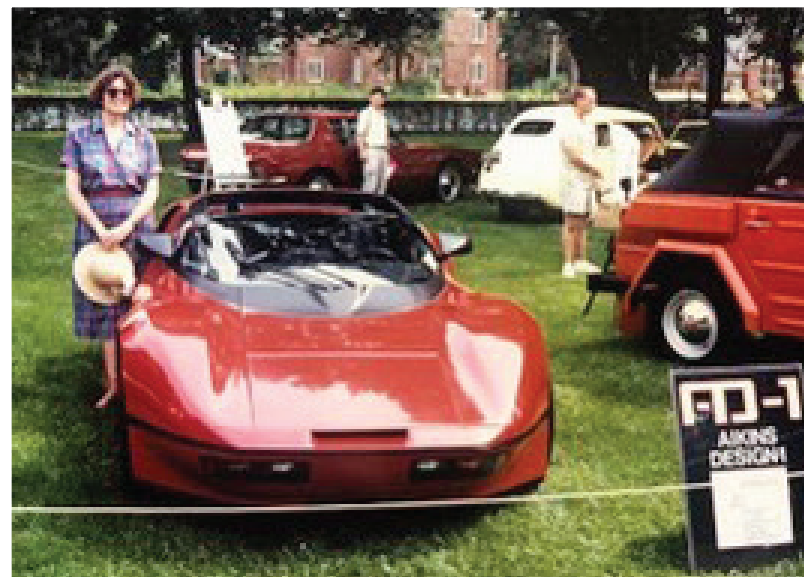
Designing and Building a Sports Car *(continued)*

disc brakes. The suspension was modified to be height adjustable. In the 70's, 15 inch wheels were about as large as I could afford. To enhance the wheel-tire appearance I created thin fiberglass wheel covers that extended over the side of the tires. This created a lower profile looking tire and an 18 inch looking wheel.

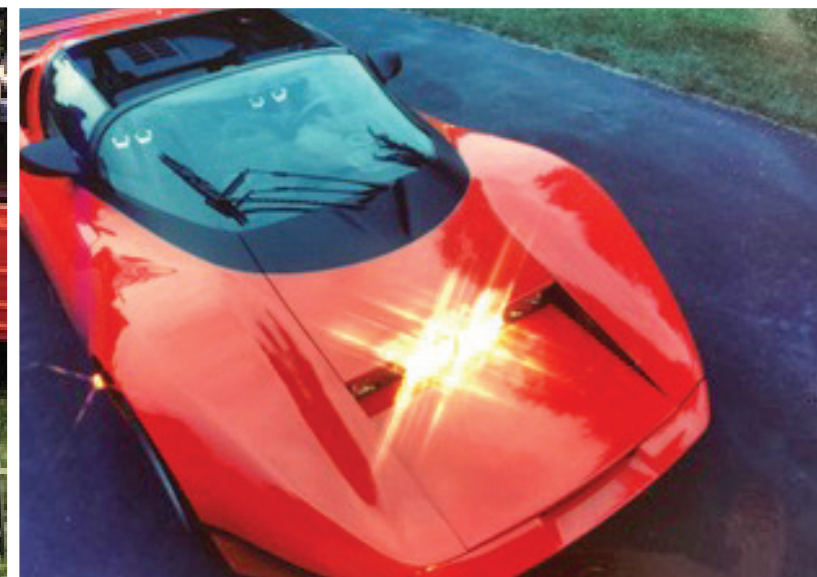
The vehicle was finished in 1989 and named the AD-1, for Aikins Design-One. That year, I was invited to bring it to one of the first Eyes on Design car shows and was very surprised to win a first place in my class. Personally, I was just happy that the car made it to the Grosse Pointe show on its first long distance drive! To me, the AD-1 was more of a show car than a driver's car. Driving it was a unique experience, especially if you liked answering questions. It was more fun driving my Boxster S. As a result the AD-1 spent a lot of time in my garage, which the hot rod engine didn't like.

Sometimes people ask me why it took me 10 years to create this car. My explanation is that I was still working 8-10 hours a day at Ford, trying to stay happily married and raising a family of two energetic boys! My greatest satisfaction was completing my dream car, winning a couple of car show awards was icing on the cake. I finally parted with the AD-1 a few years ago, with only 1500 miles on the odometer. The new owner is a young, good family friend of ours. His goal is to restore the aging fiberglass body, add a new paint job and get it back on the road. I wish him well!

When looking at the AD-1 photographs, please remember this is a mid-1970's design. ■



1989 Eyes on Design car show, 1st Place in class



Hood panel drops when headlight are turned on



Two gas struts per door, single hinge. (Building doors aren't fun!)



