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**ON THE COVER: Photo by Louis Yonce
from the 2016 Picnic & Concours.**

2016 SEM/PCA CALENDAR

| | | |
|----------------------------------------------------------------------------|-----------------------------------|--------------|
| OCTOBER | | |
| 6 | Board Meeting | |
| 16 | Fall Color Tour | Walter Crump |
| NOVEMBER | | |
| 3 | Board Meeting & Calendar Planning | |
| 18 | General Membership Dinner | |
| DECEMBER | | |
| 1 | Board Meeting | |
| 17 | Holiday Party | |
| # = Not an SEMPCA Event / All dates and events are subject to confirmation | | |

BOARD MEETINGS

Board meetings are typically held on the first Thursday of the month at various locations.

Please note for anyone interested in attending future Board Meetings at Gilson Motorsports to enter through the BACK door. Due to a layout change, the back door will be the only one open during meeting time. Any questions please contact Howard Gilson, or another board member.

ATTENTION MEMBERS:

In order to make sure that female members and affiliates recieve notices about Ladies Drive and similar events please go to pca.org and add the appropriate email address.

She’s Flying!



BY MIRANDA CHRISTEN

Ladies and gentlemen, we are in the final stretch of 2016! The days are getting colder (knowing Michigan I just jinxed us and it will be 80 degrees all next month) and it is time to start color tours, prepping for storage, and saying one last hoorah to the year. We only have one more P4 issue, but we still have a couple events coming up!

Please RSVP to Greg Gallagher for the 2016 SEMPCA General Membership Dinner. This year our featured speaker is Henry Payne, the Automotive Columnist for the Detroit News. Read more about Mr. Payne and find more information on page 24.

Mark your calendars for the 2016 Holiday Party being held at the Orchard Lake Country Club on Saturday December 17th. Please RSVP to John Keilly for the evening or to donate to the Silent Auction. The last few years SEM has gone above and beyond to help our benefitting charity, Jo Brighton Special Olympics. Our support means so much to them and we look forward to helping the program again this year!

Please make sure to check out page 22 of the P4 to read up on our four candidates for the 2017-2018 Board of Directors. All ballots must be postmarked by October 28th, and for the sake of Mr. Garner, please keep them neat and legible. The SEM PCA Board of Directors does an excellent job keeping

this amazing organization running. Thank you to current, and past, members for doing such a great job!

Thank you to everyone who came to M1 Concourse for our final HPDE day of the year. There are a couple articles in this month’s issue with different perspectives on the day.

I know this feels like forever ago, but thank you to everyone who attended the Annual Picnic & Concours! It was a busy, busy weekend with the Dream Cruise, but it was an excellent turn out, the Goodie Store was buzzing, and the dessert table was outstanding. Nancy Richardson I could have eaten at least 3 more handfuls of your pecan tarts!

Lastly, I would like to apologize to Emil and Suzanne Tijan, John and Mary Beth Panganiban. Unfortunately, in the last issue I confused their names in the anniversaries section! (Sometimes it’s tough looking at the Excel sheet). I did not mean to marry you off to the incorrect person in that issue, truly.

Please note for anyone interested in attending future Board Meetings at Gilson Motorsports to enter through the BACK door. Due to a layout change, the back door will be the only one open during meeting time. Any questions please contact Howard Gilson, or another board member. Have an excellent Fall and hopefully I will see everyone at the General Membership Dinner, and/or the Holiday Party!

Castles – Cars – Shopping – Oktoberfest



We are tentatively planning a trip to Germany for late September 2017

We will leave from Detroit Metro and be gone about 10 days. The package will include airfare, lodging, breakfasts and most dinners, a private bus with driver, and an experienced guide. We will need about 20 travelers to make the trip reasonably priced.

If you are interested, please contact

Kiro Trendov
(734) 341-6825
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or Don Kleist
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Contact Miranda Christen with
any questions or concerns
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Drive With Spirit!



BY HOWARD GILSON

Reflecting on this past Summer, the club has had great attendance at all events. Yes, some events didn't get the participation that we had hoped, but the HPDE program was a big success thanks to Marc Molzon, Steve Carbary all the instructors and volunteers who make each HPDE a learning experience.

I was finally able to take my Boxster to the last HPDE at the new M1 Concourse/Champion Motor Speedway after three years of not being able to go due to work. M1 is a new track, but I have to say that the Waterford Hills Road Course has prepared me for almost any track.

The first session out on M1's new track, I felt a little rusty, but the Boxster was setup with suspension modifications and had all season tires. However, the rain and my lack of knowledge of the track didn't help my confidence. With my first session complete it was off to the classroom. Jim Stevens did a great job teaching the line and suggesting a few braking zones and apexes around a some of the corners. Jim is an HPDE Instructor, and a serious amateur racer.

My second session was better, but still had cars just flying by me. We were all trying different lines, so cars were all over the track, taking different lines. It also didn't help that my 1999 Boxster is a little under powered and less technically sophisticated than the 991's, GT3's and other more advanced vehicles passing me. The third session was cut short due to an off track excursion; luckily, the driver was fine.

By the last session the track was starting to have a rhythm to it and was flowing well. I was smooth and the tires where screaming. One of Jimmy's suggestions was to brake late into the hairpin, because it is a slow corner anyhow. I get the hang of braking late into the corner and make a double apex. However, once I'm done braking and I turn hard at the apex, my front tires are screaming with understeer. Next it's flat out to redline in second and third before the end of the back strait. In the end, I as well as the other students, had a blast. Another great HPDE for the club.

Since the SEM/PCA Picnic/Concours, I have had at least two members ask where we bought the ribs that were served. New members Tom and Christen Grabowski made the main dish at Progressive Dinner and also made the ribs for the picnic. The members that asked where to get the ribs, both insisted that I tell them the restaurant. It is a great thing that Tom is an award winning BBQ chef. The next time you see Tom or Christen at an event say hello and thank them for volunteering to make the ribs and

the dinner at Progressive. They have now been appointed the new master chefs of SEM/PCA.

We also owe our sincere thanks to Patti Door, Fred Young, Don Kleist, Tom and Christen Grabowski, Victoria Hoogestraat and all the volunteers and participants who made this year's Concours / Picnic such a great event. Congratulations to all who won a trophy at the Concours. Thanks too to all who brought a dish to pass. It is interesting that our club concours judges always have a difficult job of looking for the smallest details that would make the difference of first or second. If you didn't score well, there is always next year. Use your score sheet as a guide for cleaning the areas you missed this year. The great thing about the Porsche club is that *it's not just the cars it's the people...*

Speaking of BBQ's, the weekend after the concours on August 27th Gretus and Victoria Hoogestraat hosted the Down River BBQ. We met in a rainy parking lot at the Inn at St. John's. Once we started the driving, we all had a great time during the drive, despite the rain. It was great to see such good attendance for the event despite the rain. Our perseverance was rewarded because by the time we arrived for the BBQ, the rain had stopped and the sun appeared. I would like to thank the volunteers of Jo Brighten Special Olympics, Victoria and Gretus for hosting another great event. It was also nice to meet the new members who came out to their first event.

