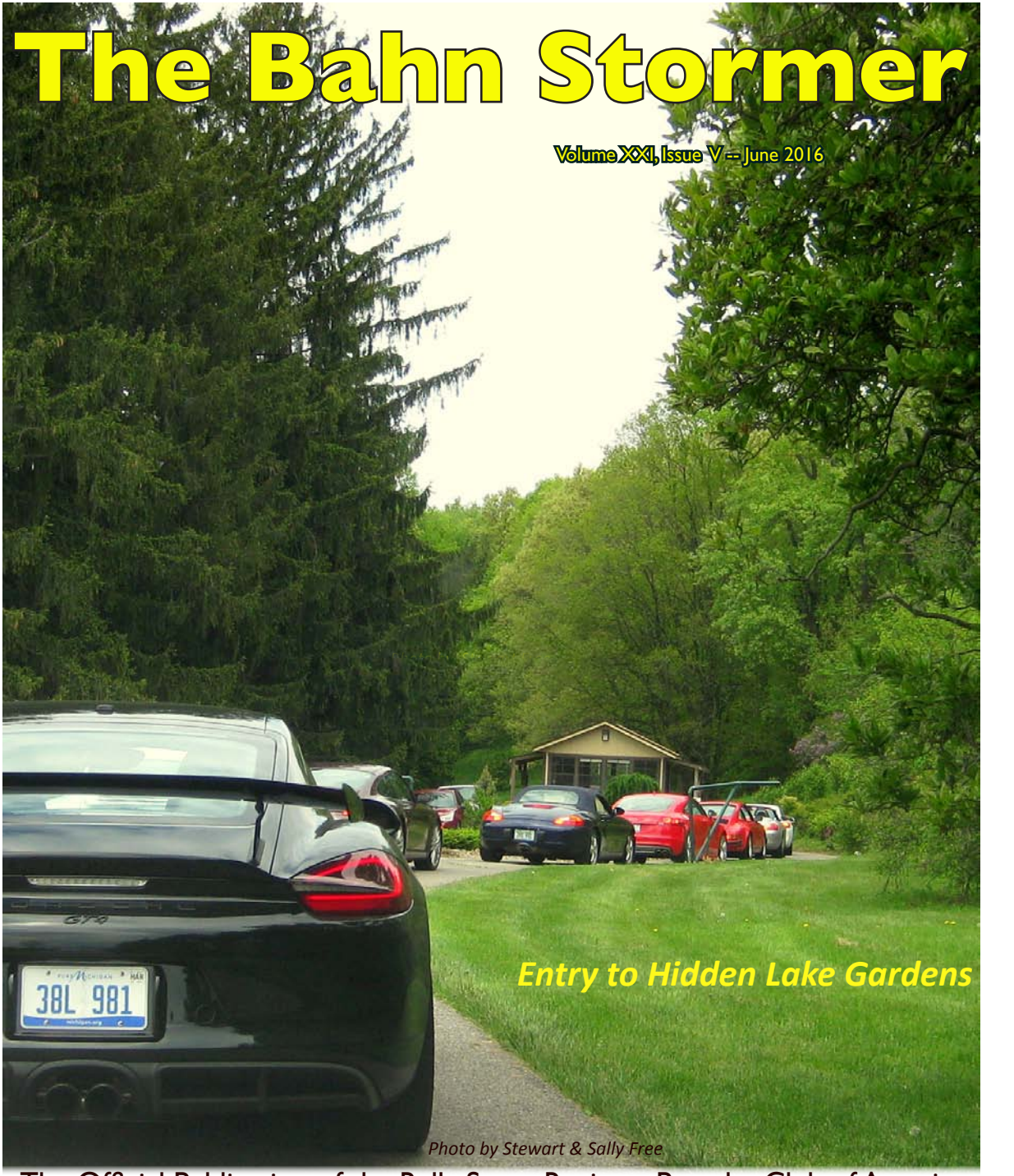
The Bahn Stormer

Volume XXI, Issue V -- June 2016



Entry to Hidden Lake Gardens

Photo by Stewart & Sally Free

The Official Publication of the Rally Sport Region - Porsche Club of America

Contents

The Official Page 3
On the Grid.....5
Calendar of Events.....7
Membership Page 9
Ramblings From a Life With Cars 11
RSR's 20th Anniversary Party 15
How to Start a Porsche Related Business.....17
Hidden Lake Gardens Tour 22
Sitting With the Clutch In 29
New Member Party.....30
Beginners' Day DE 31
Around the Zone 33
Classifieds 36
From the Back Seat 38
Club Meeting Minutes 39

Advertisers

ARESCO, Inc.....25
Automotive Techniques 28
AutoMark Collision Center.....26
Clear Auto Bra.....35
Copyrite Printing 21
Edward Jones -- David Yu 2
Fred Lavery Porsche 14
Gilson Motor Sports.....16
Munk's Motors.....20
Porsche of Ann Arbor.....8
Porsche of Farmington Hills 40
Porsche of the Motor City.....12
Rennstatt Racing (of ArborMotion).....4
Team Illuminata Motorsport 27
VR Performance 25
Westgate Insurance 25
www.sellyoursportscar.net 39

Check out the latest news on our website rsp.pca.org
Check out other PCA events at the Zone 4 website -- zone4.pca.org

The Bahn Stormer
For Information on, or submissions to, The Bahn Stormer contact Mike O'Rear at morear734@gmail.com or 734-214-9993 (Please put Bahn Stormer in the subject line)
Deadline: Normally by the end of the third week-end of the month.

