

P4

MAY 2025

PORSCHE PUSHES PRIVATE PAPERS

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



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by Tom Fielitz



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Porsche Tank



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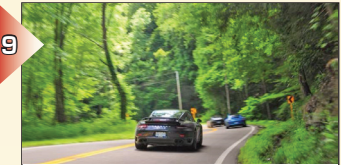


Porsche of Farmington Hills

P4 PORSCHE PUSHERS PRIVATE PAPERS

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

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ON THE COVER:

Swap Meet Car Show at Nikolas Motorsport
Photo by:
Lisa Molzon



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2025 SEM/PCA CALENDAR

MAY

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

JUNE

- 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.

JULY

- 6-12 Porsche Parade in Oklahoma
11 *Rolling Sculpture in Ann Arbor
12 *Gilmore Car Museum Deutsche Marque
11-13 *Northville Concours d'Elegance
19 Progressive Dinner
25-27 *Waterford Hills Vintage Race

AUGUST

- 1-2 Indiana Nurburgring Overnight Tour
3 *Troy Traffic Jam
7 Business Meeting
13-15 *Woodward Dream Festival at M1
16 *Woodward Dream Cruise
17 Picnic and Concours d'Elegance
23 DE #3 at Waterford

***Not an SEMPCA event**

All Dates and Events are subject to confirmation
04-15-25 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.

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Submission Deadline: 15th of the month

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ARTICLE BY LISA MOLZON - SEM PRESIDENT

PHOTOS BY LISA MOLZON AND MICHAEL COHEN

If April showers are supposed to bring May flowers, then April snow and storms must bring May FANTASTIC DRIVING WEATHER! So, get your amazing vehicles ready to join us at some of our events this month.

First, a look in the rearview mirror at April and the two events we had.

The annual **Tech Session at Munk's** on Saturday, April 5th, was a daylong affair that filled their parking lots, bays and much of their service area. As attendees grabbed a seat and settled-in, an overview of each vehicle tech inspection requirement was provided using a vehicle on a lift and questions were answered throughout the walk-through. Taking advantage of the session, SEM Member Ralf Deinlein brought his Porsche around for a Tech Inspection on the spot in the afternoon. And it wasn't just an educational Tech Session, it was more than that: It was a chance for auto enthusiasts of all ages and vehicle types to gather and catch-up after the long winter months. Thanks to SEM member Chris Braden and his team at Munk's Motors, some of whom are also SEM members including Merritt Scott Collins, as well as Membership Chair Bobby Tarchinski and DE Chair Steve Carbary for helping to make this a great day!

The annual **Multi-Region Swap Meet, Car Show, and Trivia Quiz at Nikolas Motorsport** on Saturday, April 12th marked the fourth year at this location. After several days of cold, wet and at times snowy weather, the sun shone brightly and warmly on the vast array of sparkling clean cars of all makes, models and vintages in the parking lot. Who could miss Vic Rivera's vibrantly-painted 911? Inside, attendees were welcome to check-out everything at the swap meet, participate in the Trivia Quiz, wander through the collection of speed on display in the front showroom and view original artwork plus stunning racecar/race driver photos. It was nice to meet John Chalifoux and Dean Waineo, I hope to see you at future events as well. Cheers to long-time SEM member David Nikolas with the help of his brother SEM member John Nikolas, as well as the SEM event lead Michael Acho, who once again ensured a fun and engaging day!

At both events in April SEM members abounded – new members, long-term members, members that frequently attend events and those that are getting more active. To every member that attends one of our events: Thank you. When choosing to make time in your schedule to participate in our events – each Event Lead and all of those

(continued on page 8)

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1. Porsches Porsches everywhere at the Tech Session at Munk's Motors.

2. The Munk's Motors Team, with SEM DE Chair Steve Carbary and Membership Chair Bobby Tarchinski, alongside SEM Member Ralf Deinlein with his Porsche.

that support the event feel the energy and appreciation of our club. This is our motivation which ties-in to our passion of the marque. Without your interest and enthusiasm, we wouldn't have the variety and the quantity of events that fill the annual calendar. Thank you for your support of SEM!

And both events were hosted by long-time SEM P4 advertisers and SEM DE sponsors: Munk's Motors and Nikolas Motorsport. These guys help SEM in so many ways: providing maintenance and performance enhancements for members, hosting events, advertising funds for printing/ mailing the P4, DE sponsorships which helps our DE program. Please keep them in mind when you have a servicing need for your Porsche.

And here we go, May is ahead and we've got a wide-range of events on tap for you, your family and friends.

Right away on Saturday, May 3rd, we have the **New Member Gathering at Auto Medics**, our brand new advertiser and DE Sponsor. All new Members are encouraged to join us to learn more about our club, meet Board Members and consider getting involved with SEM. Even if you aren't a new member, but you are looking to re-engage with the club and want to hear about the different types of activities we organize and offer to our members, you are welcome to join us. For questions about this event or any membership items, contact our Membership Chair Bobby Tarchinski. See the ad in this issue for this event, registration is open through May 2nd.

The **Spring Tour** on Saturday, May 10th, begins in the Novi area and wraps up with dinner in Bloomfield Township. This highly anticipated first tour of the season is sure to be

another well-choreographed event by Vice-President Chris Bohr. I hope you are able to be part of this annual driving tour, whether it's your first time or you have joined us before, it's always a different route and there are always some new members to meet!

