



**18** DE #2 at Waterford Hills

**UPCOMING SEM AND PCA SPONSORED EVENTS  
SEE DETAILS INSIDE**



**12**  
My First Porsche  
by Dennis Denyer

*If you even know what  
is there you can be sure  
that it does not contain  
a pair of driving gloves.*

**26**  
Gloveboxes  
by Tom Fielitz



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# P4 PORSCHE PUSHES PRIVATE PAPERS

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

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**ON THE COVER:**  
*DE #2 at Waterford Hills: Checkered Flag is out - time to come in.*  
 Photo by: Lisa Molzon



# Southeast Michigan Region Porsche Club Of America



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# 2026 SEM/PCA CALENDAR

## JULY

- 2 Business Meeting
- 10-12 \*Northville Concours d'Elegance
- 11 \*Gilmore Car Museum Deutsche Marque
- 25 Progressive Dinner
- 26 3D Detailing - Cars and Coffee
- 30-2 Overnight Tour -  
Tail of the Dragon / Back of the Dragon

## AUGUST

- 2 \*Troy Traffic Jam
- 6 Board Meeting
- 15 \*Woodward Dream Cruise
- 16 Picnic and Concours
- 22 DE #3 at Waterford

## SEPTEMBER

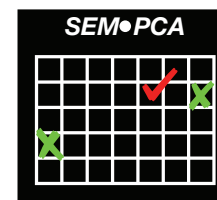
- 3 Business Meeting
- 11 DE #4 at Waterford
- 18-19 \*Cars at the Station
- 20 Drive your Porsche Day
- 26 Ladies Drive

## OCTOBER

- 1 Business Meeting
- 2-4 Up North Tour
- 3-4 \*American Speed Festival
- 3 \*Porsches in the Park
- 17 Fall Color Tour

**Future Event Possibilities:**  
This is a starting point of events for the 2026 Calendar Year.  
Events may be added, deleted or dates changed as desired.

**\*Not an SEM/PCA event**  
**All Dates and Events are subject to confirmation**  
6.17.26 FCY



The club has reset & updated the club calendar. PLEASE download the **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 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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ARTICLE AND PHOTOS BY LISA MOLZON - SEM PRESIDENT

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### Where did June go?

With 2 more months of summer - make the most of it! Between summer vacations, summer camp, sports lessons, yard work, car racing and whatever interests, hobbies, and obligations you may have, I hope you are able to carve out some time for SEM events.

Although June seemed to roar right on by at high speeds – we have some great memories of a few events that SEM/PCA organized: the DE #2, the Solstice Tour, and Waterford Hills Family Day. If you haven't made it to a DE - or you haven't been in a while due to other obligations - consider joining us 8/22 or 9/11. Ladies, it would be fantastic if you registered! As a DE driver myself - I am compelled to tell you that you will have an exhilarating and educational day. True story: The first time I was on the track was with an SEM Instructor I had just started dating who coached me throughout the day – and he is still coaching me and is my biggest cheerleader at the track.

Last year the Solstice Tour started at the tail-end of a severe storm that made arriving at our starting location challenging, left water-logged roads for us, as well as a barrage of leaves, small branches, and hail along our route. This year we couldn't have had more glorious weather! Whether you were able to join us for both the tour and the lunch or for only the tour, it was a fun time seeing everyone and going through the lakes areas as well as some of our more rural roads. Beautiful weather continued the next day for the annual Waterford Hills Family Day. And good weather really plays a pivotal role in how many members come out to join us – we had one of the largest gatherings on the hill in the past several years. Thanks to Fred Young for organizing this and thanks to everyone that stopped by to enjoy the races!

Also last month, it was great to see SEM's representation at Porsche Parade in Lake Placid! A stunning location, cute town, amazing Olympic facilities, and wonderful sight-seeing. OK, so maybe the weather was a bit rainy at

times – but that is what made the area saturated in green everywhere you looked. The Porsches certainly brightened the landscape as “took over” the roads.

This month, we have the annual Progressive Dinner on Saturday, July 25th – this is sure to be an event that you will enjoy: from fun drives and socializing to a lovely dinner hosted in Holly. Capped at 50 attendees, be sure to register soon to secure your spot. Unlike some of our other tours, this tour is fully limited to only those that are registered. Registration is open until July 17 – or it may close sooner if all 50 spots are booked. The next day on July 26th, we have the annual 3D Detailing event – always a member favorite organized by Howard Gilson. It will be held in-conjunction with their cars and coffee, so it is sure to be an even more robust event this year.

For those registered for the Overnight Tour at the end of the month – we look forward to the stories and the photos in next month's P4!

**Enjoy July!!** ■



Guilherme Costa and his family enjoying the Solstice Tour

(continued on page 8)



Dinner in Lake Placid with some of our SEM Members sitting on the "Miracle on Ice" ice rink.

## Interested in a position on the SEM/PCA Board of Directors?

To be considered for the ballot,  
please contact  
**Lisa Molzon at**  
**president@sem.pca.org**  
before August 31st



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October's Election is for the 2027 - 2028 term.



