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

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The P4, Porsche Pushers Private Papers, is the official monthly publication of the Southeastern Michigan Region, Porsche Club of America. Available only by subscription to SEM members as a portion of the annual National membership dues, or to other PCA members at \$18.00 per year. Statements appearing in the P4 are those of the author and may not reflect the views of the PCA, the SEM Board of Directors or the P4 editor. The editors reserve the right to edit all material submitted for publication. SEM/PCA is not responsible for any services or merchandise advertised herein. Permission to reprint any material published in the P4 is granted provided full credit is given to P4 and the author.

**ON THE COVER: Outstanding 911 art
by Jay Koka displayed at the
Concours d'Elegance of America at St Johns**

Editorially Speaking



BY MICHAEL COHEN

I am pleased to announce that Miranda Christen is the newest addition to the P4 editing staff, joining Alex Lundberg and me. The daughter of SEMPCA member Tom Christen, Miranda enjoys spending her time driving Dad's 944 Turbo or his 911 Carrera at DE days as well as driving around on lazy Sundays. Her marketing, advertising, copy writing and editorial experience as well as her enthusiastic, "let's do it" attitude will make her an excellent addition to our staff. Welcome Miranda!

I hope all of you are enjoying a great summer. The weather, which has been wonderful, has been most cooperative during our numerous club events. Late July and August were chock full of car doings. On July 25-27 there were two exciting events. The first was the well publicized Concours d'Elegance of America at St John's in Plymouth. See page 34 for a run down. Also that weekend was the by invitation Porsche Road Show at the Ford proving Grounds in Romeo. Lucky participants drove the new Boxster GTS, Cayman GTS, 911 Targa 4S, Macan and Panamera GTS at speed and were then treated to a 125 mph acceleration run uphill on the proving grounds road track in the new 911 Turbo. August started with the Troy Traffic Jam car show at Columbia Center. Among those seen at the show were Howard Gilson, Leon Lewis, Carlos Carmona and Matt Fenster. This was followed by a Saturday DE and DE Party hosted by Lisa and Marc Molson. The 20th annual Woodward Dream Cruise was held on Saturday the 16th followed by the always outstanding SEMPCA Picnic and Concours on the 17th. A big thanks to Patti Door, Nancy Richardson and Don Kleist for a great job along with Concours chair Fred Young. The month ended with a new event, the Downriver BBQ and Tour created and hosted by Victoria Wade and Gretus Hoogestraat. Here is an excellent example of newly active members getting involved with the club and creating a fresh and exciting program.

The fun will continue in September, although at a slightly slower pace. Make your plans now to attend the last DE of the season on the 11th. This will be followed by the annual Ladies Drive chaired by Patti Door on the 13th and concluding with the always popular Drive Your Porsche Day on the 14th, lead by vice president Howard Gilson. Please look for the announcements of these events in this issue and sign up early so your hosts can plan an orderly program.

Two new writing stars have emerged from our ranks. Thanks to Leon Lewis for his unique and humorous perspective of his first DE at Waterford Hills on page 23, as well as his excellent story about the Porsche Parade in last month's P4. Also, check out Carlos Carmona's recap of the Progressive Dinner which he and his charming wife, Veronica, so ably hosted. Keep in mind that P4 is

always looking for interesting stories and humorous pictures from our members and we will pay out in Goodie Store merchandise for the best ones. Also, be sure to check out Gretus Hoogestraat's excellent videos of club events on our web site, sempca.org.

We are pleased to welcome a new advertiser, Classic 9 Leather Shop, located in Dearborn Heights. Owner Bob Budd explains that they specialize in leather and vinyl coverings for dash boards, seats, consoles and carpets for all Porsche models. Note that they were written up in the September, 2008 issue of *Excellence Magazine*.

On a more somber note, we regret to announce the passing of long time SEMPCA member Ed Amos. For many years, Ed and his wife Fran have been very active volunteers at the Club Race and were frequent attendees at many of our club events. Their son Jeff, well known to all, is a past SEMPCA president. A summary of Ed's accomplishments can be found on page 32. Ed, we will miss you.

Thank you all for your participation and involvement and we look forward to seeing you at our many upcoming events.

2014 SEM/PCA CALENDAR

SEPTEMBER

- 3 Board Meeting
- 11 DE
- 13 Ladies Drive
- 14 Drive Your Porsche Day

OCTOBER

- 2 Board Meeting
- 12 Motor City Auto Spa
- 19 Fall Color Tour

NOVEMBER

- 5 Board Meeting / 2015 Planning Meeting
- TBD Membership Dinner

DECEMBER

- 3 Board Meeting
- 6 Holiday Party

BOARD MEETINGS

Board meetings are typically held on the first Wednesday of the month at various locations; when the Board meets at a Porsche dealership, the meeting is moved to Thursday for that month, to coincide with the dealership's hours.

The September Board meeting will be held on Wednesday, September 3 at Gilson Motorsports

The October Board meeting will be held on Thursday, October 2 at Lavery Porsche

WIN A PRIZE

Tell us about an adventure with your current or previous Porsche, and if your story is chosen for publication, you will win an item from the Goodie Store.

Submit 500-600 words and one or two quality digital images to Michael Cohen at fastkarz2@aol.com

Thanks and good luck!

Congratulations to our latest prize winners:

Leon Lewis

Don Kleist



GET READY. IT'S ALMOST TIME...

Drive Your Porsche Day

Sunday, September 14, 2014

Please join your fellow enthusiasts in our annual celebration of Dr. Ferry Porsche's birthday. As always, we'll start with a fun road trip, in a car that bears his name, and finish with dinner at an excellent restaurant.



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Start Me Up!



BY JOHN KEILLY

We have come to expect the consistently excellent work by P4 editors Michael Cohen and Alex Lundberg, as well as by Roger DeLiso and Bernie Palo of Copyrite Printing. In recent months, even the Post Office has been cooperating and this magazine is reaching most members before the end of the month. It takes persistence and hard work, but the team gets it done. Don't miss an opportunity to thank our P4 team when you see them. You'll also see that Michael Cohen will be announcing a welcome addition to the P4 team—someone with energy, enthusiasm and relevant professional experience.

It's been a good summer. Other than some occasional heavy rain, the weather has been largely favorable. Those stifling days of 90+ temperatures and high humidity have been rare. Participation in our events has been up.

Carlos and Veronica Carmona again chaired the Progressive Dinner. Their "work around" to the absence of enough host homes was to arrange one stop at a golf course and another at a restaurant. Dr. Guy and Karen Pupp—who hosted the appetizer stop a year ago—hosted this year's dessert stop. Thank you all!

The DE team has achieved strong turn outs for each of our events. So, when they asked the Board to approve a fourth event on September 11th, we readily agreed. Steve Carbary, Howard Gilson, Garen Nicoghosian and Marc Molzon are the driving forces behind the DE program. Come on out on the 11th and see why so many people enjoy our DE program.

We had 107 people attend the Picnic and Concours. For the first time in 38 years, the Picnic was not run by Dennis and Sue Denyer. When they asked for some hard earned relief, Patti & Jerry Door, Don Kleist and Nancy Richardson stepped into the breach...and did a superb job.

As with all changes to the "management" of an SEM/PCA activity, steps were taken to ensure a smooth handoff. The Denyers provided comprehensive notes on all the steps involved, as well as regular consultation by phone. Of course, they were also on site. All these people deserve our sincere thanks for making this event one of the most popular on the Porsche calendar.

Meanwhile, the indefatigable Fred Young and his wife Kathy again ran the Concours. Competition in the Concours included everything from early 356 models to a new 911 GTS and a Macan CUV. Trophies were again hand made by Fred and sponsored by Gilson Motorsports. SellYourSportsCar.net was also a sponsor of the Picnic. All support by sponsors is greatly appreciated.

A full slate of fall events is on our calendar, including the Ladies Only Drive, Drive Your Porsche Day (which is our celebration of Ferry Porsche's birthday) and the Fall Color Tour. The Holiday Party is scheduled for December 6th at Orchard Lake

Country Club.