For our track enthusiasts: We have two DE-related events this month:

1. **DE-101** at Waterford Hills Raceway on Saturday, May 17th, DE Chair Steve Carbary prepares you for what to expect at a High Performance Driver Education (HPDE) day. No cars on the track for this event.
2. **DE #1** at Waterford Hills Raceway on Friday, May 30th, Chief Instructor Marc Molzon leads a team of experienced and certified Instructors focused on improving your driving skills. Be sure to register in advance for discounted pricing and if you have any questions, contact DE Chair Steve Carbary.

The **Detailing Session** at 3D Detroit will be on Sunday, May 25th. Learn about their products, how to use them, ask questions of their knowledge, and register today and learn how to enhance the appearance of your Porsche for summer driving! Howard Gilson is the organizer of this event and is your contact if you have any questions.

A Big Welcome to our new advertisers: **Porsche Detroit North** and **Auto Medics**! And this month's shout-out to our long-time advertisers goes to: **Porsche of Ann Arbor** and **Precision Motorsports**.

And with that: Buckle-up, whether it's a single buckle for the road or multiple buckles for the track, we've got great times ahead this year! ■

3. *Myself with David Nikolas at Nikolas Motorsport during the Multi-Region Swap Meet, Car Show and Quiz.*

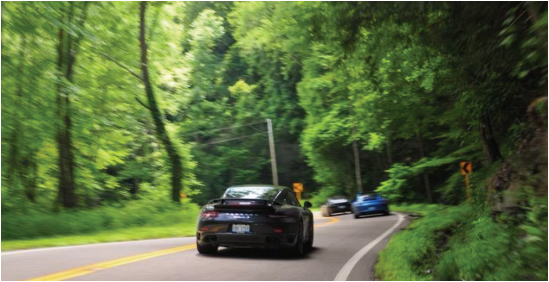
4. *Andy Sasyk and Michael Cohen amongst Porsches, friends, and swap meet items.*



SPONSORED EVENT

SEMPCA 2025 Spring Tour

Saturday, 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.

We will meet in the Novi area. Registration opens at 1PM with first car out at 3:00PM.

Dinner will be held at 5th Tavern Bloomfield

Dinner selections:

1. Pina Colada Chicken
2. Tuscan Chicken
3. Gorgonzola Ribeye
4. Cedar Plank Salmon
5. Vegetarian Alfredo Pasta
6. Vegan Coconut Jasmine Rice



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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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



With support from our DE Event Sponsors:





Munk's Tech Session

ARTICLE BY BOBBY TARCHINSKI - MEMBERSHIP CHAIR

PHOTOS BY MARK PETERS AND BOBBY TARCHINSKI

Spring is one of the most vibrant times of year, the flowers blooming, the trees budding and the sound of hibernating Porsches roaring back to life. The Porsche Tech Session at Munk's Motors is one of the first events every spring. Attendees are eager to get their cars out and enjoy the camaraderie of being able to gather together. The theme of this year's spring tech session was technical inspections for the track. This was an amazing opportunity to take a deep dive into what a safe vehicle looks like; even an owner who isn't planning on tracking his or her vehicle would learn a great deal about what might be involved in a comprehensive safety inspection. In addition, lunch and refreshments were provided and the sense of community was second to none.

The PCA High Performance Driver Education (HPDE) program has an excellent safety record. One factor making this record possible is the stringent requirements regarding vehicle technical inspections. This comprehensive inspection is required to be completed by a state-licensed automotive technician within 60 days of a PCA on-track event. While any state technician can perform such an inspection, it is strongly advisable to have the inspection completed by an enthusiast-focused shop such as Munk's Motors. These establishments know your specific Porsche and can pay close attention to potentially problematic areas: coolant pipes on a 996 turbo or seized brake caliper hardware on a 928, just to name a few.



Munk's Tech Session (continued)

After introductions, we proceeded through the tech inspection form & criteria in great detail with a venerable dream team of presenters. Munk's expert Technicians and Porsche wizards, Rick Christian and Evan Quigley, took turns sharing technical expertise. They discussed the merits of different types of brake fluid and the importance of regular brake flushes, particularly in cars that are tracked. They also discussed the difference between fluid seepage and fluid leakage. Leakage is unacceptable for a track application and may be rectified before the tech inspection can be signed as complete. They discussed wheel bearings and the importance of feeling for bearing play at many different points around the wheel. Munk's event coordinator, Merritt Scott Collins, shared expertise from her extensive racing

background; of particular interest, the broomstick rule for open-top vehicles (look this one up!), as well as different types of helmets, roll bar padding requirements, and the HANS device. Merritt also shared several insightful stories from races in her Porsche 924. Rounding out the group, SEM Driver Education (DE) Chair, Steve Carbary, offered specific details on the structure and flow of DE events as well as clarification of specific PCA and SEM rules and guidelines for the DE events.

After lunch and after finishing discussing the items on the SEM tech inspection form, it was time to move to the interactive and hands-on part of the day. Munk's techs Rick and Evan, each took on the inspection of two Caymans

(continued on page 14)

1. The team from Munk's Motors and SEM PCA.
2. SEM PCA President, Lisa Molzon, welcomes attendees and discusses upcoming club events.
3. Porsche from the 70s to the present decade were on display on the day of the event.



volunteered by owners eager to complete their first tech inspection of the season. The attendees got to observe every step of the thorough inspection in real time. Each car was owned by an SEM member: a gray 2014 981 Cayman and a black 2011 987 Cayman R. Both cars passed the tech inspections, with some wear and tear items noted as suggestions for future work. These cars are now ready for a DE event occurring in the next 60 days, including the first SEM DE on May 30th.