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## Be a P4 Contributor

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

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

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

Contact  
John Grabowski at  
P4@sem.pca.org



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SPONSORED EVENT

2026 SEM PCA Progressive Dinner Tour ~ July 25th  
\$40.00 Per Person, Limited to the first 50 people  
\* Members, bring an appetizer or dessert. \*  
A lovely dinner will be provided by a local catering venue.



Register by July 17th with link  
<https://clubregistration.net/events/signUp.cfm/event/17243>  
Questions, contact either:  
Roger Tayloe: tayloer@sbcglobal.net or 586.216.9027  
Or  
Denise Tayloe: denisetayloe@sbcglobal.net or 248.425.0467





ARTICLE BY DENNIS DENYER - RALLY CHAIR / NATIONAL LIAISON

# My First Porsche

I grew up in a “car family.” My dad spent 47 years in the automobile industry—21 years with Ford Motor Company and 26 years with Chrysler. He went to work for Ford straight out of high school, working in the production office at the Lincoln-Mercury plant at Warren and Livernois. Ford even counted his World War II service toward his seniority.

Dad’s first car was a 1935 Ford Roadster that he tricked out with twin fog lights, twin mirrors, and a coon tail hanging from the antenna—quite the thing at the time. Later, he bought a brand-new red 1939 Mercury convertible. When my grandfather first saw it, he scolded him, saying, “I’m too busy fighting fires. I don’t have time to bail your a\_\_ out of jail.” So now you know where my three brothers and I got our interest in cars.

The year was 1975, and I was working for a man who had quite a car collection, including a 1929 Duesenberg that I traveled to California to retrieve in 1967—but that’s a story for another time. From him, I acquired a 1956 Ford Thunderbird, a two-seat roadster.

Then I met well-known SEM-PCA member Rol Titsworth, who introduced me to Porsches.

Rol asked, “Do you drive the T-Bird much?”

“No,” I replied. “I really don’t fit in it very well.”

His advice was simple: sell it and buy a Porsche.

Then he took me for a ride in his hot 914-6, and I was hooked.

I found a 914-6 for sale in Warren, but my brother John said, “Buy a real Porsche.”

One Sunday morning, while I was at work, the phone rang. It was John.

“Listen to this,” he said. “1969 911E coupe.”

He had spotted the ad in the Sunday Detroit News. Most people today won’t remember this, but that was how you bought used cars back then. There was no internet, no Bring a Trailer, and no Autotrader. I called the number, spoke with the owner, and got the details and address. The car was located south of Davison and west of Dexter on Detroit’s west side. John and I arranged to meet and take a look.

The house was nice, though older, with a driveway leading to a garage in back that was accessed from the alley. Parked in the driveway were a new Chrysler Imperial and a Mercedes-Benz 450 SEL.

John looked around and said, “Wonder what this guy does for a living.”

“Don’t ask,” I replied.

The owner greeted us and led us to the garage. Inside sat a BMW 2002 and the Porsche—a Sand Beige 911E with a black vinyl interior, about as understated as you could get. All four cars wore Florida plates.

As it turned out, the owner was a young doctor completing his residency at Henry Ford Hospital. He had previously interned in Florida, which explained the plates.

The Porsche looked good, though it had a few minor flaws. I didn’t drive it that day, but we agreed to meet at Tom Sullivan Porsche-Audi—now Fred Lavery—the following Monday for a pre-purchase inspection.

At the time, I was serving in the Michigan National Guard. Another member of my platoon, Jeff Lee, worked as a Porsche mechanic at Sullivan’s. Jeff agreed to stay after hours and inspect the car for me.

## My First Porsche (continued)

The doctor arrived early, giving me the opportunity to take the 911E for a drive. Compared to the Thunderbird, the Porsche felt compact, responsive, and eager. I was impressed.

Then Jeff took it out.

When he returned, he quietly said, “It’s got a weak motor.”

My heart sank.

But after a closer inspection, Jeff discovered the problem was simply an improperly adjusted throttle linkage. The engine was only getting partial throttle. Once that was sorted out, I was convinced.

I bought the car.

I owned the 911E for a couple of years and addressed some of its shortcomings. The “E” models came with Porsche’s Comfort Package suspension, designed to provide a

smoother ride, but it was not without issues. I converted the car to “S” suspension specifications while retaining the aluminum alloy brake calipers. During one winter, I also refinished the 15-by-6-inch Fuchs wheels myself.

Porsche owners are a lot like boat owners. They may love the one they have, but they are always dreaming about the next one.

That was certainly true for me.

Two years later, I found a 1972 911T coupe in Sepia Brown with a tan interior that I simply had to have.

The rest, as they say, is history.

Looking back, that Sand Beige 911E was more than just my first Porsche. It was the car that opened the door to a lifelong passion for the marque and introduced me to a community of enthusiasts that has enriched my life ever since. ■



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## SPONSORED EVENT



3D Detroit, Sterling Heights is hosting a Cars & Coffee on

Sunday, July 26th, 2026  
Starts at 10:00am ends at 1:00pm.