For Commercial Ads Contact Rick Mammel at:
metalworks@ameritech.net

Advertising Rates (Per Year)

Full Page: $650	Quarter Page: $225
Half Page: $375	Business Card: $100

Material for the The Bahn Stormer may be reprinted (except for ads) provided proper credit is given to the author and the source. Copy is the responsibility of the advertiser.

PORSCHE®, The Porsche Crest®, CARRERA®, and TARGA® are trademarks of Porsche AG

www.edwardjones.com

Feeling like you
paid too much in taxes this year?

This year, evaluate whether you can benefit from:

1. Tax-advantaged investments. If appropriate, consider tax-free municipal bonds to provide federally tax-free income.*
2. Tax-advantaged retirement accounts. Consider contributing to a traditional Individual Retirement Account (IRA) or 401(k) to help lower your taxable income.
3. Tax-advantaged college savings accounts. Contribute or gift to a college savings plan for your children or grandchildren.

*May be subject to state and local taxes and the alternative minimum tax (AMT).

Edward Jones, its employees and financial advisors are not estate planners and cannot provide tax or legal advice. You should consult with a qualified tax specialist or legal advisor for professional advice on your situation.

Call or visit today to learn more about these investing strategies.

David C Yu
Financial Advisor

123 N Ashley St Suite 110
Ann Arbor, MI 48104
734-769-0127

Edward Jones
MAKING SENSE OF INVESTING

Member SIPC

The Official Page

2016 Rally Sport Region Officers

President
Tim Pott*
734-548-5378
Ann Arbor 48104
tcpott@gmail.com

Immediate Past President
Rick Mammel *
248-442-9008
Novi 48375
metalworks@ameritech.net

Vice President
Peter Grant*
734-604-1622
Ann Arbor 48104
pgrant@speakeasy.net

Goody Store Chairperson
Rick Mammel *
248-442-9008
metalworks@ameritech.net

Advertising Co-Chairpersons
Rick Mammel *
248-442-9008
metalworks@ameritech.net

Burghard Linn*
810-227-1223
burghard.linn@gmail.com

Membership Chairperson
Glenn Trapp
810-227-7854
Brighton 48114
gtrapper@gmail.com

Treasurer
Burghard Linn*
810-227-1223
Brighton 48116
burghard.linn@gmail.com

Secretary
Mary Ann Kantrow*
734-347-8544
Ann Arbor 48105
secretary@rsrpca.org

Tech Chairperson
Tim Pott*
734-548-5378
Ann Arbor 48104
tcpott@gmail.com

Track Registrar
Tom Krueger*
313-570-2223
Sterling Heights 48313
thomasjkrueger@gmail.com

Track Chairperson
Christian Maloof
734 646-2746
Ann Arbor 48104
christianmaloof@hotmail.com

Insurance Chairperson
Jim Dowty*
734-717-1060
Ann Arbor 48108
jdowty3@gmail.com

Archivist / Historian
Glenn Trapp
810-227-7854
Brighton 48114
gtrapper@gmail.com

Bahn Stormer Editor
Mike O'Rear
734-214-9993
Ann Arbor 48103
morear734@gmail.com

Events Chairpersons
Norah & David Cooper
734-207-1599
Canton 48187
DaveCarrera4@gmail.com

Der Cranky Webmeister
Emmanuel Garcia
Available by email only as he is located in Germany
rsppca@crankydriver.com

Other Board Members
David Cooper*
734-207-1599
Canton 48187
DaveCarrera4@gmail.com

Jay Fash*
734-276-3536
Ann Arbor 48103
jfash@att.net

Dan Kantrow*
734-395-6603
Ann Arbor 48105
spoiledpointers@gmail.com

John Kytasty *
248-709-1587
Livonia 48152
jpk@altair.com

Zone 4 Rep
Michael Soriano
(419) 843-2070
Maumee Valley Region
msoriano.zonerep@gmail.com

* Denotes Board Member

ASE CERTIFIED

RENNSTATT RACING

BOSCH Service

We don't Moon Light in Porsche Repair, We Specialize in Porsche Care

From 904 Repair

To 911 Engine Rebuilds

These are just two examples of the many Porsche cars and engines we have been entrusted with in the last few weeks.