Driving past the big red and blue wrench and out of the parking lot, headed for fun and twisty roads ahead, I reflected on the wonderful community that is PCA. A community so willing to share knowledge and expertise, as we enjoy the cars and the people!

Thanks to Munk's Motors for hosting another fantastic event! Munk's also offers complimentary tech inspections for SEM-PCA members! 3080 W Huron, service@munks.com, (248)-681-8081. ■



- 4. Attendees get to see an actual inspection up close and personal
- 5. Munk's Master Technician (& SEM PCA Member) Rick Christian describing items on the tech inspection form.
- 6. Merritt Scott Collins demonstrates the function of a helmet and HANS device.

RAFFLE OPEN NOW!



1ST GRAND PRIZE*
2026 911
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MEMBER ONLY
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Prizes after first grand prize are based upon number of entries as outlined in OFFICIAL RAFFLE RULES
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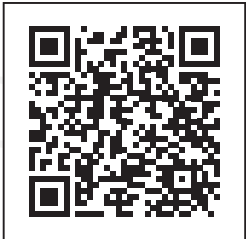


2ND+ GRAND PRIZE*
2026 911 CARRERA
+\$35,000 CASH PRIZE

Spring 2025 Member Only Raffle: You could win a 2026 911 GT3!

Each fall and spring, PCA holds a raffle, in which you, the member, may purchase entries for a chance to win a brand-new Porsche.

For the Spring 2025 Member Only Raffle, the first grand prize is a 2026 911 GT3 plus a \$35,000 cash prize. Subsequent grand prizes are a 2026 911 Carrera plus a \$35,000 cash prize. All entries received by June 16, 2025, will be accepted into the raffle. Remember: More entries equal more grand prizes.



For more information: pca.org/news/spring-2025-raffle

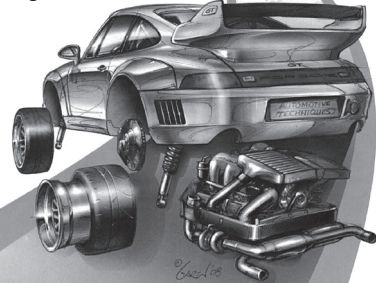


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Swap Meet at Nikolas Motorsport

ARTICLE AND PHOTOS BY MICHAEL ACHO - SEM MEMBER

The 2025 SEMPCA Swap Meet was held Saturday, April 12 at Nikolas Motorsport in Pontiac.

Ever the generous host and longtime Porsche club supporter, Dave Nikolas and his crew had the shop spotless for us. Several one of a kind cars were on display in his showroom, including a Pantera, a Ferrari and a classic Jaguar. Several other cars, including race cars, were in various stages of repair in the shop. Very interesting. Nikolas also provided the early arriving vendors and guests with coffee and donuts in the morning and lunch later in the day as well. Thanks to Dave and everyone at Nikolas.

The meet was well attended with 15 vendors who showcased various items, from a variety of parts for not only Porsche, but BMW and more as well. Parts ranged from headlights, tires and rims, spark plugs, all the way to an engine block. Other vendors offered classic collectibles, model cars, books, apparel and lots of other items of interest to car enthusiasts. One vendor demonstrated dry ice cleaning on a classic 1977 911. The club provided issues of our magazines as well as QR codes for more information about the PCA and SEMPCA.

With more than 70 attendees throughout the course of the day and dozens of cars, the car show in the parking lot was very popular. The weather cooperated as it was a nice sunny day and only a bit chilly.

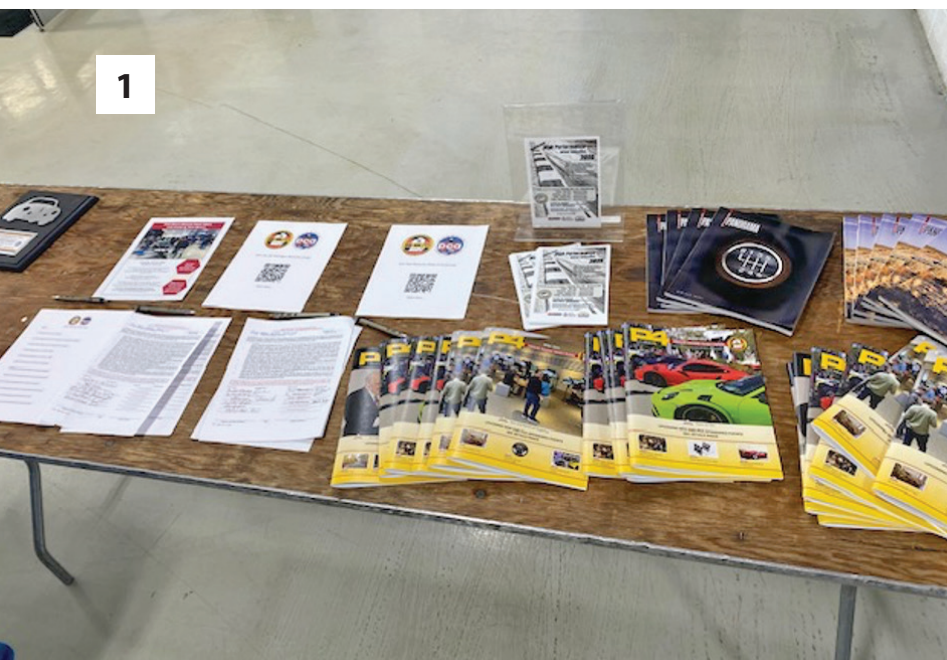
The car show winner was Loren Brunson with his beautiful 2024 911. His twin brother Julian has an almost, but not quite identical beautiful 2024 911 as well.