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Join us in representing the Southeast Michigan PCA at 3D Cars & Coffee!  
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# Share Your First Porsche Experience



ARTICLE BY JOHN GRABOWSKI - P4 EDITOR

In this edition of *P4* magazine, Dennis Denyer shares the story of his first Porsche experience. This article grew out of several conversations Dennis and I had during social gatherings and following our monthly business meetings.

Dennis mentioned that our publication had previously featured a series of personal stories, including members' first Porsche experiences. He felt that revisiting this idea would be enjoyable for our readers and would provide an opportunity to connect through our shared experiences as Porsche enthusiasts. We discussed the concept during a business meeting, where Howard Gilson suggested expanding the scope beyond simply "My First Porsche" to include "My First Porsche Experience."

Howard pointed out that many of us encountered Porsche automobiles long before we purchased our first one. For example, his first Porsche experience was riding in the back seat of a father's Porsche. That observation struck a chord with me.

One of the strengths of our club is the diversity of experiences among our members. Some have owned Porsches for decades, while others are relatively new to the marque. By sharing our stories, we learn more about each other and about the many different paths that led us to become Porsche enthusiasts. These personal experiences help strengthen the connections within our club and preserve memories that might otherwise be lost over time.

My own first Porsche experience was actually a story told by a friend when we were in high school. He drove a Ford Falcon convertible equipped with a modified 289 V-8 engine. One Sunday morning, he challenged a Porsche to a race. As the story went, the Porsche completely blew his doors off. He never knew exactly which model it was, but I suspect it was a Porsche 911.

What impressed me most about that story was not simply that the Porsche won, but the respect it earned. At the time, muscle cars dominated the conversations of most young automotive enthusiasts. Hearing that a relatively small sports car could effortlessly outperform a modified V-8-powered American car left a lasting impression. Even before I had ever driven or ridden in a Porsche, I began to appreciate that these cars represented something different—a combination of engineering, performance, and precision that set them apart from many of their contemporaries.

Another early memory involved a friend's girlfriend arriving in a Porsche 914-4. Seeing a Porsche up close made the cars seem more real and attainable. Like many enthusiasts, my interest developed gradually through a series of encounters rather than through a single defining moment. Looking back, those early experiences helped shape my appreciation for the Porsche brand long before I ever considered owning one.

I also think of the article in the April 2026 edition, where our treasurer, David Sculati, shared his European Delivery experience. Stories like his remind us that every Porsche enthusiast has a unique connection to the marque. No two journeys are exactly alike, and that variety is what makes these personal stories so interesting.

Many of us can remember a specific moment when Porsche first captured our imagination. Sometimes it was a chance encounter on the road, a magazine article, a race result, a memorable ride, or seeing a Porsche at an auto show. Looking back, those seemingly small moments often influenced decisions we made years later and ultimately led us to become members of this club.

Your story does not have to involve purchasing a Porsche. Perhaps you saw one for the first time at a racetrack, attended a Porsche event as a child, rode in a friend's car, toured the factory in Germany, participated in a driving school, restored a Porsche, or simply admired one from afar for years before becoming an owner. Every enthusiast's journey is different, and those differences are what make these stories worth sharing. Perhaps you have a memorable first encounter with a Porsche. Maybe it was your first ride in one, seeing one dominate at a race, taking delivery of your own Porsche, or enjoying an unforgettable driving experience. Whatever sparked your interest in owning, driving, or racing a Porsche, we would love to hear about it.

If you have an idea for an article that you would like to develop, I would be happy to discuss it with you. Together, I'm sure we can create an engaging story for a future issue of *P4* magazine.

Whether your story is humorous, inspiring, surprising, or simply memorable, I encourage you to share it. Future generations of club members will enjoy reading about the experiences that shaped today's Porsche enthusiasts. Your story may even inspire someone else to begin their own Porsche journey. ■



SPONSORED EVENT

## 2026 Tail of the Dragon/Back of the Dragon Tour

July 30th - August 2nd, 2026

SEM/PCA is bringing you another overnight driving tour where we can drive our Porsches the way they were meant to be driven. This would be a perfect event to see what your Porsche was designed for.



**Tail of the Dragon:** Famous for its 318 curves in just 11 miles—is America's most thrilling destination for motorcycle riders and sports car enthusiasts. Winding along US 129 where the Great Smoky Mountains meet the Cherokee National Forest, this iconic stretch offers a pure driving experience: no intersections—just you and the road. What makes the Tail of the Dragon legendary isn't just the technical challenge—it's the rugged beauty, the rush of adrenaline, and the shared respect among those bold enough to conquer it. If you're chasing adventure, scenery that stops you in your tracks, and stories that last a lifetime, this is your proving ground.