As with all our programs, these events "don't just happen." They take planning, coordination and a variety of arrangements. Some events involve a restaurant or caterer. Anyone who had done so much as throw a casual get together for friends can appreciate the need to know—in advance—how many people are coming. Now imagine trying organize something for 20, 60 or 100 or more people! Restaurants and caterers often require us to commit to a number of people days or even a week or more in advance. You get the point. Please, help the dedicated people who run our events by signing up early. The smart, successful people who own Porsches lead busy lives and unforeseen late changes sometimes happen. To accommodate that, we typically build some flexibility into all events. However, when a lot of people show up unannounced, or become no shows, it creates problems. All we're asking is that you put yourself in the shoes of an event organizer and please be considerate of what they need to do a good job.

It's encouraging to see the number of newer members at our events. We admire and appreciate all the expertise and effort provided by our long time members. However, new people are important to the long term success of any organization. We strive to make them—and everyone—feel welcome and we invite everyone to become active in the running of the Club and our events. I can tell you from personal experience that becoming more involved in the Club will enhance your enjoyment of your Porsche. Help is always appreciated and you're likely to enjoy whatever you volunteer to do. Give it a try and find out for yourself that, "It's not just the cars, it's the people."

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2015 Board Elections

This fall, the SEM/PCA will be electing four directors. Per our By Laws, we are currently soliciting nominations for those positions. These Directors will serve a two-year term, starting in January 2015.



If you, or anyone you know, would like to be a candidate, please send your nominations to:
John Keilly, President SEM/PCA
P.O. Box 5246, Northville, MI 48167
 or via e-mail to: johnkeilly@live.com

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Ladies Only Drive

Saturday September 13, 2014

It's time for the annual Ladies Drive. We have a whole day of fun lined up for you. Spend the day driving, shopping, dining and friendship. If you would prefer to ride along rather than drive, just say so! Start time is 10:30 am and we will be traveling west. For full details, please contact event chair Patti Door at 248-207-7617 or email: pdoor@sbcglobal.net and make your reservation today.

Get Ready For The Fall Color Tour!

It's hard to believe, but in a few short months the leaves will be turning and it will be time for our annual Fall Color Tour.

Save the date – **October 19th**

We will be traveling north for a great ride followed by a fun dinner.

More information to come.



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RECAP Progressive Dinner

STORY BY **CARLOS CARMONA**

PHOTOS BY GRETUS HOOGESTRAAT



Porsches parked at the Oakland University Golf Club

Each year the SEMPCA Progressive Dinner gets more challenging in regards to keeping it fresh and original. We have had some amazing and memorable ones, thanks to the great people in our club who have opened their homes to all of us.

This year again, without a doubt, was a success. We started at Patti Finnegan's Clubhouse (on Oakland University's golf course) with a spectacular view of the green, and we also had fabulous hors d'ouvres. For our next destination, we all drove our cars over to Meadowbrook Hall, where we took a group picture. Imagine about some fifty Porsches parked on the beautiful grounds, and on the count of three, we all jumped up for a quick snap of the camera for an awesome photo!

Luck was on our side, as the weather was amazing. From there,

we drove some three plus miles to the legendary Linos Italian Restaurant in downtown Rochester for an Italian feast. The restaurant was decorated with the colors red, black, and yellow. (The colors of the Porsche logo). After announcements were made, and way too much food was consumed, everyone drove to Bloomfield Hills where Karen, and her husband, Dr. Guy Pupp, graciously hosted the last stop for dessert. If you were not there, you missed a great stop. Their house is on a fabulous location with a breathtakingly scenic view of their park-like back yard, nestled on a lake. It could not have been any better. They went all out and really know how to host a party.

As for next year, if anyone has suggestions or new ideas or comments please email me at ccarmona@combine.com.



Hors d'ouvres at Patti Finnegan's Pub and Grille at the O.U. Golf Club



SEMPCAers socializing on the balcony on the balcony of the Golf Club



The family Gilson



Our group photo at Meadowbrook Hall. All jump at the count of three!



Picnic chairs, Nancy Richardson and Don Kleist

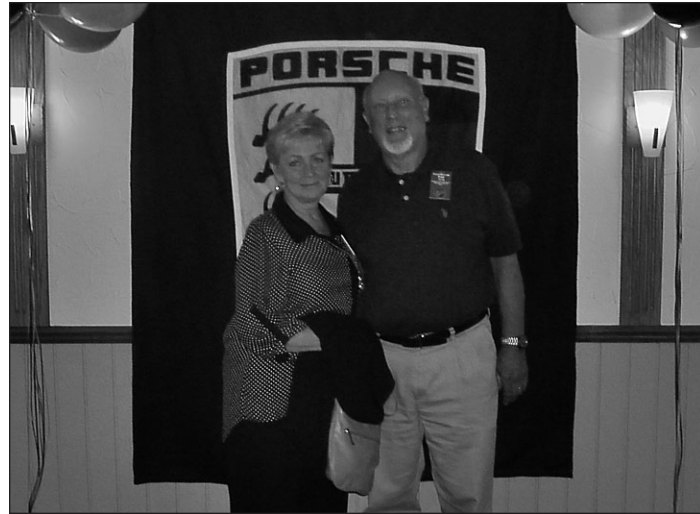


The Georges - Mike and Claudette

MORE PHOTOS ON PAGE 14



Frequent P4 contributor Mark Vander Ecy and his wife Rene



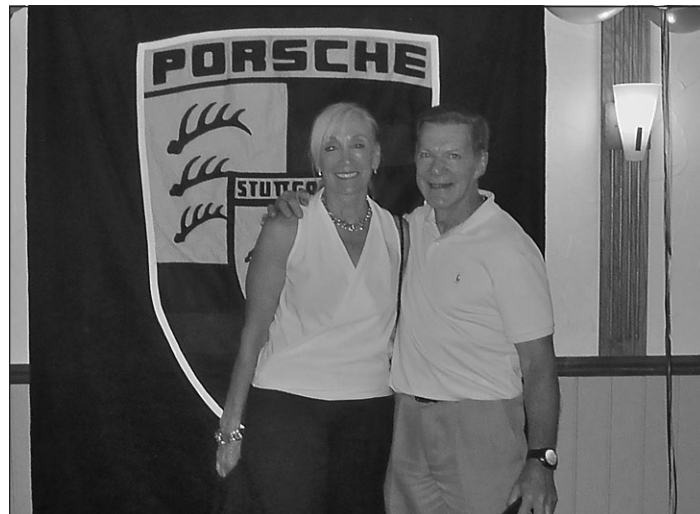
Board member Fred Young and Concours car detailer, Cathy Young



New members Paul and Jane Benson



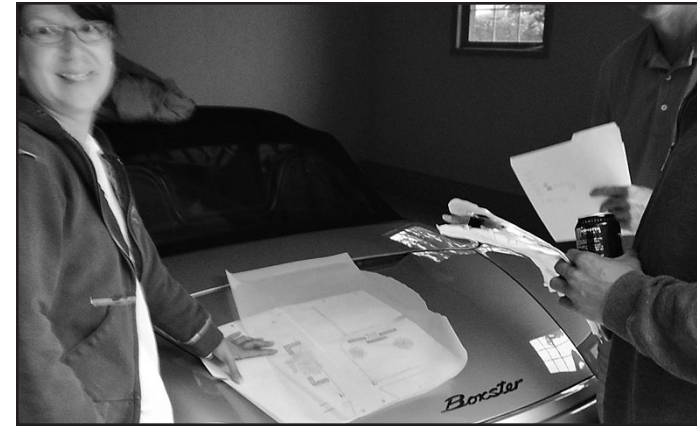
Ileana and P4 contributor Leon Lewis



2012 hosts Darlene and Ron Geb



Past President Dave Miller with his wife Deb



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Porsche Museum and Factory Tour

STORY & PHOTOS BY GRETUS HOOGESTRAAT

After finishing business at the Consulate General of the United States of America in Frankfurt, we headed south on the Autobahn A5. At lunch time we stopped in Heidelberg to have some lunch at the Italian restaurant Rosini, located at the River Neckar. Heidelberg is the fifth largest city in the state of Baden-Württemberg after Stuttgart, Karlsruhe, Mannheim and Freiburg im Breisgau. Heidelberg is part of the densely populated Rhine-Neckar Metropolitan Region, a popular tourist destination due to its romantic and picturesque cityscape, including Heidelberg Castle and the baroque style Old Town. The U.S. military has the Garrison Heidelberg installation in Heidelberg. Elvis Presley served his duty in Heidelberg.