Other show worthy cars came and went throughout the day. A brand new GT3 RS with all the carbon fiber trim, a 1945 MG convertible, a VW bus, a 944 Turbo, a Panamera Turbo, a yellow 914, more than a couple 911 Turbo S's and much more.

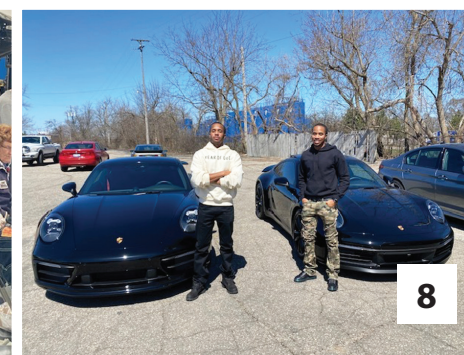
Our trivia quiz was provided by Bill Block and a couple of the questions stumped more than a few of those who attempted it. Not Bob Amano, he was our trivia winner.

Thanks to the vendors and guests for making the meet so much fun.

Here are some memories of the day. ■



1. SEMPCA Swap Meet sign-in table.
2. Nikolas Motorsport's showroom.
3. Guests enjoying the meet in the spotless Nikolas Motorsport's shop.
4. Bruce Gearns, Secretary Fred Young, Roger Tayloe.
- 5 & 6. Car show entries in the Nikolas Motorsport's parking lot.
7. Car show winner Loren Brunson with Fred Young, SEM Concours Chair.
8. Julian and Loren Brunson with their almost matching 2024 911s.
9. Trivia quiz winner Bob Amano with SEMPCA Chief Driving Instructor, Marc Molzon.





ARTICLE BY TOM FIELITZ - SEM MEMBER

Battery Life

There has been a lot written lately concerning battery life, but it is all about the battery life of electric vehicles rather than conventional car batteries. How many miles an electric vehicle (EV) can go between charges takes precedent over how many charging cycles occur over the life of a battery pack. The general rule of thumb is the battery life is related to the warranty period. That would be 8 to 10 years or roughly 150,000 miles. Since most of the EVs currently on the road are now approaching these numbers it becomes very relevant to contemplate battery replacement and the costs associated with that service. Accounts of EV cars being scrapped because the replacement cost exceeds the worth of the car are well documented. I have heard the cost of replacing a Tesla battery pack approaches \$26,000. Traditional car batteries have warranties of 3 to 5 years and replacement costs of \$150 to \$350 dollars. That becomes more of a routine maintenance item. I just went through battery replacement on two of my cars. It always comes as an unplanned shock because you just don't keep track of the age of batteries. In one case it was because of several months of inactivity and in the other case it was a trickle charger that had become unplugged. The common cause was a battery that had become totally discharged beyond restoring.

Battery life depends on maintenance and service factors such as recharging, load usage and even temperature. The same applies to their EV battery brothers. The primary job of traditional car batteries is to power the starter motor. Depending on things such as the torque applied by the starter and even the displacement and compression ratio of the motor can cause a heavy draw of power from the battery. Combine this with issues such as ambient temperature and tune of the engine and it can be a recipe for starting problems. Once the engine has started there may be other battery loads from ancillary features, especially operating computers or even theft alarms and keyless operating. If the voltage drops below the minimum operating volts the engine may shut down. That is why a voltmeter can provide critical operating data. A key operating requirement is the condition of battery connections and even the condition of the battery cables themselves. Over time corrosion can build up that raises the resistance of these connections and prevents the flow of current. Allowing the electrolyte level inside the battery to boil off reduces current flow and can short out the lead plates and cause battery failure. The creation of gel electrolyte, which is the addition of silica to the electrolyte solution, has resulted in maintenance free batteries and has greatly increased their life. The lithium-ion battery doesn't have electrolyte but does have coolant because electric flow creates heat, and uncontrolled heat will shorten the life of the battery. Innovations in EV battery

packs such as nickel-metal hydride promise possibilities for more energy storage and longer battery life. Solid state batteries such as lithium-sulfur may revolutionize future battery technology. Until then, the best way to extend the life of the EV battery requires managing the heat environment both hot and cold and limiting usage such as hard acceleration which requires high energy draw and accessories operation plus avoiding long periods of stop and go traffic.

But, where did battery usage begin? Batteries began in 1800 with Alessandro Volta's wet cell voltaic pile battery and with Gaston Plante in 1939 and the first lead-acid storage cell. Lithium-ion batteries did not come along until Sony invented them in 1991. In 1901, the French made Tieviey electric car took to the streets of Paris. Popularity grew as the gas-powered cars were noisy, smelly and difficult to hand crank start. Through the early 1900s, steam powered and electric cars far outnumbered gas-powered cars by over two to one and were commonly used as taxis. Cars such as the 1908 Studebaker electric outperformed their gas-powered rivals. Even Henry Ford's wife Clara had her favorite 1908 electric, no doubt to Henry's chagrin, and she had a 1914 Detroit Electric Model 47 Brougham even after Henry gave her a special Ford Model C with a child seat. Other notable electric car owners were Thomas Edison, Charles Steinmetz, Mamie Eisenhower, and even John D. Rockefeller, who owned two. The Detroit Electric was produced by the Anderson Electric Car company in Detroit and built 13,000 electric cars from 1907 to 1939. They were available with the Edison option which was a nickel-iron versus the standard lead-acid battery. Range was a reliable 80 miles with a top speed of 20 MPH, which was a normal speed even for gas powered cars. But, running expenses plus a lack of recharging stations reduced interest. The option of even renting an electric car by the day could not save the company. Detroit Electric Holding Ltd. lives on thanks to Albert Lam in the Netherlands. The invention of the electric starter as well as the dramatically reduced price of mass-produced gas-powered cars spelled the end of the electric car era.

