



THE LEFT LANE

E Man

I would like to announce a very special May/June issue of the Bahn Stormer. That's right—it's not really late. It's been *enhanced* to cover two months. Yeah, that's the ticket. Actually, I apologize for being exceptionally lame this month.

In our last episode, I wrote one article and I screwed it up. So much for doing it right the first time. What I forgot to mention was that Michael Francis and Dan Hudson were the winners of the door prizes (Porsche factory racing calendars) from Bill Cook. As Apple Computer engineers once told galaxy famous astronomer Carl Sagan after using his name in vain, "Sosumi."

Ah, but even as our ancestors looked to the stars for guidance, we like to think that our society has grown beyond that. So while I never saw the comet they kept talking about in April, you can see the new leaders of the Rally Sport Region, our Board of Directors, within this newsletter. And just so we can get used to this free election concept, we will hold another set of elections at the end of the year.

Thou Shalt Not...

While some of you are still reaching for the stars, let me set up some of the ground rules for the newsletter. My goal is to mail the newsletter out at the last week of each month (\pm two weeks). I will accept articles no later than the 20th of the month (appropriate persuasive measures could allow me to extend that deadline—but it better be very persuasive!)

That only leaves me with a few days to mail it out by the last day of the month. That's all right, since I'll probably start the second-to-the-last day of the month. Well, I never did follow rules very well, so I'll start with just these two. I'm sure they'll be broken repeatedly (as shown by this issue), but then it's the thought that counts. Actually, I'll add one more rule. I've gotten some compliments about this newsletter, and I have to say thank you. Now, however, cut it out. I just bought a helmet and it's already too tight. So, the rule is: Please compliment other people's work on this newslet-

ter. As editor, this is just part of the job.

Twinkle, Twinkle

On the subject of sparkling objects, the first tech column isn't very techy. It's actually on washing your car. I received this from other PCA editors through the net. Now, while this is a good article, I'm almost certain that someone in our region could've come up with a similar write up. I'm sure at least one person out there has washed their Porsche. That could've been you on the by-line. Send in your tips and see your name in print!

People have been offering to help me on the newsletter. Since I'm not entirely sure what's needed yet, all I can say is send articles. If there's a particular talent you'd like to exercise (car related, please), let me know and maybe we can work it into the Bahn Stormer.

Well, enough rambling for this month. Enjoy the articles, and remember, slower traffic stay home.

APRIL DINNER

Tom Green

Dinner Meeting with Celebrity Speaker

Good food, good friends and...what's this? Cars? Cars discussed at a Porsche Club event! What a concept! Well, that is exactly what happened on April 13th at the Travis Pointe Country Club south of Ann Arbor.

RSR was honored to have our very own John Melvin of GM Motorsports as our speaker. The sold-out event began with cocktails starting at 5:30 P.M., followed by dinner at 6:30 P.M. featuring Chicken Wellington with all the trimmings and topped off with white chocolate mousse. Guests included Dave, Sue and Allison Secord (SMR), Jeff and Sue Davis (SMR), Joe Fialka (MSR) and Doug Brown (EBR).

John Melvin is a graduate of the University of Illinois, taught in the Mechanical Engineering program at University of Michigan, and is a long-time employee of General Motor's Safety Engineering Department. John is one of the foremost authorities in the country on automobile crash

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* Denotes board member

To the naked eye, this list would look full. Well, that's why I'm a pro editor and you're not. There's plenty of room left on this list. To prove it, just volunteer for something, and I'll add your name.

FROM THE OVAL

Matt Huber

Well, that time of year is here. That time all northern Porschephiles love—spring. With it comes the joy of finally taking out our pride and joy. It doesn't matter if you take it out to the track, street, or just wax it. All that matters is that you get your Porsche out.

Last month my wife and I attended the dinner at the Travis Point Country Club and enjoyed a great talk by John Melvin. The food was great, and the talk was even better. I would like to thank Tom Green for setting up the evening and John for that great talk. I feel sorry for anyone who missed the evening, because I know everyone who attended had a great time.

The events coming up next month signal the start of the track season. Two dates are set for May. On May 7th is Beginner's Day, while May 21st is the first open track day. I strongly suggest anyone who would like to attend do so quickly because the track dates are filling up quickly.

Speaking of upcoming events, there still are plenty of open months that the club needs to fill with activities. Anyone out there who would like to run an event, just needs to step forward. All suggestions are welcome.

Well, I must go now. It's finally warm enough to work in the garage and start to get my car ready for the coming driving and track season.



Sprechen Sie...?

I'm sure at some point, many of our members will get a chance to visit the homeland of our cars, Germany. If you go in the summer, you can enjoy the atmosphere of the *beir gartens* in southern Germany. But to really experience the true meaning of these beer gardens, you have to learn to order in German. Simply say, "*Ein beir, bitte!*" and the waitress will immediately think you're a native German and serve you your choice of twelve differently brewed local beers.