I don't know any of the details of what happens on the SEM Ladies Night Out, but Patti Door has done it again. The event Patti came up with over ten years ago "Ladies Only Drive" has now become "Ladies Night Out." This event is a great way for the women of the club to get to know each other without having to always talk about Porsche's. If you missed this years, do not miss this event next year.

On September 18th, Gary and Pat Ambrus hosted the Drive Your Porsche Day. The weather cooperated, and Gary and Pat provided excellent instructions, to navigate a delightful route through country roads. We then enjoyed a pleasant dinner at Sweet Lorraine's in the Laurel Park Mall.

Don't miss this year's Fall Color Tour on October 16th. If you attended last year's Fall Color Tour, Walter and Sabrina Crump did a fantastic job with the roads and dinner. So don't miss out on the club's last official driving tour of the year. There will be a donut and cider stop along the way with dinner at the end of the tour. Please contact Walter Crump for more information.

SEMPCA Fall Color Tour

Sunday, October 16, 2016

Clarkston Junior High, 6595 Waldon Rd
Clarkston, MI 48346

Meet at 12:30pm, first car out at 2:00 PM
\$35 per person w/dinner (\$5 per person without dinner)

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Past Tense Cider Mill Restaurant



Dinner stop at 5pm:
Rochester Mills Beer Co



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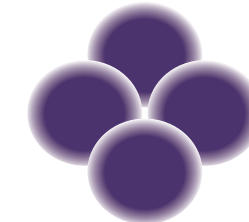
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RECAP **2016 Picnic & Concours**

BY **FRED YOUNG**

PHOTOS BY LOUIS YONCE

Temperatures in the 70's with a bit of cloud cover made for perfect weather for the annual concours and picnic. Possibly Dr. Ferry Porsche was looking on in high places with friends to insure good weather. Activity started around 8:30 a.m. with the Doors, Don Kleist and Howard Gilson unloading all of the necessary food and supplies for breakfast and lunch. Early birds also starting driving their cars in to get a head start on what would prove to be tough competition. After some orange juice, coffee, bacon and possibly an egg and sausage muffin, the place turned into a beehive of activity.

Serious concours contestants were in full preparation mode. Some polish here and there, and a couple of wipes on the windows, then it was time to step back and look at the results. This was repeated numerous times to insure perfection. Then a friend came by and noticed something else amiss. Repeat the procedure again.

With the clock ticking away until the 11:30 a.m. judging there was still time to grab an appetizer or two. Taking a break or two saw the cars in a different light every time. It was all part of the preparation process. What did I miss? Maybe the tires and wheels should be checked again? Who will judge my car? Will the judges see this imperfection? Then comes the moment of truth!

Judging began promptly with proven National Parade Judges (*see list with results*). About five minutes was allotted to every car looking for the finest details to rank the cars. Yes, the minutia really counts. What seems as trifling to a bystander is the difference between a winner and an also ran. By 12:45 all the results were in and the tabulation began.

Even the sedentary crowd without a car to prepare was having a great time gossiping and renewing friendships. Dr. Peter Heydon attended his first event since participating in the 25th Anniversary of the SEM Region of the Porsche Club. Onlookers were pleased to look at his 1979 Mercedes Benz deep green 911 SC Coupe with only 3500 miles. Not only that, he served some fantastic cheese to the guests.

Last minute attention to detail for the luncheon was attended to by Patti and Jerry Door, Don Kleist, Nancy Richardson and Tom Grabowski along with other helpful persons. Patti, Don and Tom did most of the cooking and barbecuing also. Then the serving tables were set for the assembled masses of over one hundred attendees. Ribs, chicken, salmon and sausage were the main entrees. An abundance of salads, potatoes, beans and various vegetables rounded out the offerings. Two separate tables completed the meal with a variety of delicious desserts. No one went away hungry. With everyone bringing a dish the food was both amazing and interesting to say the least.

Great fanfare was made of the results from the Vermont Parade with the cadre of winners in the last P4. However, not everyone is able to attend for one reason or another. Here at the local level, the participants caused some Vermont winners to take a back seat. This



Beautiful Porsches ready for their close up.

once again reinforces the notion that the SEM Region has some of the very best concours people around the country. Carlos Carmona, Eric Chau, Bob and Peggy Bogart, Bob and Marilyn Amano, Patti and Jerry Door and Gene Kiesel can attest to that fact with their great scores in the concours. This truly is a tough crowd.

After lunch, President Howard Gilson made a few remarks in regarding to the upcoming tours and events scheduled to the end of the year. Howard then introduced past presidents and board members and thanked them for their service to the club. He also thanked the sponsors Sellyourportscar.net and Gilson Motorsports for supporting the picnic and concours. At last it was time for the trophy presentation. First of all, Fred Young thanked the judges for undertaking the difficult task of ranking the entrants. He then proceeded with help of club president, Howard Gilson, and Jim Williams to present the trophy winners. At the front of the pack were the People's Choice winners. Eliseo Carrillo was chosen in the 911 category with his pristine 1983 White 911 SC Coupe along with a concours score of 69.5. Don Kleist also won with his immaculate 1985½ Guards Red 944 and an identical high score. Trophies for the people's choice differed by the addition of a SEM Club cloisonné badge. All of the trophies did feature a 1/32 Porsche car on a base with a mirror or clear background and a PCA decal along with a black, red and yellow stripe. (*The rest of the awards are listed in a separate table.*) In total, twenty five trophies were awarded to the distinguished participants. It should be exclaimed that Eric Chau, Carlos Carmona, and Bob and Marilyn Amano had perfect scores putting them at the top of their respective classes.

One last look at the cars and it was time to head home. Hopefully those that did not win a trophy will be spurred on to greater heights and try again next year. For the winners, their great scores are an impetuous to attend a Parade and vie for top honors. Remember—practice makes perfect! Till next year...



Vivian Yonce looking beautiful and having a blast.



Bill Block's beautiful Porsche 356 C.



Chris Young putting finishing touches on his Porsche.



Carlos Carmona standing proud during Concours judging.



Jim Williams did an excellent job.



Shirl Carlisle having an excellent day with her Concours win.



Eliseo Carrillo accepting his concours award.



A VERY happy Emma accepting the Concours award for her father Lucas.



Vic and Lucy Rivera enjoying their day at the picnic.



The Young's do such a wonderful job with the Concours trophies every year!



What a delicious spread!