AD-1 Rear view, 10" rear wheels

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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



SPONSORED EVENT

High Performance Driver Education 1

Friday - May 30th - Waterford Hills
Our annual Beginner day - Focused on first timers !!

- Skill-Level Based Instruction
- Class Room and On-Track sessions
- Nationally Trained instructors
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For details, visit: sem.pca.org
Look for the Driver's Education section for more information.
Register online at: clubregistration.net

DE Chair Steve Carbary - DE@sem.pca.org - (586) 242-6437

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

Advertising will be accepted from non-members at the Editor’s discretion, space permitting, at the rate of \$5.00 per issue for three lines, payable in advance to SEM/PCA P4, c/o Michael Cohen, 25545 Hereford Drive, Royal Oak, MI 48067

Submit all ads to michael@sem.pca.org

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GEMBALLA 2004 PORSCHE 911 TURBO CABRIOLET:**



Gemballa 2004 Porsche 911 Turbo Cabriolet. Boosted from factory 415 HP Twin-turbocharged 3.6L flat-six paired with a five-speed Tiptronic transaxle and all-wheel drive. Sports 19” HRE wheels, a Gemballa exhaust and ECU, heated seats. Arctic Silver Metallic (X1) bodywork was fitted with a Gemballa carbon fiber hood, front and rear bumpers, side skirts, and rear spoiler. A black, power-operated convertible top. 19” HRE FlowForm FF01 units wrapped in Michelin Pilot Sport 4 S tires replaced in 2023. Braking is provided by four-wheel discs with red-painted calipers and cross-drilled rotors. 44K miles \$53,000
ChrisHarrison48230@gmail.com

**FOR SALE:
22 TURBO DESIGN WHEELS:**



Off a 2019 Cayenne turbo, no bends or curb rash. Tires are bad. 10x22 +48 front, 11.5x22 +61 rear. \$2000. Contact 248-477-7733 or coleantrobis@gmail.com for inquiries. (11/24)

**FOR SALE:
1986 PORSCHE 944 TURBO:**



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Become More Involved in SEMP4-P4 Newsletter

Consider apprenticing this year as the associate editor of the P4 newsletter and then transitioning to be the next editor in 2026. This is a great way to be aware of and involved in the many activities that the club has scheduled each year, plus a great chance to meet many of the club members.

Primary Duties:

- Outline the content planned for the monthly issue (i.e. event ads, articles, etc.)
- Proofread articles submitted for publication.
- Transmit articles and other necessary content to Copyrite Printing. The Copyrite Printing staff is very capable of assembling the content into the magazine format based on guidelines that have been established for the newsletter.
- Review the final proof of the issue and approve it prior to printing.

Contact Mark Vander Eyk at 248-520-2292
if you would like to discuss this position further.

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Contact Lisa Molzon with questions: LisaSEMPCA@gmail.com

PORSCHE CLUB OF AMERICA
RECOGNIZES MEMBERSHIP ANNIVERSARIES IN FIVE-YEAR INCREMENTS.

Five- to 20-year anniversary materials are available **upon request**. You can request anniversary materials by clicking www.pca.org/anniversary (must be logged onto PCA website to use link). You will receive a letter, certificate and decal commemorating your anniversary.

Materials for 25- to 60-year anniversaries are mailed **quarterly** depending on your anniversary date. Members celebrating these anniversaries will receive the following:

- 25 years - Letter, Decal, Certificate, Pin
- 30 and 35 years - Letter, Decal, Certificate
- 40 and 45 years - Letter, Decal, Certificate, Name Badge
- 50, 55 and 60 years- Letter, Decal, Certificate, Pin and Name Badge

If you have not received your anniversary recognition from Porsche Club of America, please send an email to anniversary@pca.org requesting your materials and be sure to include your membership number and full name.