We continued our journey south towards Stuttgart and arrived at the Holiday Inn in the suburb Weilimdorf. Conveniently next to the hotel was a train station. In the afternoon we took the train to downtown Stuttgart and discovered that the Porscheplatz is only two stops away. After Victoria finished her souvenir shopping we had dinner and called it a day. After breakfast the next morning we took the train and exited at the Porscheplatz station which is right next to the museum.



After I paid 60 EUR for the preordered tour our guide Ozan Tulgar arrived. While introducing each other the woman from the ticket counter came and gave us the 60 EUR back. She said it was under an order number and we didn't have to pay...did one of you order a car for me?

Mr. Tulgar was very skilled and could answer every question without hesitation which made the tour an excellent experience. We saw a lot of cars, the first electric car, first hybrid, the Prototype, the first race car, 356 Roadster #1, Carrera RSR 3.0, 993 GT1 race and street version, and at the end the 919 Hybrid.

After the hour tour we deserved some lunch at the museum restaurant "Boxenstop".

At 2 p.m. we went on a two-hour factory tour which starts at the museum. Due to security reasons the factory tour is limited

in size. We saw the building of the cars from the beginning to the end. Somehow it reminded me of the Model T Tour we had in May. The factory is located in a city and has limited space. The build starts on the third level, then the car makes it way down the second and first levels.

After the car assembly we went to the "saddlery." It was very humid in there. We were told it is kept this way on purpose to improve the stretchiness of the leather. Amazing how they work with the leather and how they sew it.

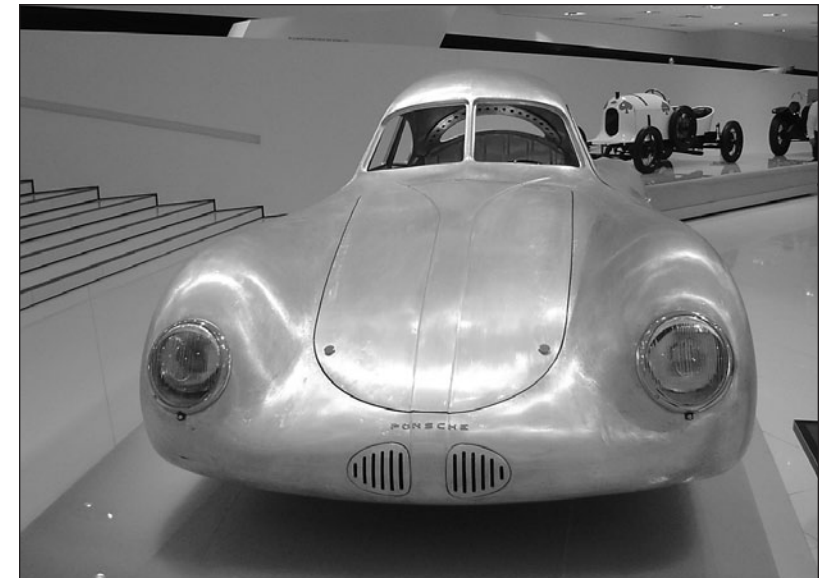
Next stop was engine assembly, from start to finish. All Porsche engines are built in Stuttgart on two assembly lines. One line is for the flat six engines and one for the V-engines. Compared to other manufacturers, Porsche builds the engine from a kit box. At the market place all the engine parts for this particular engine are placed in a kit box and this box travels down the assembly line with the engine.

At the end of the assembly line is the EFT (End Function Test) where the engine gets tested before shipping to the car assembly.

Over all is was very interesting and informative. Just in case you ever take the tour, it is good ideas to have some comfortable walking shoes...you walk a lot on the factory tour.



Victoria and Ozan Tulgar



The Prototype



993 GT1 Race Version (1996)



993 GT1 Street Version (1997)

Corner Names

STORY BY TOM FIELTZ

Waterford Hills in the South East Michigan Region are very fortunate to hold our driver's schools at one of the most classic race tracks in the country, Waterford Hills, which was formed and first paved in 1958. In the early days of racing, the corners at tracks had names and not just numbers. Do you know the names of the Waterford corners and how they got them? Turn one is named Gulch because it circles the gully or gulch on the property. Turn two is Bluff Bend because it turns right as it approaches a small bluff. Turn three is Skeethouse because before the track was formed, the Oakland County Sportsman's Club, which is the parent club, had skeet shooting towers to release the clay pigeons and they still remained after racing had begun. Turn four is Waterford Bend as the track turns away from neighboring Waterford Road. Turn five is the signature turn of the course, Hilltop, named for obvious reasons. Turn six is Pelton Bend named for the bordering Pelton Road. Turn seven is Big Bend, again for obvious reasons. Turn eight is known as Archers because of the parent clubs archery range. Archery competitions are still held in that vicinity. Turn nine is Paddock Turn, next to the pit area or paddock as it would be called in England. Turn ten is the Esses for their S shape. Turn eleven is Swamp as it circles a shallow swamp complete with turtles and the occasional duck or goose. In the early days the swamp was more of a shallow lake and a boat and diver were on duty during the races. Amaze your instructor and your friends with your new found knowledge the next school you run at Waterford!

Grattan is nearly as old as Waterford, but did not name most of the corners. There are five corners that are memorable enough to warrant a name. The first significant corner is called the Off Camber Downhill which pretty much describes what the road does. Next is the Jump Hump, which is just as it sounds. The next turn is called the Bowl because it is steeply banked and sharp. The next long bend is named Rego's Rounding for reasons I have never discovered. One of the most difficult corners on the track is simply named The Far Corner and has an acute right hairpin that drops sharply.

Gingerman Raceway is relatively new, founded in 1996, with only three named corners and straights. The short chute between turns two and three is called Jill's Hill and it is the highest point on the track. The trickiest corner on the course is a decreasing radius left called Deep Demon. A series of right then left turns that might be described as the Esses is actually named Wiggly Field, probably named by the track owner who hails from Chicago. The long back straight is named Phoenix Flat since it parallels Phoenix Road. The

last corner is named The Dunes and there is a rather large mound of sand to stop those who run out of brakes down the long straight.

Tracks around the world all have corners that pay homage to famous drivers such as Mario Andretti, Sterling Moss, and Graham Hill, whose names are used in circuits both in corners and straights. Other tracks have corner names for features that were removed over time such as Monaco's Station Hairpin, which used to have the city train station and Tabac, which used to have a tobacconists shop at the center. Le Mans still has a corner named White House but also has the Porsche Curves, Dunlap Curve and Ford Chicane. Because it is still made up of public roads some corners bear names of nearby towns such as Arnage and Mulsanne. The Nurburgring has 172 curves most of which have very long German names, such as Schwabenschwartz, but other straights have names such as Flugplatz, which is German for airfield since cars often go airborne over its nasty hump. All race tracks in England name their corners, but my favorite track for names is Silverstone which has corners named Copse, Maggotts, Becketts, and Stowe, named for nearby farmer's fields. The Spa racetrack in Belgium used to be a long public road circuit with corners named for nearby towns but it still retains a few famous corners such as Eau Rouge, Raidillon, La Source, Blanchimont and Stavelot.

American tracks also have some famously named corners. Mid Ohio has one of my favorite corner names, a hilltop turn appropriately named Madness, but it also has the Esses and Carousel along with Thunder Valley and The Keyhole. Road America was a public road based course at first with lots of corner names for bridges, houses and crossings. The permanent course has a signature corner called The Kink but retains some colorful corner names such as Hurry Downs, Kettle Bottoms and Canada Corner. Laguna Seca has its signature Corkscrew but also the Andretti Hairpin, Rainey Curve and Rahal Straight.

Chances are that if a race track has a particular feature that distinguishes it from other tracks it will have a distinctive name for that corner or straight. Part of the interesting nostalgia and character of a track is to learn some of the names that make up the circuit.