2016 CONCOURS AWARDS*

People's Choice

| | | | | |
|-------|------------|--------|-------|-------------------|
| 1985½ | Guards Red | 944 | Coupe | Don Kleist*** |
| 1983 | White | 911 SC | Coupe | Eliseo Carrillo** |

356 Class

| | | | | |
|------|------------|-----|-----------|------------|
| 1965 | Slate Gray | 356 | Cabriolet | Bill Block |
|------|------------|-----|-----------|------------|

924 – 928 – 944 - 968 Class

| | | | | |
|------|----------------|--------|-------|--------------|
| 1985 | Kalahari Beige | 944 | Coupe | Gene Kiesel |
| 1988 | Guards Red | 928 S4 | Coupe | Chris Young |
| 1985 | Red | 928 S | Coupe | Andrew Olson |

Boxster – Cayman Class

| | | | | |
|------|-------------|---------|-----------|----------------------|
| 2014 | White | Boxster | Cabriolet | Bob & Peggy Bogart |
| 1997 | Silver | Boxster | Cabriolet | Veronica Carmano |
| 2002 | Cobalt Blue | Boxster | Cabriolet | Jim Williams |
| 1999 | Blue | Boxster | Cabriolet | Walt & Sabrina Crump |
| 2010 | Black | Boxster | Cabriolet | Shirl Carlisle |

911 – 912 – 914 before 1986 Class

| | | | | |
|------|-------------------|-------|-----------|------------------|
| 1984 | Guards Red | 911 | Cabriolet | Roger Tayloe |
| 1979 | Mercedes Deep Grn | 911SC | Coupe | Dr. Peter Heydon |
| 1984 | Black | 911 | Coupe | Dave Miller |

1987 – 1998 – 911 Class

| | | | | |
|------|---------------|---------|-------|---------------|
| 1988 | Granite Green | 930 | Coupe | Eric Chau |
| 1995 | Fly Yellow | 993 C4 | Coupe | Jerry Door |
| 1996 | Black | 993 C4S | Coupe | Howard Gilson |

1999 & up – 911 Class

| | | | | |
|------|---------------|-----------|-----------|----------------|
| 2013 | Black | 911 4S | Coupe | Carlos Carmona |
| 2002 | Seal Gray | 996 C4S | Coupe | Robert Walker |
| 2002 | Grey | 996 | Cabriolet | Lucas Phan |
| 2000 | Arctic Silver | 996 | Cabriolet | Michael Cohen |
| 2004 | Black | 911 Turbo | Coupe | Mike Stanesic |
| 2016 | White | 911 | Targa | David Apsey |

Cayenne – Macan - Panamara Class

| | | | | |
|------|---------------|---------|---------|---------------------|
| 2017 | Sapphire Blue | Macan | GTS SUV | Bob & Marilyn Amano |
| 2006 | Black | Cayenne | SUV | Carol Hearrell |

*Entrants are ranked in the order of finish. **Also placed 1st in Class.
***Also placed 2nd in Class

Many thanks to our dedicated judges, Bob Amano, Bill Block, Dennis Denyer, Ted Dunham, Bruce Gearns, Charles Hagen, and Jim Williams. These judges had the tough jobs of discerning between the best of the best who would receive the coveted awards. They have all judged at the national level, but that didn't make their job any easier with all of the unparalleled competition.



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RECAP Ladies Drive

STORY & BY SHIRL CARLISLE

This was a great and very fast summer for me. SEMPCA started and I enjoyed every minute of - Devils in the Details - Spring Tour and Dinner - Porsche Parade at Jay Peak VT - Progressive Dinner - Summer Picnic and Concours - Down River BBQ - Ladies Night Out - DE at the M1 - Drive your Porsche Day and Dinner. Whew what fun and memories. There were many other events that I'm sure many of you enjoyed as well. It truly is the people that make PCA so much fun!

Our "Ladies Only Drive" in September was changed this year to a "Ladies Night Out" with a short drive. Usually we have it on a Saturday, but our drive conflicted with the first DE at the new M1 Concourse in Pontiac. We ladies are very flexible, there is always a plan B in life. We met in Northville on Friday at the lovely home of Maggie and Tim Otto. Don't know where Maggie stashed Tim but we had the place to ourselves. We were all in awe of Maggie's park like garden yard that is so beautiful and peaceful no one was in a hurry to leave it. We wandered from area to area enjoying Maggie's creative green thumb. Wonderful appetizers were enjoyed as we all gathered from far and near for a night of celebration. Patti Door works on this event all year making plans and gathering goodies to share, she is such a gem, and everyone was very happy to be together for the evening. We finally paired up with tops down, hair blowing in the breeze, music blasting, on a beautiful warm evening for the drive. What a sight, beautiful women in our beautiful Porsche's, bumper to bumper pulling into town. Our destination, Table 5 on Main Street in downtown Northville. Eleven of us started with bowls of mussels, some girls had never tasted mussels and after they did we couldn't get the bowl away from them. We enjoyed amazing dinners with very lively conversation. Patti always provides door prizes. You are a lucky girl if you get one of her famous hand bags. This year Maggie Otto was so excited when she got the coveted Porsche bag. No one was in a hurry or wanted the evening to end. We are hoping to do it again next year Spring and Fall.



The girls before heading to Northville for the evening.



The ever wonderful and beautiful Patti Door.

We are so lucky to have Patricia Hand Door in our group. She does a wonderful job as a board member, is always first to raise her hand to help, and is the Hospitality chair for Porsche Parade. She also organizes our Progressive Dinner, as well as planning, and arriving very early to put together our Summer Picnic, and many other behind the scene events that she doesn't take credit for. Then still has the energy to pull off a great girl's night out every year. PATTI DOOR a huge thank you for being so gracious and creative in everything you do for SEMPCA. You are a truly amazing friend to all of us.

I love the laughs and fun with you WILD WOMEN IN HOT-FAST-CARS. Ask any of the gals that enjoyed "Girls Night Out" if they had a great time, and I am sure they will all say you missed an awesome evening. Come out and join in the fun next year for the "Ladies Only Drive" or "Ladies Only Night Out"....

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RECAP SEMPCA HPDE Held at M1 Concourse

BY TOM McDONALD

PHOTOS BY ALEX LUNDBERG

Sixty three SEMPCA members turned out Saturday, September 10 to test their driving skills on Michigan's newest and most interesting automotive venue, M1 Concourse. Located in Pontiac Michigan, adjacent to, the now world famous, Woodward Avenue. M1 Concourse is an 87-acre playground for auto enthusiasts that includes the Champion Motor Speedway 1.5 mile performance track, 270 condominium garages, a 2.5 acre skid pad and a motorsports club.

Early morning rain and what seemed like constant misting during the day didn't dampen the spirited driving on the new track. As a matter of fact, many drivers enjoyed the opportunity to test the newly paved track's traction in both wet and dry conditions.

Seventeen instructors led by Steve Carbary, current DE Chairman, and Chief Instructor Marc Molzon made sure all participants walked the new track and became familiar with braking zones, apexes and exit points before going out on the track. A mandatory drivers meeting and "track talk" was held since M1 Concourse was new to all drivers. The first two laps of the first session were driven under yellow so drivers and instructors could familiarize themselves with the track before the green flag dropped, signaling the beginning of what Marc Molzon said was "the largest class of cars ever for a metro Detroit SEMPCA DE program, only to be passed by the club's time at GingerMan Raceway."