**Back of the dragon:** Virginia is not just for lovers anymore, it is a destination for driving enthusiasts! Nestled in the Appalachian Mountains on Virginia's famed Route 16 lies Back of the Dragon...32 miles of exhilarating winding curves and unparalleled excitement. Spanning from Marion to Tazewell, Virginia. Back of the Dragon offers over 400 curves on a two-lane ribbon road for the thrill-seeking sports car aficionado's while also presenting breathtaking views of the expansive 3 mountain range.

Register at: <https://clubregistration.net/events/signUp.cfm/event/16418>



For more information, please contact:

□ Chris Bohr ([chris@sem.pca.org](mailto:chris@sem.pca.org))

(248) 986-8834

# DE #2 at Waterford



ARTICLE BY STEVE CARBARY - DE CHAIR

PHOTOS BY LISA MOLZON

## Hello Old Friend!

You know that feeling when you're on your way to meet an old friend you haven't seen in months, or heading back to a favorite getaway spot? It's that quiet, eager anticipation when you just can't wait to get there. That was exactly my mindset on the morning of June 5th as I drove to Waterford Hills Road Racing Course for the second SEM PCA Driver Education day of 2026.

You see, our club has been hosting events at Waterford for decades, and I have been a part of them for at least two of those decades now. Getting back there after a long winter break is always something to look forward to, and this morning was shaping up to be a great start, with perfect temperatures and plenty of sun.

The day was off and running before I knew it. The track walk was underway, registration was in full swing, and cars were being prepped—all part of the excitement and buildup to the track going "hot." Then it was time for our drivers' meeting, where our Chief Instructor, Marc Molzon, set the

expectations and the mood for the day with introductions, operational instructions, and final details. After that, it was time to get to some driving.

We typically start the day with instructors driving solo on the track, stretching their legs and recalibrating themselves before coaching others. Because our instructors drive at a great many other tracks and events in addition to ours, we let them out first before starting the progression of student run groups. It's a well-orchestrated dance that usually runs smoothly and cleanly, moving from our Beginner group (first-timers or those with limited experience) to Intermediate and Advanced. Like clockwork, it's a beautiful thing, with each group taking to the track for practice and fun.

Intermingled with the track sessions were classroom discussions, led this time by Tom Christen. It was a great opportunity for deeper dives into driving techniques and concepts. Waterford Hills is a track that can present many challenges to a driver, so I'm sure Tom had plenty of topics to cover.



Morning Driver's Meeting with all Instructors

## DE #2 at Waterford (continued)

Unfortunately, a family obligation cut my day short, forcing me to leave early in the afternoon. Even so, I managed to fit in a few great run sessions with two excellent students and even got a chance to log some track time myself.

An event like this is only made better by the incredible support of our sponsors. We truly couldn't make these days what they are without Auto Medics of Shelby, Munks Motors, and Nickolas Motorsport. Their genuine passion for all things autosport makes them an easy choice for any and all of your automotive service needs.

I have spent many days and many miles at that track—learning, teaching, listening, and laughing. So many memories have been made over the years. If you haven't had the chance yet, perhaps it's time to build some of your own! We have two more DEs coming up: Saturday, August 22nd, and Friday, September 11th. You never know—you just may end up spending the next few decades chasing laps and laughs at Waterford, just like I have. ■

MORE PHOTOS ON PAGE 21



Paddock was full of Porsches and a few other high-performance vehicles

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## DE #2 at Waterford (continued)



Students Alan Lee and Chris Deline with Instructors Jay Pistrano and Arndt Wierstahl

Instructor Diana Eblenkamp with student Gregory Railford in his 911



Chief Instructor Marc Molzon directing Pit Lane traffic

**MORE PHOTOS ON PAGE 22**



Andre Stelczyk entering the turn at Swamp



Green Group exiting track after an exhilarating session

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**\$10.00 per person (\$15.00 after August 9th) Children under 16 are free.**