Environmental laws brought a revival of the electric as car companies had to commit to producing a portion of their cars as all electric. GM took up the challenge in 1996 with their EV1, but with a monetary loss on every car produced plus warranty and maintenance concerns caused GM to discontinue the lease program and scrap every car except for a few in private collections or museums. That leads us to today with a growing fleet of electric car options. But we are still facing the original problems of range, battery life and limited charging stations that impacted the original electric car. ■

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A Tribute to



John Keilly
(1948-2025)

It is with much sadness that I was made aware of the passing of good friend and SEM.PCA member extraordinaire, John Keilly. John was an outgoing, enthusiastic and hardworking PCA'er with a great sense of humor and a wonderful way with words.

He was loved and respected by all.

After a successful career at Ford Motor Company, he bought a Porsche Cayman and joined SEM. He was immediately active and within a short period of time became editor of the P4 followed by a long term on the Board of Directors. In 2009, he received the Kaminska Award as Enthusiast of the Year. John was appointed Vice President in 2012 and served as President of SEM.PCA in 2013-14.

I spent considerable time with John, initially as associate editor of the P4 under his guidance. We socialized and in 2013 spent time together with our wives at the Porsche Parade in Traverse City. In 2018, John moved to South Carolina. One of my favorite memories was meeting him in Deals Gap, North Carolina in the fall of that year and driving the Tail of the Dragon, he in his Cayman and me in my 911.

John was a special person and he will be missed.

By Michael Cohen



SPONSORED EVENT



Solstice Tour Saturday, June 21, 2025

Join your fellow Club Members for a drive through North Macomb and Oakland Counties to celebrate summer.
Registrants will receive starting location and tour map via an email from Club Registration the week prior to the event.

We'll start this drive early and wrap with lunch:

Registration opens at 9am

First car out at 10:30am

Lunch at approximately Noon

Registration through Club Registration (Event 15739)

<https://clubregistration.net/events/signUp.cfm/event/15739>

Special dietary needs? Please contact Lisa (see below) in advance of registering.

Last day to register/cancel: Tuesday, June 17



Questions, contact:
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at the Waterford Hills Race Track

Sunday, June 29th – 10:00 a.m. to 5:00 p.m.

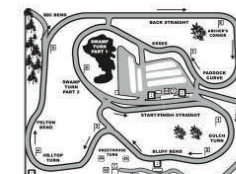
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This is the same track where we hold most of our Driver Education Events! Here you can see a variety of cars racing up close and personal. In fact, some of our own SEM members race here. From any vantage point you can see about two thirds of the track. At lunch time you will be given an opportunity to do parade laps. (\$5.00 per car) Experience the thrill of being on the racetrack doing all the twists and turns that make up the course. It promises to be a fun afternoon.

Bring the wife, kids, grand kids, friends and neighbors – All are welcome.

Bring your own lunch and refreshments as the concession stand will not be open. You can go on their website for further information. We hope to see you there to explore this hidden gem so close to home.



Tickets are only \$5.00 – Children under 16 are Free

For further information call: Fred Young at (586) 566-3193 or frederickyoung73@gmail.com

Go to waterfordhills.com for Maps and their Website

The Porsche Tank

ARTICLE BY ROGER TAYLOE - SEM MEMBER

I became a member of the SEM PCA in July of 2016 after the purchase of my first Porsche; a Guards Red 1984 Carrera 911 Cabriolet.

As I looked into the history of the Porsche car company and the Porsche legacy I found that not only does the car company have a rich history in designing and developing sports cars with the 911 placing fifth in the “Car of the Century” rankings in 1999, but the founder of the company Ferdinand Porsche was also an automotive engineer and originally involved in heavy tank design.

I found this intriguing as I have been involved in design and development of military hardware for over 30 years and involved with military land vehicles for the past 14 years.

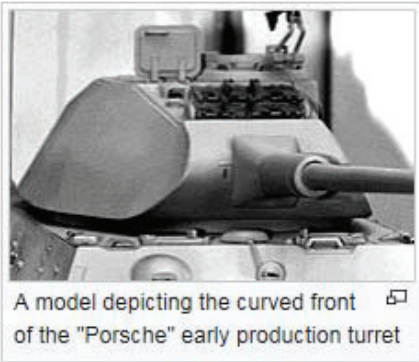
Ferdinand Porsche and his Military Vehicle History

The development of a new heavy tank design, the Tiger tank, had been initiated in 1937, in Germany, with an initial tank design contract awarded to a fellow by the name of Henschel. Soon after, another design contract followed in 1939 and was given to Ferdinand Porsche.

Henschel’s Tiger tank development was based on the previous VK 30.01(H) and VK 36.01(H) prototype designs, while Porsche’s Tiger development was based on the previous VK 30.01(P) or Leopard prototype tank design.

Porsche was also involved in competing for the early Tiger tank turret design. The initial design used on the tank is often misleadingly called the “Porsche” turret due to the belief that it was designed by Porsche for the Tiger prototype; in fact it was the initial Krupp design that was used in the prototypes.