Everything from a 356 competition coupe to a 2016 GT4, and every model in-between, shared the track, for the better part of eight hours, with several other German, Japanese and British brands and a few domestics including a 2016 Shelby GT350.

Many first time attendees were impressed with the club's organization and the friendliness of its members. Alan Lowenthal brought his 2014, 911S for his first DE experience and said, "I am now bitten by the bug and will surely put future DE programs on my bucket list."

Registration was handled by Lisa Molzon and her crew. On arrival and after check-in, drivers were treated to a continental

breakfast and snacks throughout the day sponsored by Munks Motors and a box lunch was included in the driver's registration fee.

M1 Concourse developer and CEO, Brad Oleshansky, was on site throughout the day watching the SEMPCA drivers put their cars to the test on the new track. According to Oleshansky, SEMPCA was the largest club, so far, to use the course and he complimented Marc and Steve and their team who previewed and drove the track prior to the DE day. He said that SEMPCA was the "best organized club" he has dealt with and he encouraged the club to use the facility again in the future.

Oleshansky said that at least 10 PCA members already own garages and he invited interested club members to contact him for additional information on M1 Concourse and the Motor Sports Club. He said that he felt the track was ideally suited for Porsches and that many Motor Sports Club members and garage owners have a Porsche in their garages.

He said future plans call for an 8,000 sq. ft. event/banquet facility and a restaurant with roof top dining adjacent to the track. The venue will be completed late next year and he has future plans for an open-air experiential walkable village of auto focused retail businesses and year-round entertainment open to the public including car shows and owner get-togethers like the recent Car and Driver Magazine sponsored Cars and Coffee.



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Arin Puckett's crisp 2006 Cayman S.



Dave Burton's beautiful 356.



Rick Christian and his immaculate 1985 944.

MORE PHOTOS ON PAGE 20

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Bob Newill and his 1976 914, which he did not track.

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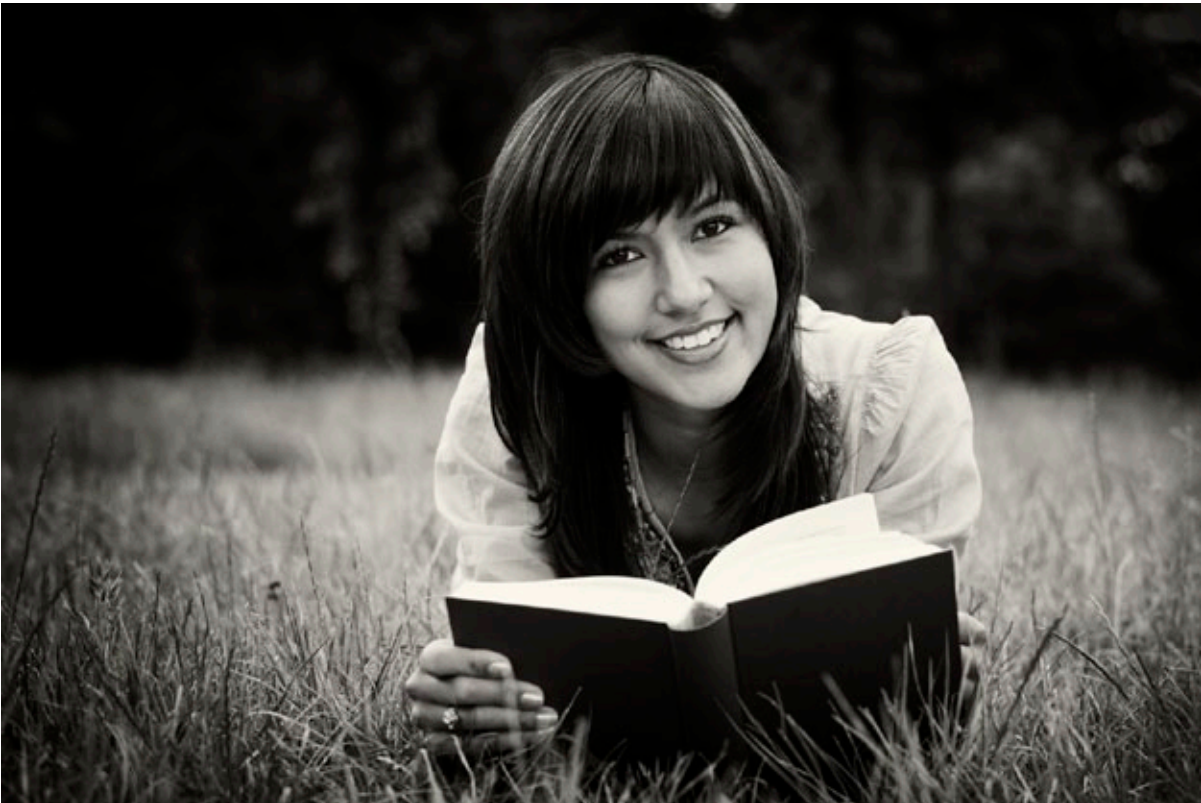
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SEM/PCA Board of Directors
November 2016 Election Two Year Term (2017-2018)
Candidate Bios



WALT CRUMP
Walt and his wife Sabrina joined SEM in 2009. Since then they have been regulars at the Picnic, Fall Color Tour, Spring Drive, and other events. Walt's enthusiasm was kindled by owning a 944 driver that required many hours of care and attention. He and Sabrina now have a Boxster that has been personalized that they enjoy driving at club drives and tours. Walt increased his involvement in SEM in 2014 by becoming a director for the SEM board. He chairs the annual Fall Color Tour and brings his love for cars and people who love cars. He has an automotive engineering background with Ford, TRW, and various consulting engagements with the US government. He was a Marine Corps officer before that.



PATTI DOOR
Patti joined SEM in 1985 and has remained an active member for the past 31 years. On a region level, Patti and her husband, Jerry, are the founders and co-chaired SEM's annual GingerMan Club Race, the only PCA Club Race in Michigan, for its first 10 successful years. She served as editor of the P4 newsletter from 1996 to 2004. She joined the SEM Board in 1999 and went on to become the region's first female President in 2005. After taking a few months off the board she rejoined as a director in 2011. She initiated and has continued to host the Ladies Only Drive for the last 11 years. She has held the responsibility of the SEM Goodie store for several years, passing this duty off to a new enthusiastic member 2014. In 2014 she took on a new SEM role becoming the co-chair of the annual SEM picnic. Patti's active participation within the region has earned her the SEM "Enthusiast of the Year" award twice, first in 1996 on her own and then again in 1992 with Jerry. On a National level Patti was the 2013 Parade Banquet Decorations Chair, in addition to assisting the Parade Information Chair.

For 2015 she assumes her new role on the national Parade Team as the Hospitality Chair, after co-chairing the 2014 event. Patti's goals for SEM, in keeping with the PCA motto - "it is not just the cars, but the people", is to make both the old and new members alike feel welcome and spend time working to get to know them on a personal basis. Patti is working on the 60th Anniversary of Southeast Michigan Porsche Club, which will be held in September 2018.