Once you've chosen your beer, she will return carrying enough beer mugs in her hands that you begin to realize why East German female swimmers used to look so big. *Prost* everyone around the table, and enjoy the second most famous German icon.

Car Beautiful: Use Cotton When Washing

Abrasive dirt on your Porsche leads to deterioration as the dirt is pushed around the paint's surface by the wind, by your car cover, or by the mitt you use to wash the car. Before attacking the dirt with soap and water, therefore, you'll want to choose a cleaning material that will do the least damage to your car.

Cotton is the cleaning material of choice. It is soft, reasonably absorbent and easily cleaned. Use a cotton wash mitt. Wool wash mitts should be avoided. The wool fibers are a little harsher than cotton, and will eventually add minor scratches to your paint. It will take some time for all of this to show up, but why do it the wrong way? It will show up sooner on cars with dark paint. Such scratching is one of the sources of spider webbing, which can be most easily seen when a dark car is viewed in full sunlight. Wool also tends to grab and retain the dirt particles, so you end up sanding the paint with the dirt embedded in the wash mitt. Not good. Nor should you use a sponge. The sponge does a great job of carrying a large amount of soapy water to the car's surface, but the dirt and grime it picks up tend to stay in the sponge. Note that cotton mitts will not carry quite as much soapy water to the car as will a mitt or a sponge, but you soon become used to slightly more frequent trips to the soap bucket.

Cotton, either in the form of diapers or terry cloth towels (100% cotton) should be used for drying the car. The classic chamois does a great job of absorbing the water, but, like wool, tends to trap the dirt. Some people also believe that the chamois tends to pull on the wax and remove some of it. Jay Kolinsky of Malm's disputes the notion that the chamois will remove wax. In any case, my view is that you'd best put that chamois away.

You will need diapers, if not for drying the car, then for other procedures later. If you end up buying new diapers (about \$1 each at major toy and department stores) wash them two or three times before attempting to use them. The manufacturers seem to put some sort of starch in to help the cutting and sewing processes, and the unwashed fibers are naturally a little stiff. The best way to get the diapers is to get them used from a diaper service. These companies usually sell the diapers when they get a little old. You will get a diaper that is well broken in, which is to your

advantage. You will pay about 30 cents each, about a third of the new cost. Get 50 or so—otherwise you nearly have to do a rag laundry every time you do any cleaning on the car. Be sure you know whether you are buying the old, single-layer type of diaper, or the pre-stitched kind. I prefer the single-layer type as it allows me to fold or unfold the diaper as much as needed.

(Some Other Editor's Note: This is a brief abstract from Car Beautiful, A Complete Guide To A Shiny, Well Protected Car, by Henry Watts. Car Beautiful is \$7.95 plus \$2.00 shipping and handling. You may order from Loki Publishing Company, 849 Gary Ave., Sunnyvale, CA 94086, 408-245-4040.)

April Dinner Event

...*(from page 1)*

safety. He also happens to be RSR's Safety Chairman. John and GM Motorsports have been working with the Championship Auto Racing Team, or CART, since 1991 to improve the safety of IndyCars.

John began with a video of a 1930s vintage car test crashing into a barrier. Thank goodness "they don't build them like they used to." We then saw test crashes using modern cars with test dummies wearing seat belts and not wearing seat belts—a convincing testimony for seat belt use.

We then saw spectacular IMSA and NASCAR crashes involving Tommy Kendall and the late J.D. McDuff. He then moved on to IndyCar crashes involving Nelson Piquet, Jeff Andretti, Mark Blundell, Stan Fox and others. John was impressing us with the severity of some of the crashes, but stressed how IndyCar has worked diligently to make the cars safer. GM Motorsports volunteered their services beginning in 1991. In 1993, they installed "black boxes" in all IndyCars to record and store g-forces of crashes in milliseconds. Following a crash, the box is removed and retrieved by GM Motorsports. The data is downloaded into a laptop computer. It is then printed, analyzed and returned to individual teams and to CART. The data is also used to conduct sled tests in the laboratory at GM. To say the least, it has been a very successful program. With this data, they can help prevent injury to IndyCar drivers. This knowledge is then used to manufacture safer cars for the street.

John, thank you for the fascinating program about...cars? What a way to kick off the new RSR region! Let's start a new tradition. See you at the track.

(Editor's Note: Don't ask me if it's IndyCar or Indycar. I've seen it both ways. I like IndyCar, so that's what I put.)