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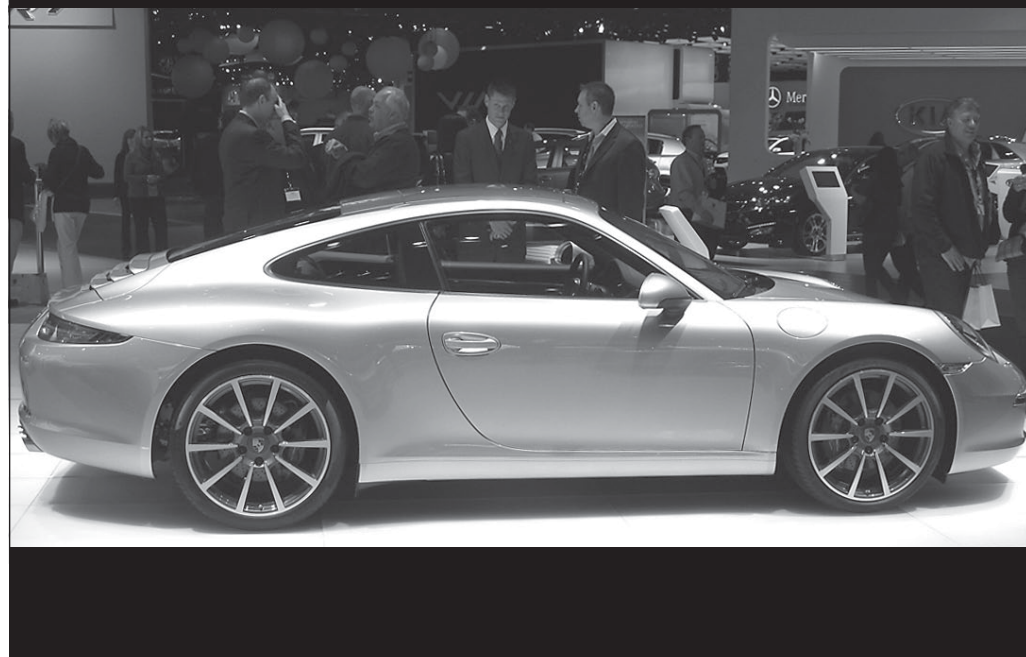
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My First DE at Waterford Hills

STORY & PHOTOS BY LEON LEWIS



Author at the wheel of his Carrera 4S cabriolet

I finished my last article for the P4, writing about how I was disfigured permanently from my experience driving in the HPDE at Mazda Raceway Laguna Seca,—I now look like the Joker from Batman—can't wipe the smile off of my face. I learned a lot on that track about car control, smoothness, and driving the best line for corner entry and exit, threshold braking, and hitting the marks for corner apex, late apex and for sure avoiding an early apex, which some of my fellow drivers didn't do so well, as they went off track on several excursions into the wall! Three of my track sessions were run under caution. I also attended the Bondurant Racing School a few years back so I ran Laguna Seca without an instructor and did well, made good times, and avoided any perils the corkscrew could throw at me.

So last week, I attended my first HPDE with SEMPCA at Waterford Hills, and you might think I would find that track less challenging and heaven forbid, I might think my last name was

somehow related to the Andretti's. I searched ancestry.com but couldn't find any Andretti/Lewis links in my family, so I avoided any further delusional thoughts and grounded my-self again. Now many of you may not know, but I used to fly aerobatics competitions, and my flight instructor gave me some great advice when I received my pilots permit—this is your license to learn—when you stop learning ground yourself. So I used that advice to approach my time with the great club instructors we have in SEMPCA and approached the event at Waterford Hills humble and with an eye to learning something new. The track was new to me, and Waterford may not be a high speed monster like Laguna Seca, but it is a very technical track that is narrow in width, with many varieties of turns that place an emphasis on car control, smoothness and maintaining a good line.

I was placed in the novice group initially, which was a little

(continued on page 24)

too slow for me—in the first session with Jim Stevens as instructor, I listened to him about the line as we drove around the track at about 45 miles per hour and I didn't even realize it was a session since everyone was driving so slowly. He quickly moved me to the next run group and we had some good runs and I used his suggested techniques about car placement on the track, braking on top before turn-in and smoothness on brakes, throttle and steering inputs. "Braking on top" is to apply the brakes firmly near the end of the straight and complete braking actions before corner entry.

Next, I ran with Marc Molzon and he suggested a different line for several turns, some of which I preferred, and we also worked on braking again—I was carrying too much speed from the two straights into the corner entry and trail braking through the corner, which worked, but I was near the limits of my car's suspension and the tires grip. Taking their suggestions to get the braking done on top I was much smoother setting up the next corner entry, which also proved to be faster overall. After a few more laps I was running on my own and following a more experienced driver around the track, which really helped my line. I also was able to process Jim and Marc's advice on my own, which enhanced my learning. I experimented as well with ideas from my previous training, some of which worked on Waterford and some that was not so great. I want to thank Jim and Marc—they are great to work with and now I have an imprint of Waterford on my brain—each turn is seared into my memory with braking points, corner entry, exit such that I could rerun the track in my mind. I had the same experience at Laguna Seca. So my next time at Waterford should be even more exciting since I should be even faster around the track. Now about the next time—for all of you still on the fence, get in your car and drive to Waterford for the next HPDE on September 11th,—you will discover what owning a Porsche is really all about!

What can you expect when you arrive? HPDE is an opportunity to enjoy your car in the safe, controlled environment of a race track. You will improve your car skills in areas such as looking further ahead, awareness, car control in a skid, proper line on the track, threshold braking, to name a few. You will drive your car at a higher level all the while grinning from ear to ear. You will find it challenging, fun and rewarding.

A race track is the safest place to drive a car. Everyone is driving in the same direction. Everyone has a single purpose and is

focused on their driving. There are corner workers that control the track and maintain a safe environment for everyone. Drivers are divided up by skill level and into separate run groups: Novice, In-



termediate, Advanced, and Instructor. Novice drivers will not be placed in the same run group as advanced drivers for both safety and enjoyment for all.

During the first sessions a coach will ride in the passenger seat, and teach the driver high performance driving techniques. All new drivers need to participate in a helmet (available rentals), and an inspection to be sure their car is roadworthy. Beginners are given a thorough briefing and are introduced to their coach before they drive their car on the track. The initial "Group" for beginning HPDE drivers, teaches smoothness, awareness, and driving a proper, safe and efficient line on track. A priority is also placed on learning basic car control skills such as late braking, proper shifting and understanding the concept of the apex of a turn. While the beginning group has significant passing restrictions to maintain a conservative pace, more advanced drivers have progressively more flexible passing rules and advanced level coaching. There is NEVER any competition—wheel to wheel or timed laps. HPDEs are safe experiences for all, an enjoyable time for every driver—and to assure that you come away with much more confidence in handling your car in an emergency situation.

I had a great time and more importantly I continued my audition for the next Batman installment sans make-up. I think someone else should try out for the Joker part—since I am ready to drive the Batmobile!

SEM/PCA Member Anniversaries - September 2014

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)
45	Rollin & Maxine Titworth	12	Norm Gage & Jan Summerlot	2	Mike O'Connor
38	Thaddeus & Marsha Stanek	11	Edward & Roberta Gaspar	2	John & Mary Beth Panganiban
30	Heath & Kathy Hurlbert	11	Douglas Brown	2	David & Concettina Lutz
25	Bernie & Lisa Palo	9	Richard & Patricia Benz	2	Andrew Olson
24	John Ball	8	Merritt Collins & Vaughan Scott	2	John &
22	Thomas & Cathy Ernst	8	Paul & Catherine Spevetz	1	Con & Sharon Gauci
20	Bryan & Charles Salah	7	John Weiman	1	Eric Terrien
20	Jim & Karen Yankosky	7	Paul & Elizabeth Helm	1	Jeff & Angie Hendry
20	Richard & Leslie Hinson	6	Mike & Jenn Studnicki	1	Emil & Suzanne Tijan
19	Richard & Chad Dybowski	6	Ralf Lindackers	1	Robert & Connie Braden
18	Linda & Tom Walton	6	Garry Frost	1	Robert & Nicholas Sage
17	Kenneth & Judith McCormick	6	Mike Bobbitt	1	Michael & Tiffany Neumeyer
17	Eric & Dawn Walton	5	James Bersalona	1	Dave & Shelly Dawber
17	Ulrich & Christine Trispel	3	Jay Farner	1	Bill Braden
17	Dave & Diane Burton	3	Brian & Alex Potestivo	1	David & Jennifer Daiek
16	Robert & Ro Aikins	3	Ken Pletzer		
13	Matt Fenster	3	Hal & Deb Johnson		

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Sharks in Hell - 2014

STORY & PHOTOS BY **ANDREW OLSON**

The first weekend of August for the past nine years has brought together the local (and sometimes not so local) 928 owners to Hell, Michigan for what we affectionately call “Sharks in Hell.” We always have a “Hell” of a good time and this year was no different!