GREG GALLAGHER
Greg has been a member of SEM since purchasing his first Porsche in 2004. Since then, Greg has been a regular at the club's DE events at both Waterford Hills and Gingerman. Greg is a lifelong Porsche and automobile enthusiast with 30 years of car magazines in his basement to prove it! Greg was first elected to the Board in 2012 and has helped organize numerous tours and events. He has taken on the dual responsibility for both Insurance Chair and Membership Chair. He is looking forward to having the opportunity to continue to serve the club and its members.



HOWARD GILSON
Howard's dedication is apparent from his involvement with SEM/PCA. He designed the sempca.org website and was webmaster for nine years. He has been active in HPDE for over a decade and is currently National PCA Safety Tech Chair at PCA Porsche Parades and has been scrutineer for the Club Race in the past. Howard was named enthusiast of the year for 2002. Howard is currently President of SEM/PCA and will hand over the keys at the end of this year. Howard hopes to continue to chair events and host tech sessions for the club in the future, and has had a passion for Porsche since before he joined SEM/PCA back in 1994.

Southeast Michigan Region / Porsche Club of America
2016 Election Ballot – Board of Directors

Four of the nine positions on the board are up for election.
The candidates are listed below.

Each SEM member and their affiliate member may vote
for up to four candidates to fill the open positions.
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| Greg Gallagher | _____ | _____ |
| Howard Gilson | _____ | _____ |

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IN THE SHARK TANK

Driving the M1 Concourse

STORY & PHOTOS BY ANDREW OLSON

September 10th was SEMPCA's last official HPDE day for 2016. Instead of our usual Waterford Hills track, the organizers opted to use the brand new track at the M1 Concourse in Pontiac. In case you hadn't heard, the M1 Concourse is a new development with private garage condos and 1.5 mile track. It's a car-lover's paradise.

Officially named, Champion Motor Speedway, this 1.5-mile track features 9 turns and 25 feet of elevation change. The first thing you notice is that the track feels narrow and is surrounded by three or four layers of Armco guard rail. That stuff is everywhere! The next thing you notice is there isn't much runoff at this track, so if you do go off-track, you have a much higher likelihood of damaging your car, track insurance might be a wise precaution.

I think it's also important to keep some perspective on this track. It is brand new! The pavement went down barely 3 months ago. Very few people get to say they drive a brand-new track. So what does that mean? As a new track, they are still trying to figure things out and the track itself needs to evolve. Currently there is very little paddock area, so if you bring a trailer, you'll likely have to park it elsewhere and then keep your car in the paddock, so it's best to drive your car to the track. The track is pristine! It has no curbing, no tar or cement patches, or others defects that help your visual queues for turn in, apexing, and track out. This isn't a knock against the track, it's just something I've never encountered before.

They also lack some of the support vehicles like a wrecker to pull cars off the track. When I was there, we had two cars that needed to be pulled off. One time was because of a failed trans-



This 356 was chasing me down and would later blow its transmission causing a one hour delay.

mission so the wheels of the car wouldn't turn. They didn't have a picker, so we lost over an hour of track time while they tried to clear it. I'm not sure how they ultimately cleared it, but at other tracks, they would have had dollies and other equipment ready to pull the offending car off the track and get participants back on ASAP. I chalk this up to teething pains, and nothing more, but let's talk about the track itself.

The track is supposedly setup to be able to be run clockwise or counterclockwise. We were running clockwise. From the paddock, we lined up and waited our turn. I was first in line for the advanced run group. We had two laps under yellow to get a sense of things, and then we were green.

Turn 1 is a little more than a 90° right-hander immediately followed by turn 2 which is a slight left-hander. Then you go up hill slightly toward turn 3. This is where you can usually make at least one pass.

Ask the people at M1 and they will say turn 3 is the where they have had the most problems. The turn is a deceptively tight left hander and because the run up to it is slightly uphill, I think there is an illusion that there is more room than there really is. If done properly, you can link turns 3 and 4 together and turn it into a single turn. You will use every inch of track and you have be comfortable getting close to the wall.

Then it's just shy of a ¼ mile run down to the hairpin or key-hole, turn 5. This is where you really need to pay some respect to the track. It's slightly downhill so your braking zone comes up pretty fast and there really isn't much runoff. There are a few



Leon Lewis is closing in fast with his Cayman GT4.

different lines you can take for this turn, but I found the best for me and my car was to straight-line it as much as possible and then crank it around and punch it. You can get a nice drift if you're in the right gear.

Then you are on a one-third mile race down to turn 6 where speeds are well over 100 mph. The straight rises slightly up to the middle, then drops off again as you reach the 400 foot braking zone going into turn 6. A lot of passing can take place here and if you feel confident enough you can really carry some of your speed into, and through turn 6.

Turn 6 is a long sweeping right-hander with lots of runoff should you happen to carry too much speed into it. After you complete the turn you will be setup for one of the more exciting parts of the track, turn 7. Turn 7 is more of a kink than a turn per se, but it is at the steepest part of the track as well. As I heard one participant describe it, "It's like a mini 'Eau Rouge!'" and he was right. The tendency is to want to left here, but you can keep your foot in it, you just need to have faith. By the end of the day, I was pushing straight through.

As you crest the hill, you should drift right across the track as you brake hard for turn 8. Turn 8 is a tight 90° left-hander then you can eight go pit-out or complete the large sweeping right-hander, turn 9. You might have to execute it as 2 separate turns, but if you do it right, turn 9 can be a single input turn. The you're across the line and it starts all over again.

Did I have fun? Yes! This track feels shorter than Waterford, but it's the same if not slightly longer. There is a lot of passing



Getting passed by one of the newer Porsches on the track heading up to Turn 3.

and a lot of opportunity to try new things. The uneasiness of a narrow track with little runoff and guardrails everywhere wanes as you get more familiar with the track and begin to push harder and harder.

Would I run it again? Probably here and there, but it would not be my "Go-to" track of choice. Champion Motor Speedway at the M1 Concourse charges a premium price to run there and in my opinion does not offer a premium experience, yet. Even if they enhanced their facilities, and added some curbing here and there, I'm still not sure it would ever be able to offer a premium experience. The track is fun, but it's not, "oh-my-gosh!" fun. For the money, I would rather run Mid-Ohio, and for less, I would rather run Grattan or our old friend Waterford. But it's great to see a new alternative in town, and how many times do you really get to say you drove at a brand-new track?