**Contact: Howard Gilson at (248) 770-1788 or [hgilson@ameritech.net](mailto:hgilson@ameritech.net)**

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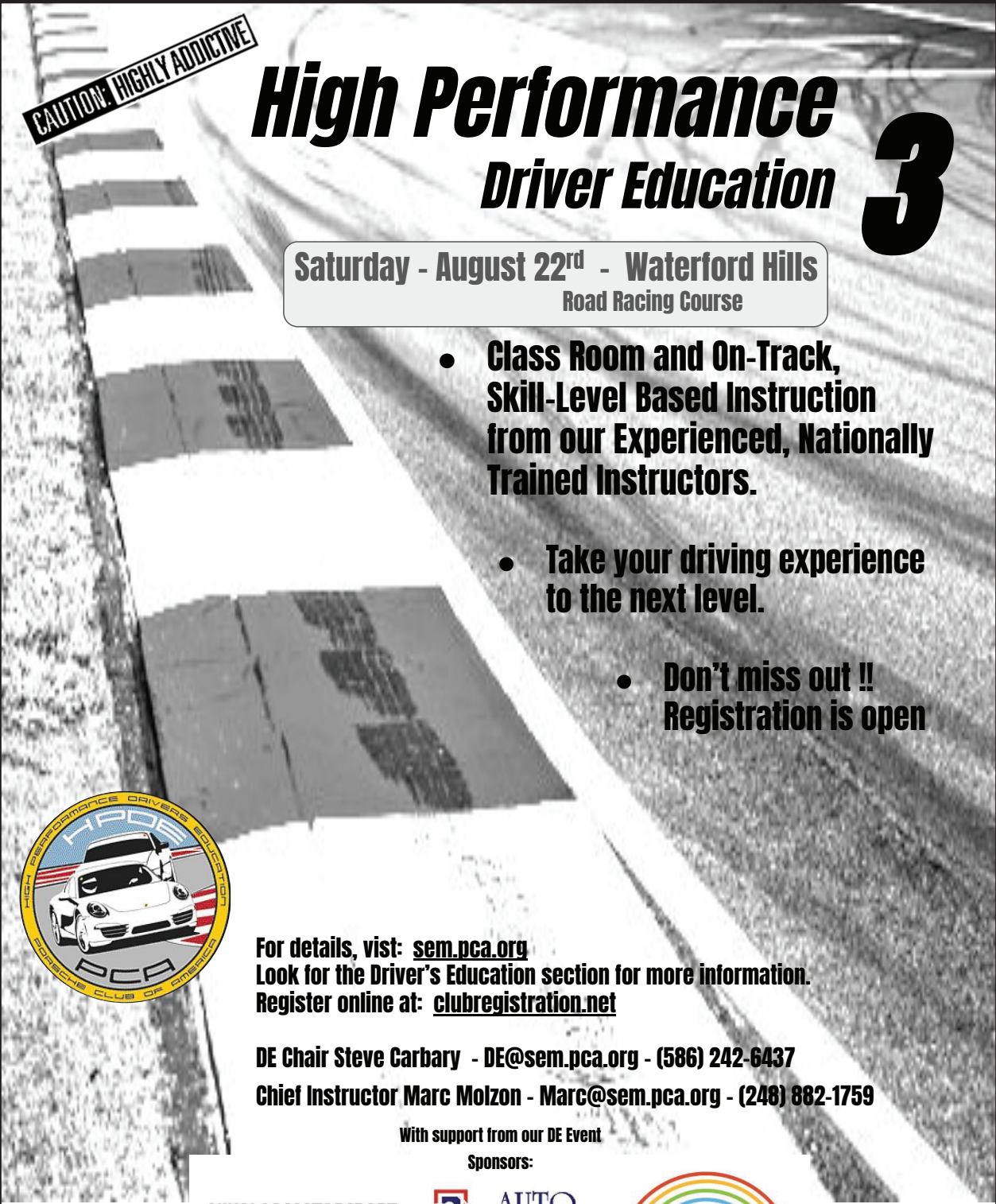
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ARTICLE BY TOM FIELITZ - SEM MEMBER

# Gloveboxes

What is in your glovebox, or glove compartment? If you even know what is there, you can be sure it does not contain a pair of driving gloves. So, what should we call that compartment that every car and truck has on the dashboard?

It almost always contains the owner's manual—unless the previous owner kept it as a souvenir, in which case, shame on you, previous owner. It might house sunglasses, a tire-pressure gauge, a pen or pencil, or odd scraps of paper such as receipts. It could even contain a map from some long-closed gas station. My glovebox actually contains a COVID mask. Remember those?

Yet we still call it a glovebox by convention. Like most things automotive, it actually dates back to horse-and-wagon days. Drivers in those early days of transportation wore driving gloves, usually designed as long, wrist-covering gauntlets and constructed mostly of leather. In open-top transportation, the primary consideration was protection from the weather, followed closely by protection from the heavy driving reins.

*If you even know what is there you can be sure that it does not contain a pair of driving gloves.*

As transportation evolved into automobiles and trucks, very little changed. Vehicles were still open to the elements, and drivers still wrestled with heavy controls, whether a wooden tiller or steering wheel. Instead of a dashboard compartment, the box used to store driving gloves was often located under the seat or attached to a running board.

Dorothy Levitt, the British racing driver and social influencer, recommended storing a pair of driving gloves and other emergency supplies in a box under the car seat. This advice even predated the widespread adoption of the steering wheel.

Along came the Packard Motor Car Company in 1899, incorporating the box into the dashboard. In 1915, Pierce-Arrow, a luxury automobile manufacturer, mounted a compartment with a door in its dashboard specifically intended for carrying driving gloves. During the 1930s, its use expanded to include storage of maps, tools, snacks, emergency supplies, and rags. The Cord L-29 of 1929 featured a centrally mounted glovebox as a styling element. This was followed by the 1936 Cord, which had two gloveboxes located at either end of the dashboard. Perhaps the pinnacle of glovebox luxury was found in the 1957 Cadillac Eldorado Brougham, which included a mahogany case containing a notebook, cigarette case, perfume decanter and atomizer, and six shot glasses.