One of our local 928 owners Mark Haddlesey and his wife Karen, are the gracious hosts to the roughly 35 cars that show up. Most are 928s, but often include 944s, 911s, Cayennes, Aston Martins, BMWs, bugs, and many more.

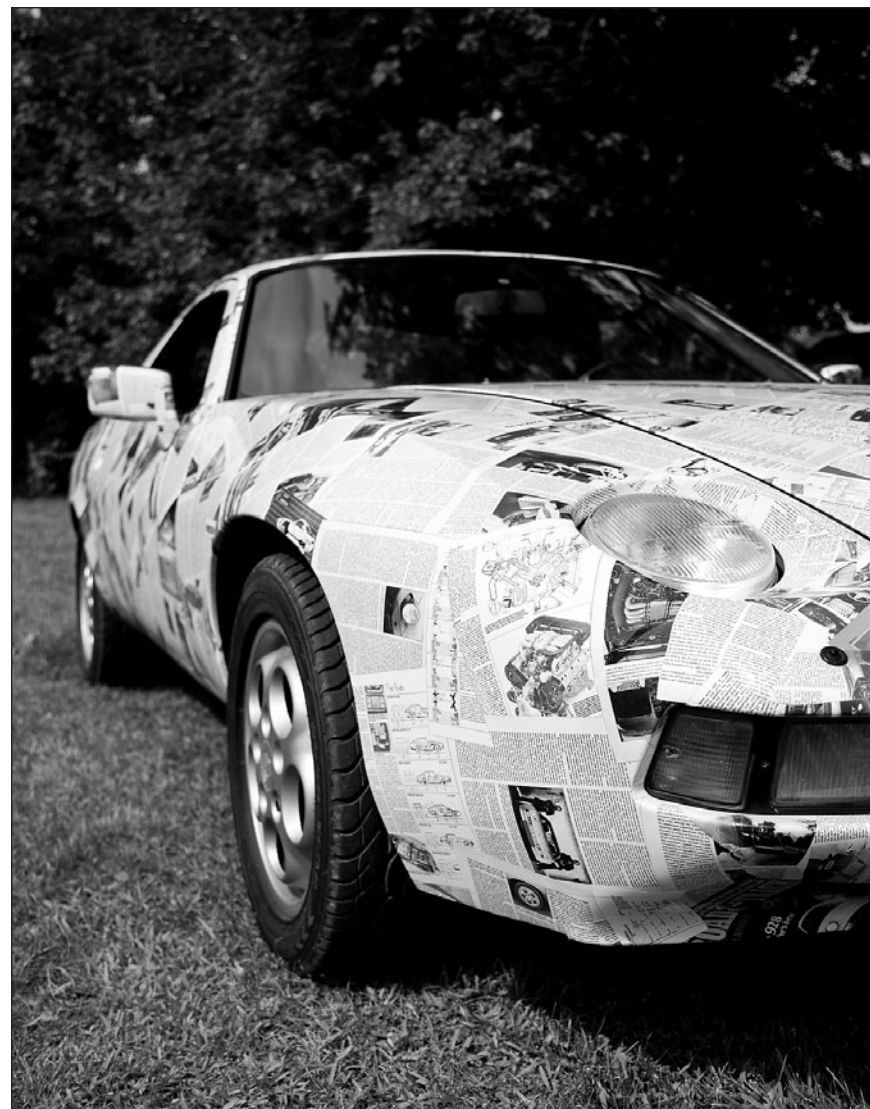
There’s camping, swimming, fishing, lawn games, and all kinds of things to do. Kids and spouses seem to have an equally good time as the guys who grunt, scratch, and act like dogs sniffing each others’ butts (but instead we look under hood and do a lot of pointing). We attempt to have an informal tech session each year. In years past, we’ve disassembled a 928 block (which was one of my favorite tech sessions), performed alignments, and clutch jobs. This year, however, I think the atmosphere was a little subdued because of the loss of one of our key members, Dennis Szeremet, as reported in last month’s P4, so instead of doing a tech session I led a short remembrance.

In addition to all the local Michigan 928s, we had people from Chicago, Indiana, Ohio, and Kansas this year. We provided door prizes and t-shirts (and a port-a-john) thanks to our many sponsors. Munk’s Motors of Waterford, Classic 9 Leather Shop of Dearborn Heights, 928s-R-Us in Texas, 928 Motorsports in Wisconsin, 928 International in California, and the 928 Owner’s Club all sent door prizes or cash to help make the event extra special. Special thanks to Andy Thompson from Inland Press in Detroit! Each year, for the past 7 years or so, he has made some commemorative “Sharks in Hell” posters. He’s a 911 guy, but still seems to not mind slumming it with us 928 owners.

For the first time I got to play on the water. The kids were waterskiing, swimming, and having a great time. I got stranded on a dock with two crazies from Indiana, lost my glasses and got my

wallet soaked, but we at least had a few beers with us.

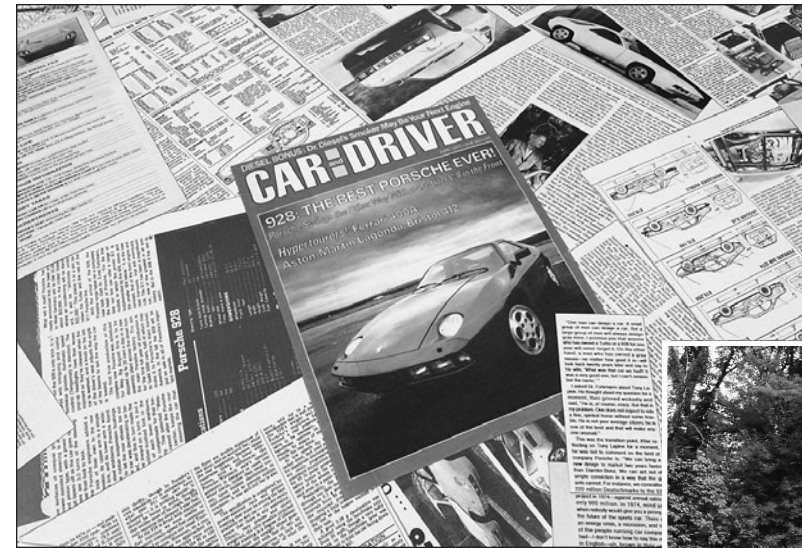
We had a mild burnout contest, and one guy (Kurt) decided he wanted to try his hand at a NASCAR-style victory circle celebra-



A most creative 928. This “art car” is completely covered with 928 road tests and articles!

tion. Basically, we had a lot of fun.

It is a family get-together of sorts. We love each other and this is the one time each year where we all come together to celebrate the bond that brought us together. And despite our love and camaraderie, it never seems to get old saying, “Go to Hell!”