NEW MEMBERS

David & Cathy Bates
1972 914

Nathan & Laura Kaplan
1976 911

Ian & Sandy Carson
1988 924S

Thomas & Cathy Colville
1988 911

Charles & Susan Cremin
1985 944

John Deikis & Carol Blotter
1977 911S

Graydon Ellis, Jr.
1957 356

Michael & Denise Evans
1988 928S4

David Finch & Ken Castle
1988 944S

Roger Garrell & Katie Sharp
1984 928

Keith Geasland
1987 911

Louis & Nancy Livengood
1965 356SC

Max & Margaret Moore
1983 911

Richard Pipan & Barbara Israel
1984 944

Dennis & Kimberly Ringer
1968 912

Carroll & Georgene Teitz
1987 924S

**WELCOME TO THE
REGION!**

BEGINNER'S DAY

Emmanuel V. Garcia

Driving Days Are Here Again

Rally Sport Region had its very first track event at the tender age of three months on May 7th. Sixty-five drivers, including eleven women (!), learned what it was like to unleash their cars' horsepower safely out on the track on Beginner's Day. Yes, that's right—we had a Neon out on the track. Not to be outdone, Ford and GM were also well-represented with a handful of Escorts, a Sunfire and a Cavalier. I think there were a couple of Porsches too, but I have to confirm that rumor.

The day started out cold and stayed that way. There was a brisk walk around the track for the

green and yellow groups to show what they were up against. Fortunately, that went well with no casualties. After the walk, the instructors gingerly launched their cars on the newly paved pit lane, while the green and yellow groups attended their class session. In the distance, one could hear the gentle howl of all-season rental tires clawing for grip.

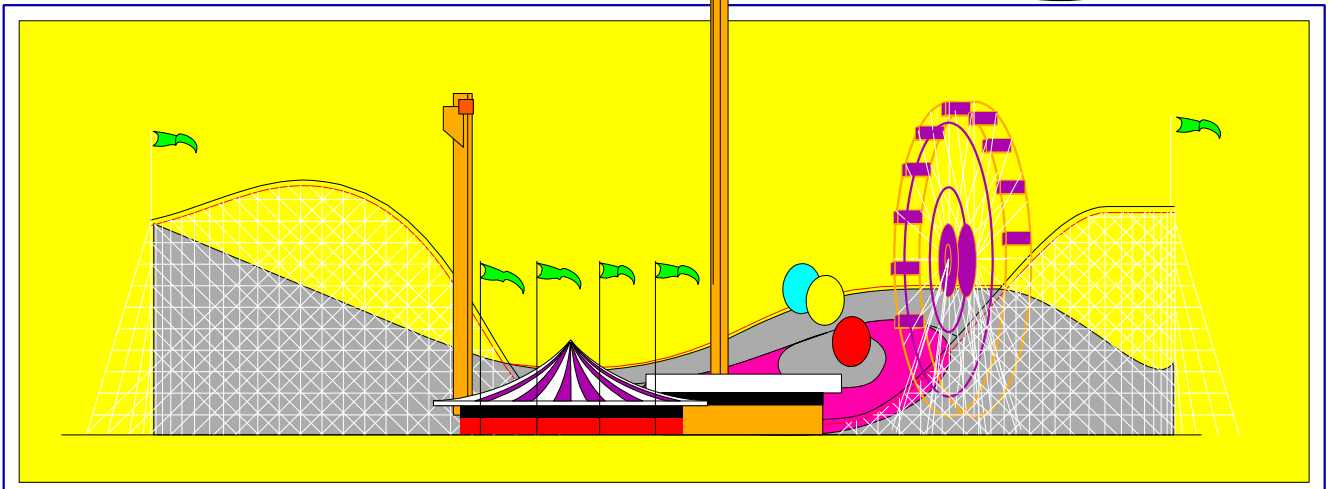
After class, it was time to do some driving. Accelerating out of pit lane, looking over the right shoulder for on-coming traffic, you're into turn 1. As you head up a rise into turn 2, you steer right to hit the apex next to the curbing. From turn 2, you head to Skeet House for the slow left-hander up to Hill Top. As you observe the panoramic view from Hill Top, you accelerate down the hill and gun it to Big Bend and into the straightaway.

Cedar Point

Anyone interested in an outing to Cedar Point,
please contact Rob Diegel at (313) 747-7007.
Provide the either the dates that you can go,
or the dates that you can't go.

The more, the merrier!

Outing



BOARD OF DIRECTORS



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President



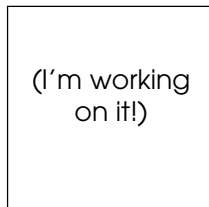
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Vigen Darian



Tom Green



Denis Hall



Dan Kantrow



Past President

Study these faces carefully. They will be partially responsible for the guidance of this club. (You're the other one who is responsible.) It will be up to you to keep these people honest. And while a few of the pictures could pass for mug shots, at least none of them is a crook.

You're quickly on the brakes again as you make the right-hander at Archer's corner. Come around the "carousel" (Paddock Curve) and into the esses. Set the car before turning into Swamp Turn and flash by the start/finish line. Repeat.