Both prototype series vehicles used the same turret design from Krupp; the main differences were in the hull, transmission, suspension and automotive features. The Henschel design had its turret more-or-less centrally located on its hull, while the Porsche design placed the turret much closer to the front of the superstructure.



Porsche manufactured about 100 chassis for their proposal for the Tiger tank, the “Porsche Tiger”, in the Nibelungenwerk factory in Sankt Valentin, Austria.

When the competing Henschel Tiger design was chosen for production, due to the complex nature of the Porsche drive system, the Porsche chassis were no longer required for the Tiger tank project.

It was therefore decided that the Porsche chassis were to be used as the basis of a new heavy tank destroyer. Ninety chassis that Porsche had already built for the Tiger tank competition were converted into self-propelled anti-tank guns; these were put into service in 1943 as the Panzerjäger Tiger (P) and known by the nickname “Ferdinand”.

The Ferdinand mounted Krupp’s newly developed 88 mm (3.5 in) anti-tank gun. This precise long-range weapon was intended to destroy enemy tanks before they came within their own range of effective fire.

In 1944 after modification of the existing vehicles, the Ferdinands were renamed Elephant. The Elephant tank destroyer had six road wheels per side mounted in paired bogies sprung with short longitudinal torsion bars that were integral to the wheel pair; this saved internal space and facilitated repairs.

The Porsche Tank (continued)

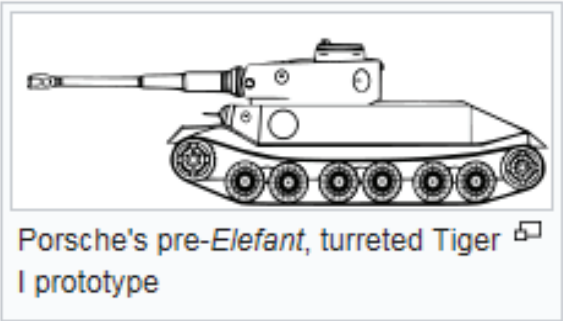
The Elephant had a kill ratio of nearly 10:1, but as with most German wartime vehicles, lack of supplies made maintenance a serious problem, reducing the effectiveness of the vehicles.

The most common reason for Elephant vehicle losses during World War II was because the vehicles became stuck or broke down, and so the crews often had to destroy their own vehicles to avoid them being captured.

Only two Elephants survived the war; one is in a museum in the US and the other one is in a museum in Moscow.

The M1A2 Abrams Tank pictured below with my 1984 Carrera Cabriolet is one of the greatest military land vehicle fighting machines in the world.

The M1A2 weighs approximately 70 tons and is powered by a Honeywell multi-fuel turbine engine. The M1A2’s firepower comes from a 120mm smoothbore gun supported by a 50-caliber heavy machine gun secondary weapon. The M1A2 is designed to help the US and its allies provide a strong defense to world challenges. ■



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 Saturday, July 12
Northville Concours d'Elegance Cars & Community Day
Mill Race Historical Village - Northville, MI

 Sunday, July 13
2025 Northville Concours d'Elegance
Mill Race Historical Village - Northville, MI

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964 Turbo/Turbo S Flachbau	- Porsche Turbo class
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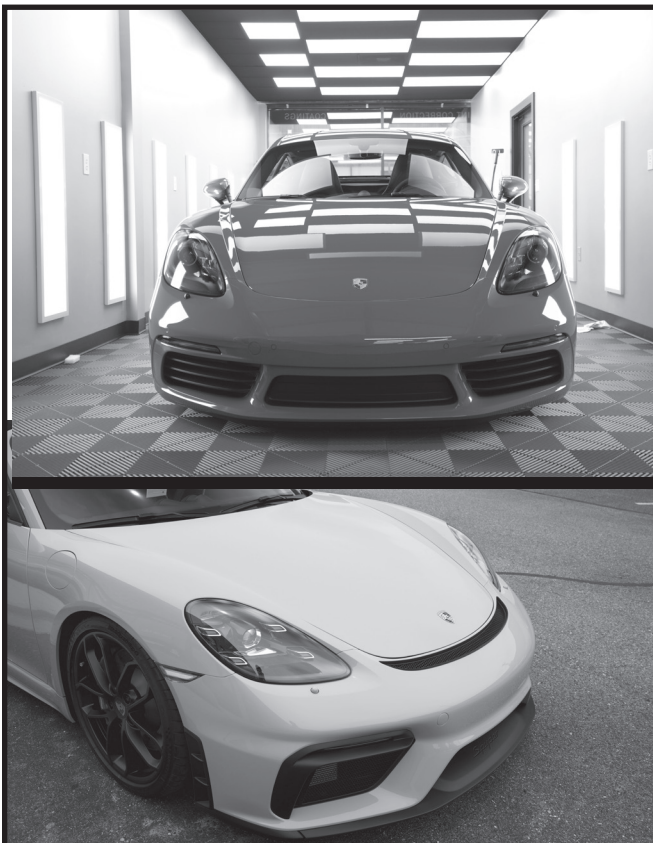
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<https://www.autoblog.com/2021/06/29/what-is-the-indiana-nurburgring/>

We will start the drive in the morning on Saturday August 1st. Group hotel rates available on Friday and Saturday night for participants (optional). There will be a caravan to Indiana on Friday (optional).