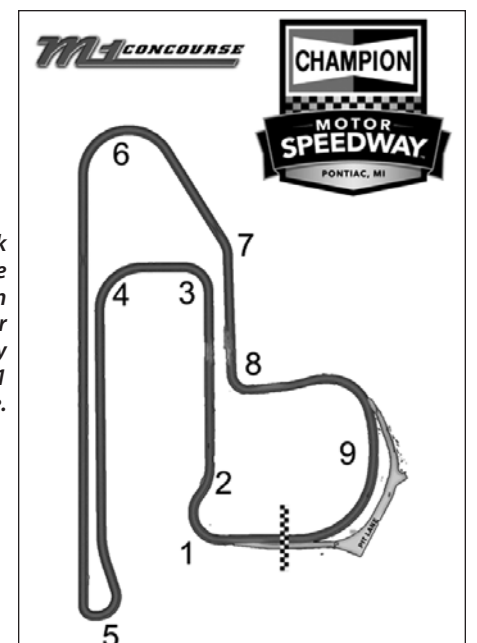
Before you turn the page, the Michigan 928 group has a new website! Check out www.MI928.com and sign up for the mailing list. You'll get reminders for our monthly beer night and other cool events. We even have 928 merchandise for sale. Check it out!



The M1 Concourse has a lot to offer for the car nut.



Rick Christian in his black 944 coming by the finish line at the new Champion Motor Speedway at the M1 Concourse.



The track map for the Champion Motor Speedway at the M1 Concourse.

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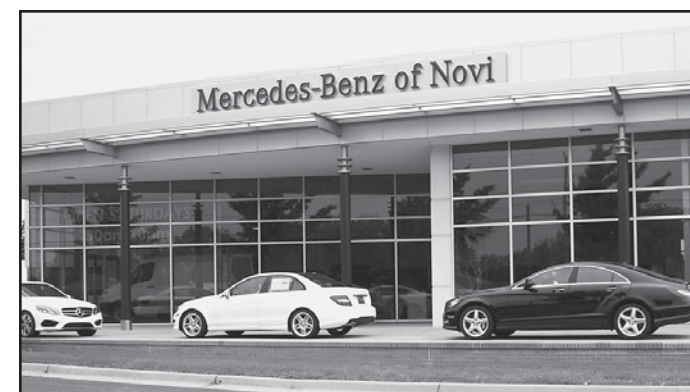
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TECH TALK

The following are reprints from Panorama. Questions are submitted by PCA members and responses are formulated by members of the PCA technical committee.

CABLES AND CONTROLS

Model: 911, Year: 1999, Mileage: 38,000, Type of use: Street use only

Q: My battery died over the winter on my 1999 911. I can't figure out how to get the hood open so I can charge/replace my battery. Any guidance would be greatly appreciated.

A: If you remove the fuse cover under the dash there should be a charging post that you hook a battery charger to that will bring up the battery enough to open the hood. This should be shown in the owner's manual

EMERGENCY TRUNK OPENING

Model: 911, Year: 73, Mileage: 99k, Type of use: Street use only

Q: Is there a way to open the trunk in an emergency? I know the later cars have directions on a place to drill a hole, etc. if the trunk will not release when you pull the knob, but what about the early cars (with different bumpers)? Thanks!

A: In theory the latch is designed to release if the cable breaks. Of course this all dependent on the latch and cable being adjusted right in the first place. If I'm doing major work that also involves the gas tank out I always get the hood adjusted before installing the tank, since you can then come up through the tank hole to get at the latch. So to answer your question, unlike 356's and later water pumpers, there was no method for an emergency release.

If the car has the auxillary condensor I found that with the front bumper off it is possible to push the blower out from under its strap and reach in and operate the latch. This method will cost some skin. One of those inspection TV cameras is a big help for this kind of stuff.

ABS LIGHT ON FULL TIME

Model: 968, Year: 1993, Mileage: 130000, Type of use: Both Street & Track

Q: Just before I put my 968 up for the winter the ABS light came on and the speedometer quit working. I have inspected the wheel speed sensors and could find nothing obvious. When I start the car the ABS light is on and does not clear. What would be your recommended trouble shooting path? I reviewed the past questions on ABS issues and did not find any useful information.

A: Since you don't have access to the Bosch tester, my best recommendation is to take your car to a qualified Porsche repair facility for a diagnosis. The ABS system has robust diagnostics built into the software and it would be a shame not to simply read the code to determine exactly where the fault lies. But first, a little history about the ABS light and how it works: Since the ABS warning lamp illuminates and doesn't go out, that indicates a static - not dynamic - challenge. It could be something as simple as a faulty ground, but the control unit knows there is an issue. In the case of a dynamic challenge, like a wheel speed sensor for example, the light will illuminate when you turn the key to the run position, proceed through its basic electric checks, then go out. At about 3 MPH, the control unit triggers the dynamic test where it cycles the pump for a moment (you can hear it) and if all is OK the light stays out, otherwise it'll illuminate and stay illuminated. You should know that when the ABS light is on, there's no anti-lock function. You still have regular service brakes; press hard on the pedal and the wheels will lock up just like in the old days before anti-lock brakes.

REAR SPOILER ON CABRIOLET

Model: 911, Year: 2006, Mileage: 23000, Type of use: Street use only

Q: I'm about to take a 1500-mile trip, mostly freeway miles at speeds between 70 & 80 mph. Gas mileage is an issue and I'm wondering if closing the rear spoiler, say at 80 mph, is possible. If it is possible, does it significantly affect handling and will it improve gas mileage by reducing drag.

A: Unfortunately, because the rear spoiler supplies down-force that Porsche deems necessary at higher speeds, you are not able to manually retract the spoiler once it has come up due to vehicle speeds. The spoiler extends at 75 mph when engine temperatures are below 189 degrees F and 50 mph when engine temperatures exceed 190 degrees F. Once the spoiler deploys due to vehicle speed, the button to manually retract the spoiler will no longer function. Because the spoiler is a functional, down-force supplying wing, it will affect fuel economy, though I do not know how much. There are ways around this but would involve changing vehicle coding to reflect the vehicle having a "fixed" spoiler (i.e. the Porsche factory AeroKit) or by removing the relays responsible for extending and retracting the rear wing. Both of these options, in my opinion, are more hassle than the benefit of having the rear wing stay down on your road trip.

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FOR SALE: Engine lift table: Harbor Freight 1000 lb. capacity hydraulic table cart. Used condition. New price \$260. Asking \$120. Andy 734-718-6432. (7/16)

FOR SALE 2003 Porsche Boxster: Midnight Blue Metallic with a black leather interior and black convertible top. 5 speed manual. Bose sound system including windstop, heated seats, 17" Boxster S II wheels, CD shelf center console, wheel caps with colored crests, cruise control, remote control alarm system, Porsche floor mats. One owner, complete service records, original window sticker, Porsche Certificate of Authenticity. 78,000 gentle miles, clean Carfax. \$13,900. Contact Michael Cohen 248-227-8604 or emailmichael@sellyoursportscar.net (8/16)

FOR SALE: 2004 Cayenne Turbo Techart. This unique, one of a kind SUV was modified when new by CEC in California. It has the full Techart body kit, front, sides, and rear, engine power kit and stainless muffler, 22" Techart Formula wheels, and 15" 8 piston Brembo brakes. 525 HP, 0-60 in 4.9 sec, 177 MPH. Rare dark teal metallic with matching trim and brake calipers. Full black leather interior. Kenwood stereo, navigation, DVD with headrest monitors and headsets. 1400 amp Zapco amps and Diamond speakers. This car cost over \$130,000 new, is still in excellent condition, and was shown in June at the 61st Porsche Parade at