Besides driving, participants also experienced the most exciting part of track day—working at a corner station. Where else can one get a close-up view of a Mark VIII dicing it up with a BMW 5-Series? Or be able to stare into the steely eyes of the instructors in the passenger seat as they issue their instructions ("please brake now!").

By the end of the day, everybody had their own track story. After all, where else can you tell your friends about doing 125 mph on the back straight, passing a 911 Turbo, or getting airborne at Hill Top?



After several seasons in Cozy Coupe GT1, this beginner is ready to move to the next level.

MEMBERSHIP APPLICATION

Name _____

Street _____

City / State _____

Zip Code (must be given) _____

County _____

*Family Member _____

Relationship _____

*Affiliate Member _____

* Note: Members may name *either* Family or Affiliate, NOT both. Family or Affiliate member must be 18 years or older.

PORSCHE INFORMATION

Model _____ Year _____

Serial No. (VIN) _____ Color _____
(required)

Local Region Rally Sport Region (RSP)

I own (co-own) a Porsche, am 18 years of age or older, and having read the Objectives of PCA herewith apply for Active Membership in the Porsche Club of America.

Visa/MC: _____ Expiration Date: _____

Signature _____ Date _____

ENDORSEMENT BY REGIONAL OFFICIAL

The application MUST be processed through a local PCA Region and must be endorsed by a Regional Officer.

Signed _____

Title _____

Region Rally Sport Region (RSP)

Date _____

REGIONAL ACTIVITY INFORMATION

Occupation _____ Telephone No. _____

Married _____ Spouse's Name _____

My Interests Are:

Technical

Social

Concours

Autocrossing

Rallying

Drivers Education

Membership Dues: US\$36.00 per year. Dues include \$12.00 for *Porsche Panorama* magazine. A portion of the annual dues is returned to the local region. Please enclose payment with application. Make check payable to Porsche Club of America, Inc., or send credit card number and expiration date.

Send Check and Application To:

Emmanuel Garcia
5800 Whethersfield Ln 9E
Bloomfield Hills, MI 48301

BOARD MEETING MINUTES

General Meeting Minutes • April 18, 1996

Reports

- Election—The new RSR board members are Matt Huber (President), Ken Owings (Vice-President), Lisa Lilly (Treasurer), Wally Haley (Secretary), Charles Beard, Vigen Darian, Tom Green, Denis Hall, and Dan Kantrow.
- Membership—There are approximately 60 members in RSR. RSR is currently not recognizing dual memberships.
- Newsletter—Up to December, RSR will not charge non-members for the newsletter. After December, the subscription rate for non-RSR members is \$12/year.
- Track Events—Beginner's Day is almost full. Most of the other schools are also nearing capacity. Denis Hall and Ken Owings will investigate alternative lunches for the track events. Radios will be leased, and Advance Life Support will be used for the events. Insurance forms are still needed so they can be filed accordingly.
- Charter Party—A total of 54 people attended. We all liked it.
- April Dinner Event—There were two no-shows for the event. We all liked it, too.
- RSR Shirts—The long sleeve RSR shirts are tentatively priced at \$30 each. A proposal was made to pay the shirt designer half for the art work design now, with the balance to be paid on a per shirt basis.

New Business

- Progressive Dinner—The date for the Progressive Dinner has been changed to August 10th. Any one willing to volunteer their house to this driving dinner event should contact Tom Green (313) 429-5958.
- The Kantrows volunteered their home for a possible June (BYOE—bring your own everything) bonfire. Those interested in helping to set this up should contact the Kantrows at (313) 998-1403.
- Denis Hall will be the collector of door prizes.
- It was also noted that events need not be so structured that we have one every month. While fund towards an event requiring it should be approved, there is really no limitations to members who want to put on an event for the membership.
- The monthly meeting is to take place at the first Thursday of every month, beginning at 7:30 P.M.

DIE MARKPLATZ

Cars For Sale	Parts For Sale	Wanted
No items for sale	No items for sale	No items wanted
(Worked so well, everything's sold!)	(Way better than Auto Trader!)	(And if you order now, we'll send you this bamboo steamer...!)

CALENDAR OF EVENTS

May	7	Beginner's Day Waterford Driving School
	17-18	Mid-Ohio PCA Club Race
	21	Waterford Driving School #2
June	6	Club Meeting and Putt-Putt Golf (D-Day)
	18	Waterford Driving School #3
July	4	Club Meeting (hmmm...)
	16	Motorstadt Waterford Driving School
August	1	Club Meeting
	10	Progressive Dinner (DRIVING Event)
	15	Waterford Driving School #4
September	5	Club Meeting
	12	Waterford Driving School #5

Sign Up for Events Now!

"RSR • The Fast, Fun, Friendly Region"

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THE BAHN STORMER

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FIRST CLASS (PLEASE)