Register at: <https://clubregistration.net/events/signUp.cfm/event/15288>



For more information, please contact:

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

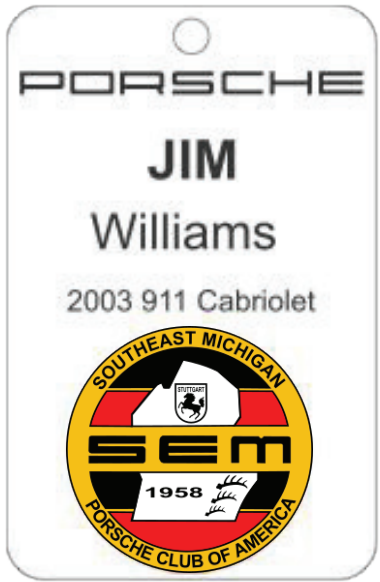
- Review the final proof of the issue and approve it prior to printing.

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Contact Bobby Tarchinski with questions: Robert@sem.pca.org

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Chris Crotty

Robert Gordon
Jeffrey Jones
Jack Kramer

Stephen Lowisz
Edward Wujek

SEM/PCA Member Anniversaries

MAY 2025

YR	Name(s)	YR	Name(s)	YR	Name(s)
53	David & Christine Renner	11	Michael Yusaf	4	Cheryl & Leon Richardson
49	Robert & Fayclare Blau	10	Nicholas & Nancy Bogaerts	4	Darren Wassmus
42	Gene & Dawn Kiesel	10	Mary & Jim Fleischhauer	3	Robert Caprara
40	Gregory & Kevin Priestap	10	Thomas & Christine Grabowski	3	Michael Haislet
34	Ray & Sharon Horn	10	Kiro & Paula Trendov	3	Rosemarie & Philip Hurst
34	Frederick & Kathy Young	9	Jean Pierre Debailleul	3	Ray Mackowsky
32	Daniel Conrad	9	Scott Kempf	3	Kainnon & Nicole Vilminot
32	Charles & Tania Spurlock	8	Omar Ahmed	2	Gregory Armstrong
31	Carole & Richardo Kilpatrick	8	AJ DeSantis & John Vanderbeek	2	Fernando & Caitlin Bazerghi
30	Gene & Denise Jordan	8	Brian Rogers	2	Joshua Haliburton
29	William & Antoinette Kreager	8	Rob Schwab	2	Peter Jarrus
26	Gordon & Christine Ford	7	Dan & Sebastian Bosoc	2	Michael Loveland
24	Angus & Karen Campbell	7	Kent & Kristin Jo Kildea	1	Matt & Keja Currie
24	Donald Kleist & Nancy Richardson	7	Mark Luichinger	1	Joshua Debolt
23	Michael Kelter	7	Rob Shick	1	Anthony & Everett Latos
23	James Marsh	6	Victor & Cristine Broccoli	1	Craig Meisel
22	James & Meghan Dyke	6	Oren & Jill Lane	1	Anthony Nestro
22	Dale & Marilyn Goby	5	Jacob & Chance Ackley-Smith	1	Keith & Pam Patterson
18	Glenn & Pamela Cumberland	5	Tony Albaceli	1	Jason Poirier
17	Mark & Deb Panter	5	Giuseppe Filippone	1	Nabil Raad
16	Arthur Siteman & Nancy Cobb	5	Ilze Liepa & Michael Polk		
15	Mark Bellissimo	4	Jeffrey & Gerald Baker		
15	James Warner	4	Bowen & Joy Brook		
14	Daniel Applefield & Lisa Walters	4	James Chatfield		
12	Thomas Houtteman	4	David Graham		
12	Juan Valdez Vazquez	4	Brandon Kling		
11	Frank & Lisa Johnson	4	Thomas Morrow		

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.

Want to get more involved in the
Southeast Michigan PCA?

*The Board of Directors is looking for someone
that has webmaster experience.
Volunteer to help with the website and bring new fresh ideas.*

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

SEM Business Meeting Minutes* for April 3, 2025 *by Fred Young

APRIL 3, 2025

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

Call to Order: 7:00 p.m. by President Lisa Molzon
Minutes: Moved by J.W. and C.B. to approve the March minutes. Motion passed.
Financial: Jim Williams - Jim recapped the year to date financials. It was moved by C.B. and M.M. to approve the 1st quarter financials. Motion passed.
Membership: Bobby Tarchinski - Membership is at 858 primary and 468 associates for a total of 1318 members.
Insurance: Steve Carbary - In place for Munk’s Tech Session and the Swap Meet.
P-4: Mark VanderEyk - He sent out an email regarding May P4 content and P4 distribution..
Webmaster: Howard Gilson - The April P4 is online.
President Items: Chris Bohr went to the President’s Meeting. PCA National is moving towards a larger digital presence. On the local level care must be taken to monitor content on websites and clearly note when events are non-SEM-sponsored across all channels.

OLD BUSINESS:

March 15: SIM Racing at Superlap Drive Studio:
Chris Bohr - 16 drivers and 7 spectators attended. Motion sickness played a part in the driving event resulting in a realistic experience.
April 5: Munk’s Tech Session:
Bobby Tarchinski - An email reminder was sent out.
April 26: Swap Meet at Nikolas Motorsport:
Michael Acho - 10 tables are spoken for.
May 3: New Member Gathering at Automedic:
Lisa Molzon - It was moved by C.B. and M.M. to purchase coffee and donuts for the event. Motion passed. It was moved by M.M. and C.B to purchase give-a-ways for the event. Motion passed.
May 10: Spring Tour:
Chris Bohr - All set and in Club Reg. An ad is in the P4.
May 17: DE-101 at Waterford:
Marc Molzon - All set.
May 25: 3D Detailing Session:
Howard Gilson - An ad is in the P4.
May 30: DE #1 at Waterford:
Marc Molzon - Tech inspections will now be good for a 60 day period. It was moved by M.M. and J. W. to sign the contract for EMS service. Motion passed.