Welcome New Members:

Chad Betz
Stanley Cleveland
Graham Compton
Mcgregor Coyne (Transfer)
Ronald Daiza

Kiar Gamsho
Anthony Kibbey
Mike Krempa
Timothy Lichty
Tod Mack

Randy Parpart
William Reed
Ryan Renne

SEM/PCA Member Anniversaries

MARCH 2025

YR	Name(s)	YR	Name(s)	YR	Name(s)
46	Peter & Rita Heydon	10	Timothy & David Kopec	3	John Pulker
46	Ted & Nancy Schwartzfeld	9	Cedric Alexanian & Sebastien Rousseau	3	Donald & Hunter Shreves
40	David Nikolas	9	John Darwak	3	Dan & Jeanne Stuart
29	Joel Miller & Judith Thurswell	9	Mitchell & Molly Early	3	Aaron Watkins
27	Alan & Jodi Klein	8	Karl Barr	2	William Frykman
27	Anthony & Ernest Mac	8	Peter Bezjak	2	Michael Lebow
27	Eric & Martha Manting	8	David Courter	2	Craig Mangold
26	Brian & Cynthia Chiara	8	John Lominack	2	Michael Ofiara
26	Greg & Geoff Rouke	8	William & Kathleen Rietow	2	Matthew Rowan
22	Marc & Bryce Molzon	8	John Roby	2	Aaron Stadler
22	Stephen Shugg & Patty Behr	8	Lars Theunissen	1	Shant Atikian
20	Frederic & Nopakun Binggeli	7	Timothy & Spencer LaBuda	1	Lee Gibson
20	Stephen & Janet Malerman	7	William Moore	1	Christopher Grobbel
19	Kim & Ginger Virkler	7	Mike Paige	1	Noah Hudson-Peralta
18	Jason & Allison Cardew	6	Torbin Fuller & Erin Kikkawa-Fuller	1	David Keefe
17	Rizwan Mufti & Jill Fischer	6	James Scohy	1	Kevin Krause
15	Lothar & Ann Bauer	5	Brad Peters	1	Sarah Manore
15	Edward Dawda & Alice Buckley	4	David Konop & Erica Lupiloff	1	Evan Quigley
14	Richard & Judith Huddleston	4	Dustin May	1	Kyle Robie
13	Louis Shoha	3	Don Bailey	1	Steve Sensoli
12	Robert & Len Newill	3	Paul Benson	1	Terry & Christine Yakuber
11	Carl & Sharon Code	3	Kyle Chase		
11	Kenneth & Kristen Lingenfelter	3	Adrian Foca		
11	Mark Lubienski	3	Jeff Meyers		
11	Lisa Molzon & Jennifer Schmidt	3	Anthony Mocerri & Alyssa Berlingieri		
11	John & Lee Ann Pantalone	3	Justin Near		
11	Guy & Karen Pupp	3	Jon Pastucha		
10	Gani Bardha				

SEM Business Meeting Minutes* for 01/09/24 & 02/06/25* by Fred Young

JANUARY 9, 2024

In attendance: Board Members: Howard Gilson, Fred Young, Chris Bohr, Jim Williams, Marc Molzon, Lisa Molzon, Bobby Tarchinski and Steve Carbary. Absent with notice: Cedric Alexanian and Mark VanderEyk. Guests: Gary Ambrus and Lucas Phan.

Call to Order: 7:00 p.m. by President Lisa Molzon
Agenda Approval: Moved by M.M. and H.G. to approve the agenda. Motion passed.
Minutes: Moved by J.W. and C.B. to approve the December minutes. Motion passed.
Financial: Jim Williams - Jim went over the December financials. It was moved by C.B. and H.G. to donate the proceeds from the silent auction and an additional amount to the Special Olympics Cookie Project. Motion passed. It was moved by J.W. and C.B. to approve the December financial report. Motion passed.
Membership: Lisa Molzon - Membership is at 1311 members. Bobby Tarchinski will take over the role as membership chair.
Insurance: Steve Carbary - None needed.
P-4: Mark VanderEyk - He sent out a list of articles needed for future publication.
Webmaster: Howard Gilson - The domains are up for renewal.
OLD BUSINESS:
December 6: Holiday Lights Tour: Howard Gilson - It was a fantastic tour with over 30 people showing up. Several cars had the top down in the frigid weather.
December 13: Holiday Party: Lisa Molzon - The food and service was great. Everyone enjoyed the evening. It was moved by C.B. and H.G. to approve a deposit to Red Run Country Club for next year's party.
February 22: Henry Ford Museum Tour: Gary Ambrus - The museum is excited to have the Porsche Club on the tour. The event will be on Club Registration for sign up.
March 15: SIM Racing at Superlap Drive Studio: Chris Bohr - The facility hosts 40 persons with 8 rigs and 24 participants. Chris is looking to appeal to younger members. It was moved by C.B. and H.G. to approve a deposit for the event. Motion passed.
April 5: Munk's Tech Session: An ad will be in the P4.
April 26: Swap Meet at Nikolas Motorsport: Michael Acho - No report.
May 10: Spring Tour: Chris Bohr - In progress.
May 18: 3D Detailing Session: Howard Gilson - Will be at the Sterling Heights store.
TBD: DE-101: Marc Molzon - No date yet.
June 21: Solstice Tour: Lisa Molzon - In the planning stage.
August 17: Picnic and Concours: On January 6, 2025 by email, it was moved by F.Y. and H.G. to approve a deposit for the Springdale Park picnic site. Motion passed.
NEW BUSINESS:
Lisa Molzon stated that the Porsche Club 70th Anniversary will be celebrated on September 13th. Local clubs are suggested to have similar events commemorating the occasion. The Northville Concours is looking for our club's participation in July.
Event Reports: Fred Young - Needed for the Holiday Party.
Meeting Adjourned at 9:05 p.m. - Moved to adjourn by M.M. and S.C. Motion passed.
Next Meeting Location: Howard Gilson's - Thursday, February 6, 2025