Jay Peak, VT. This is a great car, but it's really too much for me. I am more of a Speedster, 914, Boxster guy - but my wife loves it. Reduced to \$15,000 call Ron at 586-749-9804 (8/16)

FOR SALE: 1988 Porsche 911 Carrera Cabriolet: Grand Prix White, Blk Top, Black/Burgundy Interior, 155K original miles. Asking \$35,900 (but will consider a reasonable offer), Jim Washburn, 517-242-0702, Jwashburn.us@gmail.com (8/16)

FOR SALE: 1988 Porsche Carrera 3.2 Coupe. Guards Red with Black Interior. This car is in fabulous shape. B&B Headers & Exhaust, 17" BBS LM wheels, Autothority Chip and Mass Airflow Sensor, K&N Cone Airfilter. Comes with cover, bra and original steering wheel. \$42,000. Contact Matt Fenster 248-496-3004; matt@sellyoursportscar.net (10/16)

DEKA BATTERY: DeKa ETX30L AGM lightweight (23lb), compact battery, 7"H, 6"W, 5"D. 400 cold cranking amps. Used 3 mo. \$50. Email: aos2@comcast.net (10/16)

SEM Board Minutes (9/1/16) by Fred Young

In attendance: Board Members: Howard Gilson, Patti Door, Gretus Hoogestraat, Walter Crump, Fred Young, Greg Gallagher, Michael Cohen, Marc Molzon and Officers: Leo Wanstreet and Steve Carbary. Absent with notice: John Keilly and Miranda Christen

- Call to Order:** 7:05 P.M. by President Howard Gilson.
- Minutes:** Moved by W.C. and G.H. to approve. Motion passed.
- Financial:** Leo Wanstreet – The club is in good financial shape. P4 revenue is down. A budget needs to be prepared including the 60th anniversary and charities. Possible software change is possible. Motion to approve by M.C. and G.G. Motion approved.
- Membership:** Greg Gallagher – 1021 members. 9 new members and two transfers in.
- Insurance:** Greg Gallagher – Will secure insurance for the September events.
- P-4:** Michael Cohen – September issue is in progress.

OLD BUSINESS:
August 5: #3 Driver Education: Steve Carbary – With 30 students groups were evenly filled and the event ran smoothly with different instructors.
August 21: Club Picnic and Concours: Patti Door – Went well with everyone’s help. It was very enjoyable with a lot of new members. 25 trophies were awarded to very close competition.
August 27: Downriver BBQ: Gretus Hoogestraat – 37 people enjoyed the tour and host home. While it rained during the tour it quit before the BBQ.
September 9: Ladies Drive: Patti Door – Going to a host home and the driving to Table 5 for dinner.
September 10: #4 DE at M1 Concourse: Howard Gilson – Still open

- for more participants. The end of the year party will be moved to the following week at a private home. It was moved by G.G. and P.D. to allocate up to \$500 for catering. Motion carried.
- September 18: Drive your Porsche Day:** OK.
 - September 23: DE Instructor Training:** Steve Carbary – Instructor training will be at Waterford Hills with a National PCA instructor. Moved by G.G. and G.H. to provide minimal additional funds to cover costs. Motion carried. This is a worthwhile event to keep instructors on top of their game.
 - October 16: Fall Color Tour:** Walter Crump – All set.
 - November 18: New Member Gathering:** Greg Gallagher – Will be at Pasquale’s. Henry Payne, Detroit News Automotive Editor, will be the speaker.
 - December 17: Holiday Party:** Patti Door – Working on details.
 - 60th Anniversary Committee:** Patti Door – Checked out Detroit Athletic Club for Mid-September 2018. Discussed speakers.
 - Board Elections:** Bio’s to be sent in. Scheduled for October.
 - Charities:** No report.
 - Web site:** Gretus Hoogestraat – Need content.
 - Goodie Store:** Gretus Hoogestraat – Good sales at the picnic.
 - Event Reports:** Need an event report progressive dinner and picnic.

NEW BUSINESS:
A projector is needed for the DE’s. Leo Wanstreet has a possible donation.
Meeting adjourned at 9:01 P.M. - Motion by P.D. and G.H. to adjourn. Motion passed.
Refreshments and Locations: Thursday, October 6 – Howard Gilson; Thursday, November 3 – Patti Door residence.

How to Ruin a Cap

BY TOM FIELTZ

One of the problems of collecting memorabilia is how to do it in a sane and responsible manner. This is not going to be a guide on how to do that because admittedly, and by my wife’s admonition, I do not practice restraint or practical sense in that area. To my credit, none of my automobile memorabilia is all consuming or budget breaking. I have seen the really crazy people whose homes are taken over by their collections and it borders on hoarding and possibly being the subject of a TV series or Lifetime movie. If you are a true race fan who attends races it is easy to fall into the trap of buying that special cap that commemorates a race, a race team, or a driver. I fall into all three of those categories.

The top of our clothes closet houses the majority of my hat collection. It was growing out of control until my wife laid down the edict that for every new hat that entered our house a hat had to leave. I know that sounds harsh but it was for everybody’s good. For many years every race I attended I had to have that special commemorative hat. That is a dozen Indy 500s plus every Grand Prix. The rut you get in is that once you have established a tradition it is hard to stop it. Every year that Michael Schumacher won a championship there was a commemorative hat I had to own. Every time the Red Wings won a championship there was a hat I had to own. My friends added to the cause by bringing back special event hats like SEMA or Mecum Auction just because they knew I liked hats. I had hats from my days instructing for Track Time and several hats from Waterford that had special meaning. That pretty much summed up why the hat collection grew, and never shrunk.

The best way to ruin a hat is to get it autographed. It started with a friend that collected baseball caps signed by famous players. They sat on display but were never worn because that would ruin them. In a weak moment while wearing a cap I met one of my driving heroes and had them sign the cap. Of course that meant instant retirement to the top of the closet. How could I possibly wear the cap commemorating the last season Mario Andretti raced signed by the Great One himself? Kenny Schraeder signed one of my Corvette Pace Car caps even though he never raced a Corvette that I know of. Danny Kellermeyer signed one of my Corvette Racing

caps and he is famous for winning in Corvettes. Ron Fellows signed a Firestone winner’s circle hat even though he commented he had probably never raced on Firestones. Now I have tried to stop that practice before I have no hats left to wear.