A close up of the 928 “art car”



Sharks in Hell



Ben Salvador (left) and Dave Kowalewsky



Mark Haddlesey, our host, (left) with Dave Kowalewsky



Kurt from Indiana

MORE PHOTOS ON PAGE 28



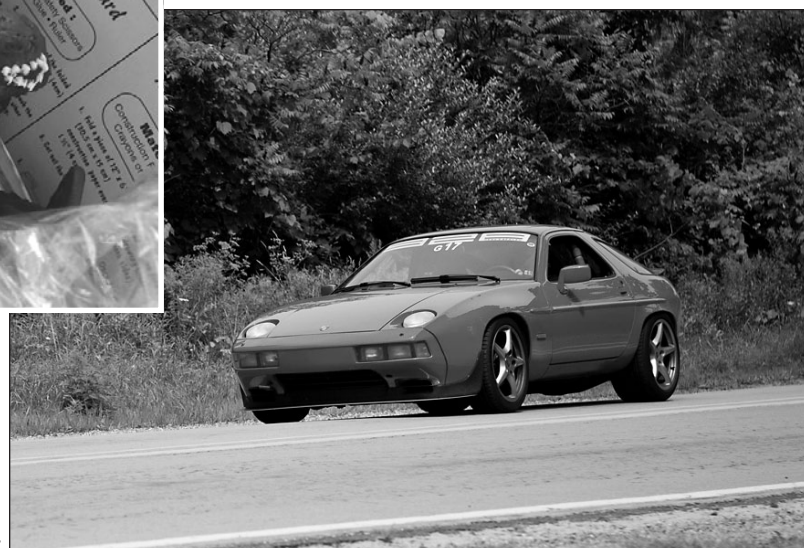
Lina Olson, author's daughter, made these fabulous shark cupcakes



Andrew Olson leading a remembrance service for Dennis Szeremet



Lots of shark cupcakes

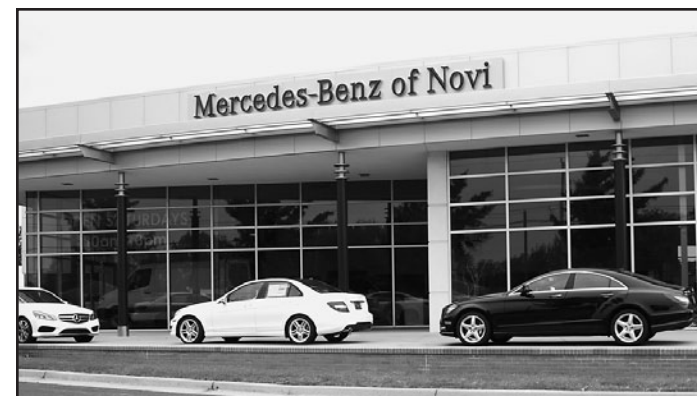


A 928 hauling a --

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REMEMBERING

Ed Amos

by Marc Molzon

The club lost a great man on August 7th when Thomas Edward Amos was called home. The world was a better place the past 81 years while he was here: he served his country, community and neighborhood, saved lives, raised his family and enjoyed his Porsche passion.

Married for 58 memorable years to Fran, they raised their two children: Stephanie (John) Collins and SEM/PCA past president Jeffrey Amos. His family spans his 2 grandchildren, Cheyenne and Harley; his brother Tim (Doris) Amos; step-sisters Jeannine Shearer and Joann (the late Don) Beedle and his late step-brother Jack (the late Jo) McCaffrey.

Ed was a veteran of the US Navy, nobly serving his country in Korea. He retired from the Pontiac Fire Dept. as Chief in 1989 after 31 years of committed service. Ed was highly involved in the community:

involved in guest relations for 10 years at Pontiac Osteopathic Hospital, and a member of the Masonic Shriners, Elks, VFW, American Legion, Oakland County Sportsman's Club, Japanese Pontiac Sisters City Club and Southeast Michigan Porsche Club where he was a member since 2000.

Ed was a familiar sight at Porsche events. He was usually out at the track and volunteered at our Club Race each year—the cars and the camaraderie fueled his Porsche enthusiasm. He always had a big smile for everyone, a lively story and a great laugh. He really enjoyed all sorts of club events—from track events to tours, parties and the Porsche Parade. I think most of our members remember the colorful story chronicled in the August, 2013 P4 about the flat tire on Ed and Fran's road trip to the Porsche Parade in Traverse City last summer. If you ever met Ed, I'm sure your life was much richer for the experience. He will be missed by many, including every one of us.



Fran and Ed at the 2013 Porsche Parade in Traverse City

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FOR SALE: DAS SPORT 996 / 997 ROLL BAR – totally bolt in roll bar; fits 996 and 997 including GT3. It will NOT fit sunroof coupes. Installation triangulates to shock towers and original seat belt attachment—no drilling or cutting. Powder coated black with all mounting hardware. Used in excellent condition: \$850.00. Jim Christopher: 810 217 1280 or jitchristopher@comcast.net (6/14)

FOR SALE: GT3 SPORT SEATS; OEM, Recaro Sport Seats in Black Leather (2). Used in very good condition—no rips or tears: \$2,500.00, offer. Jim Christopher: 810 217 1280 or jitchristopher@comcast.net (6/14)

FOR SALE: 1989 PORSCHE 944 TURBO S. This is a great DE or street car and very fast. Corbeau seats with 5 Pt harnesses, full welded in, bolt in cage, brakes, stock calipers with performance pads and slotted rotors in front, motor build 2013 with new rings, bearing, seals, O ringed head and extra oil cooler for motor cooling and baffled oil pan, Vitessee mass air flow with engine management system, Garrett Turbo rebuilt in 2013, adjustable Tial wastegate, Billet turbo bypass unit, Performance Fab Speed Lower control arms to handle car lowering, Bilstein 944 turbo cup shocks and 600#springs and coil over rears, great handling car!! 30mm front sway bars, 17mm rear, front adjustable Gound Control camber plates, wheels with the car are Porsche turbo twists 10X18(4) 7X18(2) with Hoosier R compound tires (running square set up on the track, awesome!), Porsche wheels 17X7(2) 17X10(2) on car with worn out Dunlop street tires, wheels (bbs look) 17X7 (2) 17X10(2) with new street tires for rain, Blaupunkt CD player with great sound, Power windows, power mirrors, cruise, rear defrost. Very fast,

fun to drive, GT3 competitor for a quarter the price. Still can drive on the street to the track or just fun on the back roads. Call Marc Molzon home 248 623-0581 cell 248 882-1759 (6/14)

FOR SALE: 2000 PORSCHE 911 (996) CARRERA 4. This arctic silver 2000 996 Carrera 4 Coupe has a factory aero kit, all wheel drive, supple leather heated seats w/ memory, carbon fiber trimmed interior, Fabspeed Maxflow exhaust and upgraded ECU, Pioneer stereo with Sirius Radio, Navigation and iPod interface, Ultrasuede Headliner, alarm, radar detector and 18” Porsche Sport Classic Wheels. This car has all of its service records as well as a new engine installed 64,055 miles due to the Intermediate Shaft Bearing failure common on early 996s and Boxsters. The new engine has the Porsche redesigned Intermediate Shaft Bearing so you can drive this car with confidence! The rear tires are new while the fronts have approx. 50% of the tread. Asking \$25,500. Contact Matt Fenster email matt@sellyourporsche.com or 248-496-3004 (7/14)

FOR SALE: 2002 PORSCHE 911 (996) CARRERA CABRIOLET. Very Stylish 2002 Porsche Carrera Cabriolet, Excellent Condition, Clean Carfax, Seal Grey Metallic, Black interior, 18 inch Sport Classic II Wheels with Pirelli P-Zero Rosso Tires, clear bra, headlight washers, 3.6 L Flat 6-cylinder, 6 speed manual, IMS bearing replaced with LM Engineering retrofit bearing, Bose Stereo with 6 CD Changer. 44,100 miles, Asking \$27,500.00. Contact Michael Cohen email: michael2@sellyourporsche.com or 248-227-8604 (7/14)

FOR SALE: SET OF STAGGERED CARRERA S WHEELS: Lobster fork, 19 inch wheels in silver. 2 – 19 x 8

inch (offset 57). 2 – 19 x 11 inch (offset 67). Excellent condition includes Porsche center caps. \$1,100 or best offer. Contact Patrick at 248-931-7333 or mobeansinc@aol.com (8/14)

WANTED: PRE-OWNED 991: I would like to purchase a 2013-14 pre-owned 991 C4S or Turbo. Please call John at 248-752-3332 (8/14)

FOR SALE, 2012 PORSCHE 911 CARRERA S COUPE (new 991) with 2,000+/- miles. This is a like new 991 in mint condition. Garage kept, never winter driven or tracked. Meticulously maintained, all services performed by Porsche dealership with records. Options include: premium Bose audio, satellite radio, navigation, front/rear parking sensors, PDK with auto start-stop, sport chrono package, sport design steering wheel, and sunroof. Vehicle has new car smell. \$90,000. Please call Chris (248) 933-8382 if interested. (8/14)

FOR SALE: OEM WHEELS: 4 Turbo Twist wheels from 2001 911. 8x18 and 9x18's with Contis No scratches. Tires have 2,500 miles on them. \$1,200. Contact Tibor 313-882-0039 (9/14)