Innovation never stopped. In 1998, the Saab 9-5 introduced an air-conditioned glovebox specifically designed to chill beverages. Other clever touches included glovebox doors that folded down like food trays to support drinks and snacks.

Meanwhile, the gloves themselves evolved. They became as much a fashion statement as practical protection. With improved climate control and features such as leather-covered and heated steering wheels, driving gloves took on a more stylistic role.

No longer the long, gauntlet-style gloves of earlier years, they became thin, supple leather gloves perforated for ventilation and featuring knuckle openings for flexibility and style. Many were influenced by the race drivers of the day, such as Sterling Moss, Jack Brabham, and Jim Clark—all styles I owned at one time.

The epitome of style was the string-backed driving glove favored by the early Italian racing masters. I still keep a pair of string-back gloves in my glovebox for very special occasions. Leather Reparò

Motorsport driving gloves are available for around \$60, while handcrafted string-back gloves from England can be purchased from Autodromo for approximately \$125. Ralph Lauren offers a stylish leather driving glove for about \$70.

After wearing out several pairs of expensive leather driving gloves, however, I adopted a much more practical winter driving glove from the unlikely source of Mechanix Wear. They produce a nylon glove with leather-covered palms and fingers that is both stylish and remarkably durable.

When it came to racing, driving gloves had an additional responsibility: fire protection. The glove of choice for me, and for many professionals, has long been the Alpinestars racing glove, often featuring a distinctive red backing for visibility to other drivers. I still enjoy wearing them during DE events, even without a full fire suit. Putting them on before driving was like flipping a mental switch—it was time to put my mind in gear. Other than making a statement about what a driving enthusiast—or perhaps eccentric driver—you are, I don't necessarily recommend buying a pair of driving gloves just to store in your glovebox. But you might want to consider cleaning out, or at least inventorying, your glovebox and ensuring it contains only the essentials. ■



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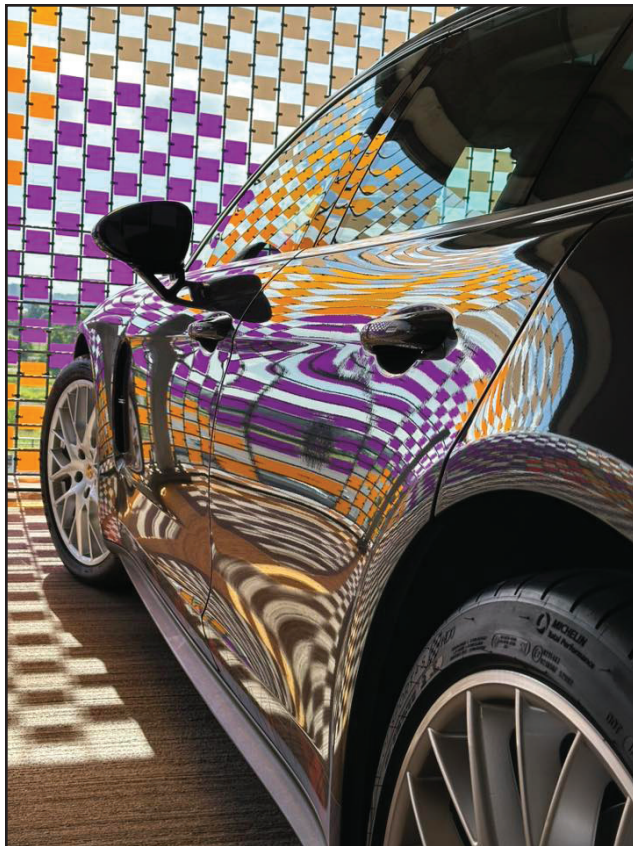
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## SEM/PCA Photo of the Month

Every month our private Facebook group located at <https://www.facebook.com/groups/3158359877529645> hosts a photo contest for SEM /PCA members.

This is Howard Gilson's  
2018 Porsche Panamera 4S Sport Turismo.

He purchased the Panamera off of Bring a Trailer where you bid against others for vehicles you're interested in. It was an interesting experience for him and it was the first time he's bought using an online auction site.

He purchased the Panamera to replace his Cayenne as a daily driver. The Panamera however was so nice, he decided not to drive it in the winter and selected another winter car.

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This is Howard Gilson's  
2018 Porsche Panamera 4S Sport Turismo.



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- 2) Down Home Fried Chicken, Collard Greens, Mac & Cheese

*Desert:*

- 1) Old Fashioned Peach Cobbler
  - 2) Strawberry Banana Pudding
- Includes soft drink, coffee and tea. Cash Bar.