Respectfully Submitted: Fred Young - 1-11-25
*Subject to ratification at the next Board Meeting.

FEBRUARY 6, 2025

In attendance: Board Members: Howard Gilson, Fred Young, Chris Bohr, Marc Molzon, Lisa Molzon, Bobby Tarchinski and Cedric Alexanian. Absent with notice: Steve Carbary, Jim Williams and Mark VanderEyk. Guests: Gary Ambrus, Michael Acho and Mike Terrell.

Call to Order: 7:02 p.m. by President Lisa Molzon
Agenda Approval: Moved by H.G. and C.B. to approve the agenda. Motion passed.
Minutes: Moved by M.M. and H.G. to approve the December minutes. Motion passed.
Financial: Jim Williams - No report.
Membership: Bobby Tarchinski - Membership is at 851 primary and 457 associates for a total of 1308 members. 4 new members were added this month.
Insurance: Steve Carbary - None needed.
P-4: Mark VanderEyk - He sent out an email regarding March P4 content.
Webmaster: Howard Gilson - Everything is good.
OLD BUSINESS:
February 22: Henry Ford Museum Tour: Gary Ambrus - The sign-up was extended. 17 people are signed up so far. It was moved by H.G. and M.M. to give an honorarium to the host guide. Motion passed.
March 15: SIM Racing at Superlap Drive Studio: Chris Bohr - An ad is in the P4. A sell-out is expected.
April 5: Munk's Tech Session: Bobby Tarchinski - The focus of the tech session will be on preparation for track events and other timely topics.
April 26: Swap Meet at Nikolas Motorsport: Michael Acho - An ad is in the P4.
May 3: New Member Gathering at Automedic: Lisa Molzon - Details to come.
May 10: DE-101 at M-1: Marc Molzon - The date is confirmed.
May 10: Spring Tour: Chris Bohr - The date is set
May 18: 3D Detailing Session: Howard Gilson - An ad is being formulated.
June 21: Solstice Tour: Lisa Molzon - No report.
June 28: DE #2 at M-1: Marc Molzon - All set. On January 15th by email, it was moved by M.M. and H.G. to approve a deposit for the June 28th DE #2 at M1. Motion passed.
June 29: Waterford Family Day: Fred Young - Waiting to confirm particulars.
July 13: *Northville Concours d'Elegance - Mike Terrell - This event is in its fourth year with approximately 150 cars on display. The concour is run and judged by youths 12 to 18 years of age. The featured marque this year is the Porsche turbo and Porsche club members are invited to show their cars.
NEW BUSINESS:
Gary Ambrus invited the club to the Motor Muster at the Henry Ford Museum on June 15th.
Event Reports: Fred Young - None needed.
Meeting Adjourned at 8:30 p.m. - Moved to adjourn by M.M. and H.G. Motion passed.
Next Meeting Location: Howard Gilson's - Thursday, March 6, 2025

*Not an SEMPCA event.
Respectfully Submitted: Fred Young - 2-9-25
*Subject to ratification at the next Board Meeting.



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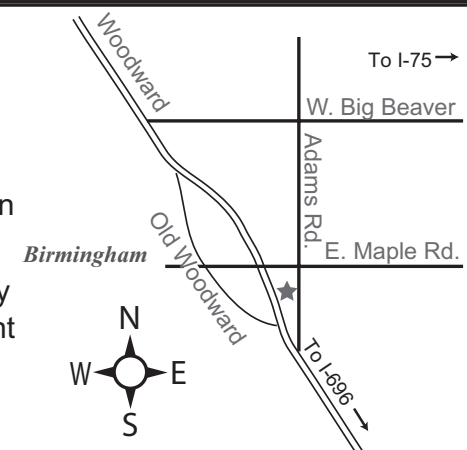
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