June 6-12: *Porsche Parade: Howard Gilson - No report.
June 21: Solstice Tour:
Lisa Molzon - It will start at Porsche Detroit North and end with lunch at the White Horse Inn.
June 29: Waterford Family Day:
Fred Young - Hoping for good weather.
July 13: *Northville Concours d’Elegance: - No report.
July 12: *Rally Sport Region “Porsches in the Park”:
No updates.
July 19: Progressive Dinner:
Cedric Alexanian - Confirming locations.

NEW BUSINESS:

Event Reports: Fred Young - None needed.
Meeting Adjourned at 8:25 p.m. - Moved to adjourn by M.M. and J.W. Motion passed.
Next Meeting Location:
Gilson Motorsports - Thursday, May 1, 2025

**Not an SEMPCA event.*
Respectfully Submitted: Fred Young - Rev 4-7-25
**Subject to ratification at the next Board Meeting.*



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

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BY DAVE STETSON - ZONE 4 REPRESENTATIVE

Around the Zone

HPDE-Try it. You’ll like it!

PCA offers its members a broad array of opportunities to enjoy their fellow members and their cars. One of the most beneficial opportunities is offered to the teenagers of PCA and their colleagues through our recent affiliation with Tire Rack Street Survival. The statistics are impressive; some 80% of Street Survival participants are involved in NO driving incidents before their 25th birthday. However, most of us, the older persons and parents of those teenagers did not have Street Survival available to us. I dare say that many of us could use a heads-up on our driving skills. Thankfully, PCA is developing an adult car control program, but that is not here yet. Nevertheless, PCA has offered an adult car control clinic for many years; we call it High Performance Driver Education and I personally believe everyone who owns a Porsche (or any other car) should participate in HPDE. I understand that you do not want to risk damage to the jewel in the garage and I can try to convince you that there is very little risk in our HPDE program, which is true. I know it won’t work for all of you. All Porsches were designed and built to be track-ready, so the car is ready, but you could buy an old Boxster to use on track or an old BMW or Miata. Why am I so convinced HPDE is a good thing?

1. You have an opportunity to experience the behavior of your car under conditions that would get you arrested on public streets. Those conditions inform you of the “operating envelope” of your car: braking, acceleration, turning. On city streets, rural roads, or interstates, there will come a time when you must avoid or crash. Knowing that your car handles well enough to avoid and developing some of the instinct to avoid comes from HPDE.

- 2. Seeing what’s coming is important. Looking ahead as far as you possibly can, looking behind using all your mirrors regularly and keeping track of the other vehicles on the road are critical to keeping a safe distance between you and those other vehicles. Situational awareness, separation, and planning help avoid incidents. We teach those skills in HPDE.
- 3. As a driver, being predictable for the other drivers on the road helps avoid the awkward moments when coming together can happen. Developing a pattern of assessment, decision, and execution is fundamental to what we do on the HPDE track.
- 4. As an extension of Point 1 above, driving on a wet (or snowy?) track provides a safer opportunity to develop your car-handling skills in those inclement conditions that we experience regularly. You learn the feel of the car as its grip on the pavement is lessened and you learn how to respond to keep the car under control. One of the exercises in Street Survival is a friction circle; students feel the loss of grip and they learn appropriate responses. HPDE does that too.

I could go on, of course, but HPDE is not JUST a recruiting program for PCA Club Race. Maybe you will become addicted to the feel of the track and you will consider Club Race, but my personal addiction for HPDE is learning more about myself as a driver and about my car as the driven. ■



Join the Porsche Club of America (PCA)
and the Southeast Michigan (SEM) Region

PAYING ONLINE:

- Join PCA at (www.PCA.Org/User/Join/Membership) and have your credit card and car's VIN (vehicle identification number) or serial number handy.
- Enter all required information, including payment information, and submit your application.

PAYING BY MAIL:

- Download application at:
(www.PCA.org/Join-Porsche-Club-America).
- Have check or credit card handy and enter all required information. PCA Region is SEM.
- Make your check payable to "Porsche Club of America, Inc." If paying with credit card, write your information in the space provided.
- Mail your application and payment to: PCA National Headquarters, P.O. Box 6400, Columbia, MD 21045

IF YOUR PORSCHE IS ON ORDER:

- If your Porsche is on order and you do not have your VIN number yet, print the application, fill it in and mail it along with a copy of your Porsche sales order to PCA National Headquarters at the address above. You may also fax them to (410) 381-0924

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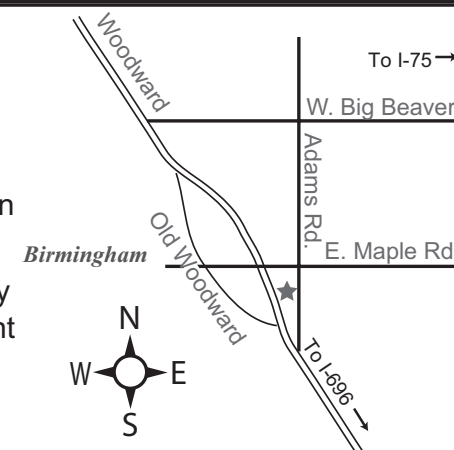
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