Closely related to the hat collection is the t-shirt collection. Sometimes the two additions happened together, a t-shirt to go with the hat. But the one thing both have in common is that most often they are bought and never worn. After the collection spilled over from one jam packed clothes drawer full into a second drawer and then to a closet shelf and finally to half the hangers in my closet the situation became critical. Even after I ceased to buy a t-shirt at every race the collection continued to grow from driving school events. When somebody goes to all the trouble to design a special shirt for participants it would be just plain rude not to accept it. Some of my driving instructor shirts as especially significant to me and often are well made collared and buttoned casual shirts. Now, like the hats, there are far too many shirts to wear even on special car event type days. Tragically some seem to have shrunk even though they have never been worn, much less washed. At some point those become the shirts to wear around the garage or while doing home chores. Once stained they have to be thrown out and that has become the rule for hats also. We have not reached the point where a shirt has to go out the door when a new one comes in but that day may still come. So far I do not own a signed shirt.

So here is yet another weird trait of the auto enthusiast that I am sure I share with many of my readers. Fear not and do not be ashamed of your proclivity to accumulate cheap yet meaningful memorabilia. Do not become too attached to your collection though. Their usefulness is only in fueling your own memories. As much as others might claim they have some illogical collectable market value be assured they do not. Just enjoy looking at them but better yet enjoy wearing them as they were intended to be used.



SEM/PCA Member Anniversaries - October 2016

Thanks to the SEM/PCA webmaster Erik Ohrnberger, we are pleased to now be able to recognize membership anniversaries each month. Congratulations to all who have a membership anniversary this month!

Anniversaries are noted by the date the primary member joined PCA. Please let us know if we've made an error or omission.

| YR | Name(s) | YR | Name(s) | YR | Name(s) |
|----|---------------------------|----|----------------------------|----|-------------------------|
| 51 | John & Carole McConnell | 12 | Tim Thane | 3 | David Fischer |
| 38 | Richard & Beth Rubinstein | 12 | Alex & Joan Kindsvater | 3 | Michael Meguiar |
| 35 | John & Sandy Chambers | 8 | Phillip Robinson | 3 | Mark Brinkman |
| 29 | Vicente & Lucy Rivera | 5 | Michael & Colleen Baldwin | 2 | Mahendranath Reddy |
| 27 | Michael & Suzanne Gilson | 5 | Jay Farner | 2 | Michael Jackson |
| 27 | B & Diane McCall | 5 | Gretus Hoogestraat | 2 | Thomas & Carol McDonald |
| 24 | Richard Berg | 4 | Michael & Lindsay Nehra | 2 | Sylvester Galczyk |
| 22 | Bryan & Charles Salah | 4 | Barry & Karen Eckel | 1 | Mark Lemko |
| 19 | James & Angie Tasiopoulos | 4 | Diane Thomson | 1 | Chuck Huffman |
| 18 | Wayne & Arlene Everett | 4 | William & Imelda Christian | 1 | David Watkins |
| 17 | Jerry Zaccardelli | 4 | Clark Headrick | 1 | Mike Latcha |
| 15 | Jack & Todd Luhtanen | 3 | Dietra & Eric Litt | 1 | Mike Zaccardelli |
| 14 | James & Laurie Williams | 3 | Kenneth Paulson | | |

Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

Over the past few months, I have travelled extensively throughout the zone attending a multitude of outstanding events affording me the opportunity to interact with a number of PCA members. I recently attended Eastern Buckeye Region's Wine Mill Dinner, where a large group of members met in a private party room at a rustic mill converted into a wine bar for appetizers, dinner, and wine tasting after a scenic drive. I also participated in Northern Ohio Region's bi-annual Garage Tour. This hugely popular day-long event took us throughout Northeast Ohio to view 6 remarkable garages containing collections of amazing cars and concluded with dinner.

After travelling to MORPCA's HPDE at the Indianapolis Motor Speedway last year to attend meetings, I was able to participate this year. The outstanding 3-day event is still the only one of its kind permitted at IMS, and included 2 receptions, one in a pavilion located near the iconic Pagoda and another in the Hall of Fame Museum. There were around 250 participants from all over the country, with a large group from throughout Zone 4.

I had a wonderful time at Southeast Michigan Region's Down River BBQ. The food and drinks were abundant and excellently prepared, and I thoroughly enjoyed talking with the attendees. On a beautiful Friday evening, I attended Michiana and Central Indiana regions' Porsches 2 Warsaw event, which consisted of a car show and a fantastic dinner buffet at a local farm to table restaurant. I have met so many wonderful PCA members during my visits to the regions since becoming Zone 4 Representative, and I look forward to meeting many more as I continue to travel throughout the zone.

With the arrival of autumn, a number of regions have scheduled Fall Color Tours to take advantage of this beautiful time of year. In addition, there are still a few more DEs available for those who want another opportunity to spend some time on the track, and there are always terrific social events to attend.

It is also the time of year when regions are sending out a call for candidates for their upcoming elections of officers and board members. This is a great way to get more involved and help make your region even stronger. There are other ways to become more involved such as chairing a committee, hosting an event, volunteering at an event, writing an article for the region newsletter,

or taking pictures at events for the region's website or Facebook page. Consider sharing your talents, and know that your assistance is not only needed, but is greatly appreciated as well.

Please remember to check your in boxes, region's newsletter and website, as well as the Zone 4 website <http://zone4.pca.org> for the most up to date information about events available to you. Also, consider attending other regions' events, such as:

- October 8-9 is **Central Indiana Region's** Pumpkin Run DE at Putnam Park
- **Western Michigan Region** is hosting a Teen Street Survival School at 5/3 Ballpark on October 9
- October 12 is **Michiana Region's** Business Meeting at Dandino's Supper Club in Goshen
- **Maumee Valley Region's** Business Meeting is October 13 at Vin Devers
- Plan to attend **Ohio Valley Region's** DE at Mid-Ohio Sports Car Course October 14-16
- October 15 is **Eastern Buckeye Region's** Golftoberfest Event
- **Rally Sport Region's** Annual Fall Color Tour is October 15
- October 15-16 is **Northern Ohio Region's** Trip to the Motor City
- Join **Southeast Michigan Region's** Fall Color Tour on October 16
- October 20 is **Allegheny Region's** Couples' Social and Cooking Class
- **Mid-Ohio Region's** 3rd Thursday event is October 20 in Powell
- October 22 is **Motor-Stadt Region's** Fall Color Tour

If you have any questions or comments please feel free to contact me at MSoriano.ZoneRep@gmail.com

Thanks, Michael

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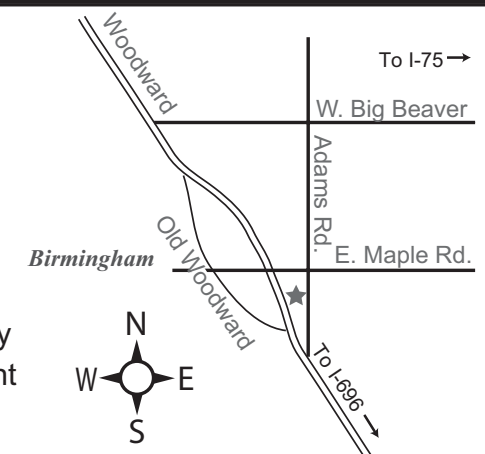
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