FOR SALE: 4 KINESIS 18" WHEELS: For 996. \$1,100. Originally \$4,800. Great condition. Pls call Peter at 734-678-8325 or email peter@arborsci.com for more information. (9/14)

FOR SALE: 1985 PORSCHE 911 COUPE: Black/black, only 57,000 miles, front and rear spoilers, sliding roof. Excellent condition. No accidents. Clean Carfax. Must see. \$38,900. Contact Michael Cohen at michael@sellyourporsche.com or 248-227-8604 (9/14)

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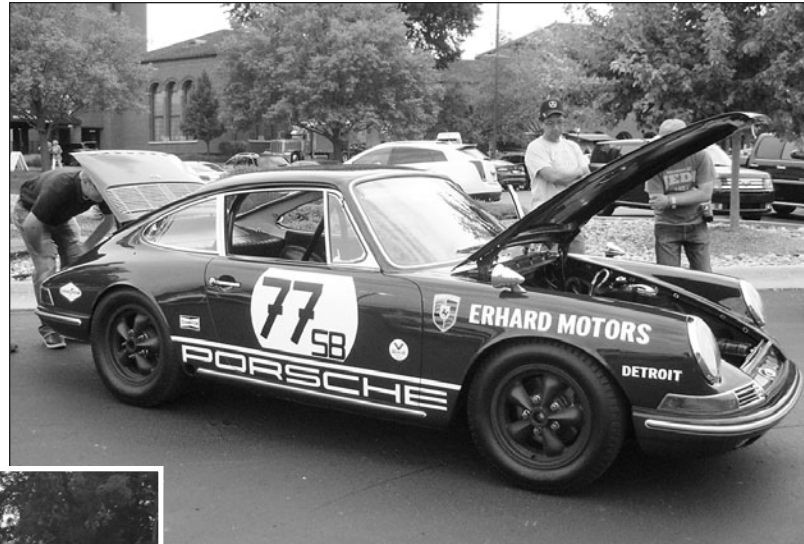
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PLYMOUTH, MI 2014 Concours d'Elegance of America St John's Inn

STORY & PHOTOS BY MICHAEL COHEN

As most of you know, the Concours d'Elegance of America, which is held on the last weekend of July at St John's Inn in Plymouth, is one of the premier classic car shows in the United States. Invited entrants from the world over bring their prized cars to St John's in hopes that they will be trophy winners. Last year, Porsche was the honored marque, celebrating 50 years of the 911. A belated thanks to Dave Renner for all of his fine work putting together that exhibit.

This year's selected marque was Mustang, also celebrating its 50th anniversary. Other special exhibits included a tribute to Virgil Exner, designer of the "forward



Erhard Dahm's vintage Trans Am race car

On Sunday, the RSR region hosted a Porsche corral, again with many of our members attending. Judging was lead by RSR's Dave Cooper and our Fred Young, with prizes awarded for the best cars. The concours, which ran from 10 a.m. to 4 p.m. featured several unique and interesting Porsches.

Photos from Autobahn Night, the Porsche corral and the concours follow.



The exotic and rare Carrera GT

look" Chryslers of the late 1950's, and a "Pickups of the Jet Age" display. There was also a wonderful display of car art.

The festivities started on Friday night, July 25 with the first ever Autobahn Night, a tribute to German automobiles. This show came complete with live music, food and drinks had an excellent turnout of SEMPCA members and their cars as well as a delightful selection of classic Mercedes Benz' and a smattering of other Teutonic makes. Saturday's activities featured the Italian Festival and the RM classic car auction.



An immaculate 930 slant nose formerly owned by Bill Cosby



A 1955 356 Continental is displayed at the Concours



Matt Fenster and Chris Braden at the Porsche Corral



Judge Fred Young tallying up a score sheet at the Porsche Corral



Smiling PCA'ers Jim Williams and Bruce Gearns



Lisa and Zone 4 rep Michael Soriano drove up from Ohio to partake in the festivities

Held at Porsche of Farmington Hills.

In attendance: Board Members: John Keilly, Michael Cohen, Howard Gilson, Patti Door, Fred Young, Gretus Hoogestraat, Lanita Dunham, Marc Molzon, Treasurer, Leo Wanstreet & members, Tom & Miranda Christen.

Call to Order: 7 PM by President John Keilly

Minutes: July 10, approved

Membership: 579 on roster.

Financial: Review of printed report, track events are doing well, P-4 is costing more with raised printing costs. Approved.

Insurance: Need for next track event. BBQ, Ladies drive and drive your Porsche Day.

P-4: Aug. issue out early again, Miranda Christen has expressed a desire to join the P-4 Staff, and has ample experience.

OLD BUSINESS:

July 19 Progressive Dinner 50 members attended with their beautiful Porsches, got mixed reviews with use of a restaurant, but had no choice with lack of other volunteer homes from membership.

Aug 2 DE: Had 34 drivers, with 5 already signed up for Sept 11, DE Party followed with 40 drivers present at Marc & Lisa Molzon's home.

Aug 17 Picnic: Patti is taking reservations and food donation to be brought. Fred has the trophies ready. Had 10 calls after the E mail blast.

Aug 23 Down River Tour & BBQ: Will have a tour of Grosse Isle and dinner at Hoogestraat's home. Have 22 signed us so far. Call to RSVP.

Sept 11 Saturday DE: New to calendar.

Sept 23 Ladies only Drive: Will again visit the Milford area for lunch and shopping, after an easy driving tour.

Sept 14 Drive Your Porsche Day: Howard is putting a plan together for a fun drive and good food.

Sept 22-Oct 2 Germany Trip: They are all set to fly away.

Oct 12 Motor City Auto Spa: John will call owner to arrange for this event.

Nov 5 Board meeting and 2015 Calendar planning: Will be held at Keilly home for board, officers and chairman. Dinner at 6 PM.

Nov 14 All member Dinner w/speaker: Dave Miller will be asked to host and plan.

Dec 6 Holiday Party: Will be held at Orchard Lake Country Club, charity to be Joe Brighton Foundation. Patti asks that member start thinking of nice auction items, don't want too many.

Elections: up for election, Patti Door, Howard Gilson, Greg Gallagher and Lanita Dunham, who expressed a desire to step down.

Web site: Site is upgraded continuously and problems resolved.

Goodie Store: New items received, will be at picnic.

Event reports: 3 needed for future events.

NEW BUSINESS:

Howard Gilson: Attended the Troy Traffic Jam car show at Big Beaver & Livernois, saw at least 10 other members there. Thinks it's a nice event that others might want to attend.

Sept 3 Board Meeting: Gilson Motorsports. **Refreshments:** Howard

Adjourned 8:10 PM

ASK THE Master Cylinder



These questions and answers are based on actual events. Please e-mail your questions to the P4 editor (fastkarz2@aol.com). They will be forwarded to the MC and answered in the next issue.

The advice presented in this column is based on the expertise of the author alone. There may be other approaches to the issues described. SEM/PCA does not endorse any specific approach to a vehicle problem.

BY CHRIS BRADEN, TECHNICAL EDITOR

Q: Do you test drive cars that you service? I have taken my car in for service, gotten it back, and it still had the problem that I took it in for. That is so frustrating. One time I picked my car up, drove about three miles and one of the rear wheels came loose! Shouldn't test driving cars be part of the process? —Don

A: Years ago, I was a bit lax about test driving cars, but now, I or someone I trust, test drives every car. Some times it might be a trip around the block, occasionally twenty miles or so, and for a few cars, with very knotty problems, we may drive it a hundred or more miles. Tricky problems need extensive test drives, such as when I am told: "it only acts up after I get off the freeway after a 25 mile cruise." Those are the tricky ones. —MC

Q: How do you find a high speed shake driving the car around town? Do you take the car out on the freeway? —Rick

A: As a professional, in the interest of science, I have to drive cars faster than most folks do. I have a spot where there is a mile of straight road, few entrances to that road, few homes on the road and very limited places for the authorities to hide. I go about a half mile down, there is a little rise in the road where I can see a half mile in both directions, when there is no traffic, I pull out and do full throttle red line acceleration tests then full braking, short of lock up, stops from triple digits. I brake down to the limit, accelerate back up and try a second stop from a high speed while holding the steering wheel with a light touch to check for pulling or vibration. —MC

Q: That sounds dangerous. Do you ever get tickets? —Rick

A: Sooner or later, odds are a ticket is likely but generally the local officers know what I am up to and they usually let me off with a warning. Once I was test driving a supercharged Miata and it was fast. I accelerated hard, stopped equally hard and pulled it to let it idle. He was right behind me. His comment was "do you know how fast you were going?" To which I replied "no, I was watching traffic and paying more attention to the engine since we just finished this car." I popped the hood and showed him the install and he was interested to see what was under the hood than in writing a ticket. I know a number of police officers who are motorheads too.