Registration: <https://clubregistration.net/events/signUp.cfm/event/16421>

SEM Events are Rain or Shine!  
Contact: Howard Gilson 248-770-1788 or [howard@sem.pca.org](mailto:howard@sem.pca.org)  
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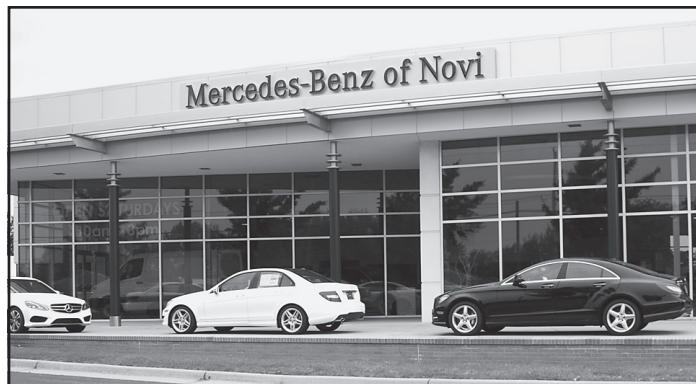


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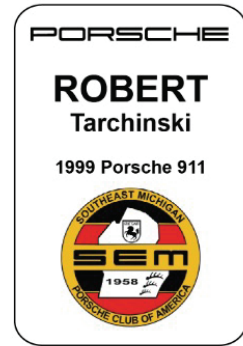
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If you have not received your anniversary recognition from Porsche Club of America, please send an email to [anniversary@pca.org](mailto:anniversary@pca.org) requesting your materials and be sure to include your membership number and full name.

## Welcome New Members:

Angela & Bill Anders  
Akshat Chauhan  
Michael Gee  
Lauren & David Mendelson  
Freddy Rayes  
Mariella Samuels

Jim & Karoline Sheldon  
Randy Slof  
Kevin Smith  
Rainer Thom  
Emmanuel Valencia  
Sammy Voydanoff

### SEM/PCA Member Anniversaries - July 2026

YR Name(s)	YR Name(s)	YR Name(s)
55 Thomas & Jane Fielitz	10 Roger & Denise Tayloe	3 John & Alisa Stratton
53 E & Michael Blake	9 James & GERALYN Fowler	3 Paul Venn
52 David & Kathryn Gillentine	9 John & Sean Thurwachter	3 William & Monika Grotz
45 Robert & Debra Nikolas	9 Philip & Charlie Uchno	3 William Statetzny
39 Sherwyn & Joseph Labovitz	9 Bruce & Deborah Kopitz	3 Zachary Conner & Catherine Haviland
37 Ray & Greg Massa	8 James Hayosh	2 Gregory Clark & Elaine Mclain
34 Dennis Spors & Debbie Bleger	8 Nancy Anne Biondo & Owen Quell	2 Jonathan Joliat
34 Kenneth & Pamela Werth	7 Jordan Kotubey	2 Nino Dabish
33 Richardo & Carole Kilpatrick	7 Steven & Vicky Getz	2 Scott Cauvel
32 Ross & Joshua Suchy	6 David Abbondanza	1 Brad Bannon
31 Julian Pate & Julia Richardson-pate	6 Max & Mark Leder	1 Brandon Boyle
25 Jeffrey Feurt	5 Andrew Popoff	1 Brian Willson
22 Anthony & Ann Bacon	5 Dan Harkcom	1 Carl Rashid, Jr
22 Donna & Stuart Sanderson	5 Dean Waineo & Eric Menichello	1 Christian Ketterl
20 Vito & Cynthia Pizzo	5 Joe Mitchell	1 Frank Zydel
19 Raymond & Wendy Goscenski	5 Kelly Mcdoniell	1 Greg & Julie LaPorte
17 Mark & Nancy Blazevic	5 Lawrence Crocenzi	1 Leonard Sahn
16 Dennis & Suzana Guerrieri	5 Max & Erich Ehlert	1 Malek Jaradi & Sarah Elhage
15 Mark & Rene Vander Eyk	4 Brian Ricci	1 Neil Blazofsky
13 Patrick Young	4 Don Bailey	1 Patrice & Alan Rowbal
12 Brian & Daniel Murphy	4 Eric Thams	1 Robert & Suzanne Stiles
11 Benjamin Malcho	4 Lawrence Ward	1 Sanjay Ramdon & Lara Hadlocon
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# SEM Business Meeting Minutes for June 4, 2026\* by Fred Young

JUNE 4, 2026

In attendance: Board Members: Steve Carbary, Mark Molzon, Howard Gilson, Fred Young, Lisa Molzon, Jason Nixon, David Sculati and Chris Bohr.  
Officer: John Grabowski.  
Absent with notice: Bobby Tarchinski.

**Call to Order:** 7:00 p.m. by President Lisa Molzon.

**Minutes:** Moved by H.G. and C.B. to approve the May minutes. Motion passed.

**Financial:** David Sculati - It was moved by C.B. and M.M. to approve the May Financials. Motion passed.

**Membership:** Bobby Tarchinski - No report.

**Insurance:** Steve Carbary - In place for the June events.

**P-4:** John Grabowski - He went over content for the July P4.

**Webmaster:** Jason Nixon - The June P4 is on line. He is expanding our online presence.

**President Items:** Lisa Molzon - She appointed Howard Gilson, Fred Young, Jason Nixon, Lisa Molzon and Chris Bohr to the nominating committee for the fall election.