There is one circumstance that they have warned me about which will always result in a ticket. If I have a passenger, they have to ticket me. I remember one incident where one of our members wanted me to test drive his car and wanted to go with me. I got pulled over and got the ticket. He was very amused by that. I did not find it as funny. It could have been that he had been in a similar situation and also got a ticket. You could say that it was a memorable event for both of us and he would frequently remind me of it.

Dennis Szeremet, our dear departed 928 fanatic, loved doing burn outs in his Gold Weissach Edition 928. He always left my establishment in a memorable way by leaving two long, ten inch wide, black rubber stripes on the parking lot. He knew he would not get a ticket on private property when he had the owner's permission. —MC

Q: My 928 caught fire. I pushed it out of the garage and saved the house but the car is a mess. Just before I pulled into the garage the engine started running rough and it was very down on power. I figured that I could limp it home but that was clearly a bad idea. Now I am told that the engine has two separate ignition systems, one for each bank, and that when one side of the engine shuts down, the fuel injectors keep spraying fuel into the hot catalytic convertors and that is what caused the fire! So now my car is burned and I feel burned as well. To make matters worse, my insurance company wants to total the car but I love it and I do not want to let it go. How could this happen and how can I make sure it never happens again? —Pete

A: I am sorry to hear of your loss but I bet your wife appreciates that you were there when it went "poof" and saved the house. I was surprised that the ignition system is split but the fuel injection system is not. Failing to take that into account has caused a number of fires in this model and it would seem simple to engineer a way to shut the injectors down if half the engine was not firing. I will think about that and let you know what I find in another issue. Modern cars cannot flood the convertor with fuel since a cylinder misfire is detected by the computer and that shuts that cylinders injector down.

On the insurance problem, you should always have a vehicle you love insured to an agreed value, not a stated value. And be sure to set your limits high enough to not only replace the car, but to bring the replacement car up to the standard of your present car. Many people fail to do that and buy less insurance than they need. Face it, no one likes to pay for insurance but if you cheap out to save money, don't complain when a catastrophe occurs.

There are many ways to get excellent coverage and a reasonable price. If you have a classic car, and you do, you should shop for classic car insurance and even consider historic plates as well. There are often restrictions with this kind of insurance as well as the historic plates but they serve a purpose at a very low price without compromising your coverage. —MC

Q: My 87 944 has been running like a top and I love the car. Recently I took it in for routine service and the shop found a "chocolate mike shake" in the coolant bottle. I did not notice an overheating or any symptom at all but they are telling me that I have either a blown head gasket or oil cooler problem. Help! —Jerry

A: Since your car has not overheated, it is unlikely that your head gasket has failed. Usually when we see a coolant bottle with the milk shake consistency, the oil cooler is the culprit. This is now a common problem with many mid eighties 924 and 944 models. I would suggest that anyone who is considering a car of this vintage factor this repair into the budget since, sooner or later, it will need to be done.

Another concern that ought to be checked is whether the oil in the car has coolant in it or not. If it does not, you win and you might be able to simply have the cooler resealed, the system flushed out, and be on your way. If there is coolant in the oil, that is an entirely different scenario. Either way, you should not drive your car until it is repaired. —MC

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Around The Zone



BY MICHAEL SORIANO, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

As I have been logging many miles visiting a number of regions, I continue to be impressed everywhere I travel throughout the zone. In the past few weeks I have travelled extensively. I was invited to Tire Rack's exceptional facility located in the Michiana region. After a full day, a few of the region officers took me to an authentic Austrian restaurant for dinner complete with lederhosen and schnitzel. I attended Allegheny region's biggest event of the year: The Pittsburgh Vintage Grand Prix, which is 1 of only 2 vintage races that occur on public streets in the world, the other being in Monaco. It is a multi-day event that included a kick-off party for visitors from out of town, an international car show, catered meals and some great prizes. Sunday's beautiful weather brought out record attendance with nearly 150 Porsches in the corral. I travelled to Indianapolis for the 2nd Porscheplatz in our zone, which was being held in conjunction with the Brickyard Grand Prix. PCA members from several regions were treated to a day full of exciting races in a beautiful hospitality suite at the Indianapolis Motor Speedway, featuring a discussion with the Porsche Factory and Team Falken drivers moderated by Fox Sports' Bob Varsha. In addition, attendees were provided a delicious catered lunch courtesy of Tom Wood Porsche whom I would like to thank for their generous contribution. The Porsche car corral contained a nice variety of models. I also attended the Zone 4 Car Corral at the Concours d'Elegance of America at St. John's. This is one of the country's best concours events featuring a world class exhibition of classic, rare, and magnificent automobiles. It was great to have the opportunity to hold our own Zone 4 concours on the site of such a prestigious event. A great deal of hard work goes into making these events the successes they are, and to all of the volunteers I want you to know that your efforts are not going unnoticed. One of the goals I set out at the Presidents' Meeting in March was to have Zone 4 regions begin to join forces and work together cohesively in order to provide even more opportunities for everyone to be able to enjoy our favorite cars. The hospitality and camaraderie displayed at these events confirms that we are on the right track. As I attend each event, it has been very rewarding to meet members from a variety of regions from throughout the zone.

As we continue to enjoy our very busy driving season, there are a number of wonderful events being offered throughout the

Zone. Please remember to check your region newsletters, websites, and emails as well as the Zone 4 website for the most up to date list of events available to you. I hope you will expand your horizons and travel to some of the outstanding events being held throughout Zone 4.

Please consider attending other regions' events, such as:

- September 5-7, **Allegheny Region** is holding a DE at Mid-Ohio Sports Car Course
- **Michiana Region** has 3 events in a row: Porsches to GOshen, Canal Days, and an Autocross at TireRack Sept. 5,6, and 7
- **CIR's** Columbus, IN weekend is September 5 and 6
- September 10 is **Rally Sport Region's** Monthly Club Meeting at Karl's Cabin in Plymouth, MI
- **Mid-Ohio Region** is hosting a Club Race and DE at Mid-Ohio Sports Car Course Sept. 12-14
- September 13 is **Northern Ohio Region's** Clam Bake
- **Maumee Valley Region** has a Golf Scramble and Dinner at the BG Country Club on Sept. 13
- **Western Michigan Region's** Grand Prix of Grattan DE is September 13 and 14.
- Join **Southeast Michigan Region** as they celebrate Dr. Ferry Porsche's Birthday on Sept 14 with their annual Drive Your Porsche Event
- September 20 is **Ohio Valley Region's** Bourbon Trail with Tour of Woodford Reserve
- **Motor-Stadt Region's** Porsche People and Pizza at Spagnolo's is September 25

I look forward to having the opportunity of meeting each and every one of you at these upcoming events. If you have any questions or comments please feel free to contact me at MSoriano.ZoneRep@gmail.com

Thanks,
Michael

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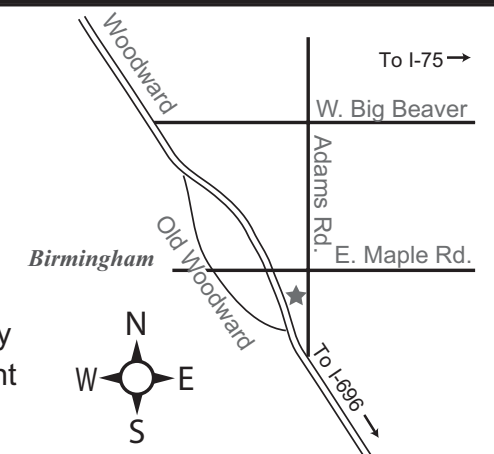
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