## OLD BUSINESS:

**May 9: DE #1 at M1:** Marc Molzon -

It was well attended with one brief downpour.

**May 16 am: Auto Medics Tech Session:** Steve Carbary

Everyone enjoyed the event with a very informative presentation.

**May 16: Spring Tour:** Chris Bohr -

The rain hampered some attendance. There was an abundance of door prizes from Porsche Detroit North.

**June 5: DE #2 at Waterford:** - Steve Carbary -

All set. Attendance is a little short.

**June 14-20: Porsche Parade:** Howard Gilson -

Registration is twenty minutes away from the central location. It should be a good event.

**June 27: Solstice Tour:** Lisa Molzon -

It will start at Steve's European Automotive. 17 cars are registered so far.

**June 28: Waterford Family Day:** Fred Young -

Marc Molzon and several other SEM members will be racing.

**July 25: Progressive Dinner:** Lisa Molzon -

Still need host homes.

**July 26: Detailing Session:** Howard Gilson -

All set.

**July 30-2: Overnight Tour - Tail of the Dragon/Back of the**

**Dragon:** Chris Bohr -

It is fully booked and everything is planned.

**August 16: Picnic and Concours:** Howard Gilson -

On club registration.

**September 20: Drive your Porsche Day:** Howard Gilson -

He is confirming reservations.

**September 26: Ladies Drive:** Lisa Molzon -

It is in the planning stage.

## NEW BUSINESS:

### Event Reports:

Needed for the Ypsilanti Auto Museum.

### Meeting Adjourned at 8:35 p.m.

Moved to adjourn by M.M. and S.C. Motion passed.

### Next Meeting Location:

Gilson Motorsports - Thursday, July 2, 2026

*\*Not an SEMPCA event.*

Respectfully Submitted: Fred Young - 6-5-26

\*Subject to ratification at the next Board Meeting.



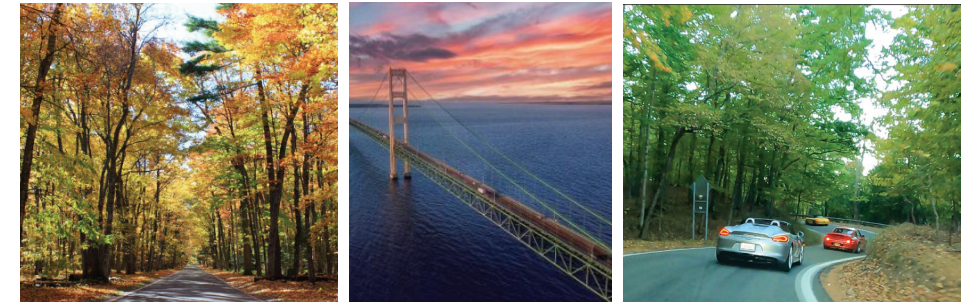
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## 2026 Up North Overnight Driving Tour

### October 2-4, 2026

This year's second SEM/PCA overnight driving tour is taking us to the up north areas of our state. This is our fun and scenic driving tour.

We will leave on Friday, October 2nd, heading to Mackinaw City. On the second day, we will drive to Traverse City through the Tunnel of Trees in the morning. Lunch in Traverse City and then head out for more backroads driving. We will check into our hotel in Traverse City after dinner.



Group hotel rate is available. Booking instructions would be provided upon registration.

Registration for this event: <https://clubregistration.net/events/signUp.cfm/event/16419>



For more information, please contact:

☐ Chris Bohr ([chris@sem.pca.org](mailto:chris@sem.pca.org))

(248) 986-8834

☐ Howard Gilson ([hgilson@gilsonmotorsports.com](mailto:hgilson@gilsonmotorsports.com))

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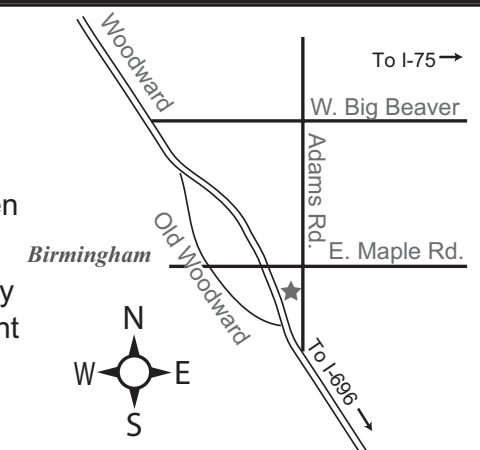
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Much of the electronic P4 newsletter is now hyperlinked.

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

**P4 Advertising Rates per Calendar Quarter**

*(Requirements for digital ads)*

- PDF -- preferred, highest resolution
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**Full Page Color (inside cover)** *(currently not available)* . \$ 600

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**MINIMUM AD RUN IS ONE FULL CALENDAR QUARTER**

E-mail your ad to: [P4@sem.pca.org](mailto:P4@sem.pca.org) — *Thank you!*

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