Rennstatt Racing is the performance division of ArborMotion, Michigan's premier Import Repair Facility.
669 State circle Ann Arbor, MI 48108

734-761-1088 www.arbormotion.com

ArborMotion specialized auto care

On the Grid

By Tim Pott, RSR President

It's funny how things change. In my life the more things change the less they stay the same. I've always considered, in the back of my mind, safe from Barb, that I'd be able to pick up a tired, older 911 that I could fix up to beat around in. You know, something with a solid body and weak mechanicals...whoops! Those days are long gone. The cars that are nearer in reach, financially anyway, are the newer ones with a solid body and weak mechanicals. Newer in my book would be something like an early Cayman or 996, preferably with a blown up engine, ripe for a transplant using an Audi V8. Now that could be interesting.

While visiting the Stahl Museum at our 20th Anniversary Party I was immediately smitten by a 23-window, VW Microbus circa 1963. While the vehicle had a much different paint job, green and white opposed to red and white, it was almost identical to one I owned and toured the country with in the 1970s. I paid $1,100.00 for my van which had recently received a factory rebuilt short block installed at the dealership, HB Lantzsch, Inc. Fairfax Virginia, where I worked as a "general line" mechanic. The bus was part of an escape plan I had devised from an impetuous, way too early marriage and lifestyle neither party was ready for. I packed everything I really cared about into that bus; my toolbox, camping equipment, a 35mm SLR film camera, lots of tape cassettes (I had significantly upgraded the stereo system) and an early version futon which unfolded perfectly on top of a 4'X8' sheet of plywood that covered the whole mess. I was headed west to, in a very facetious tone, "get my head together man!".

First stop was back to Ann Arbor to pay the obligatory visit to Mom and Dad and assure them that I had not lost my mind. They were quietly concerned about their youngest who had taken a decidedly different path in life than the one that they had envisioned. As Ricky Ricardo would have said, "I had some splainin to do!". Over dinner one night my mom piped up and said, "You know, I've always wanted to take a trip like that." She must have just finished reading Steinbeck's Travels with Charlie, or some such. "Really?" I responded, fully expecting the polite refusal, "Why don't you come along then?". To my shock and a certain amount of tamped down chagrin, Mom accepted! So that is how my sixty-something-year-old mom came to join me on my first trek across the United States. Added bonus: she made some great curtains for the bus as well. It also turned out to be one of my most memorable events where it first became revealed to me that adults, even parental adults, were actually people, too. For Mom it was a two way trip, but for me, I was relocating. I moved from Forest Street in Fairfax, Virginia, to a cottage my sister rented on Forest Street, Fairfax, California. Decidedly weird.

That VW bus took me up and down the California coast exploring, camping and fishing. It also took me back to Michigan and then back out to California a second time. Who knew that getting my head together required so much travel? At one point, after my sister had moved to the east coast and I no longer had access to the rental cottage, I actually lived in that bus. Mount Tamalpais, a favorite stomping ground for author John Muir, served as my living room and the bus as my bedroom. I would camp, eat and sleep in the bus at a drive-off beside the road overlooking the rivers and reservoirs of the mountain. The first several miles of the drive to work were free. I simply released the handbrake and coasted all the way down the mountain before arriving on flatter lands requiring engine, transmission and gasoline. VW busses didn't have power steering or power brakes in the 60's so coasting engineless was no problem at all.

The dream finally ended with me selling the bus for $1,200 (a $100 profit!) and moving back to Michigan, with my head perhaps not yet together but at least fully intact. I've looked at these 23-window busses, fully restored with an asking price of over $200,000. It seems like an awfully cheap price for a piece of my dream.

Thanks to Those Who Make Our Club Successful

Kathy & Mike O'Rear hosted the Hidden Lake Gardens Tour

Zak, Dru & Matt Huber joined Sebastian Gaeta (right) for a true Louisiana Crawfish boil.

Rick & Lynda Mammel hosted the Rally Sport Region's 20th Anniversary Party at the Stahl Museum.

RSR Calendar of Events

June 3-5 (Fri.-Sun.) Detroit Grand Prix Zone 4 Porschplatz, Belle Isle, Detroit (see page 13)

June 7 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

June 16-19 (Thur.-Sun.) RSR Drivers' Education, Grattan Raceway (see page 10)

June 19-25 (Sun.-Sat.) Porsche Parade -- Jay Peak, VT

July 8 (Fri.) Rolling Sculpture Show -- Main Street Ann Arbor -- Host: Jim Dowty (see page 34)

July 12 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

July 19 (Tue.) RSR Drivers' Education, Waterford Hills

July 31 (Sun.) Concours at the Concour's -- The Inn at St. Johns, Plymouth, MI, Hosts: Dave & Norah Cooper (see page 24)

August 2 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

August 26-27 (Fri.-Sat.) RSR Drivers' Education, Waterford Hills

August 28 (Sun) 9:30 AM: 3rd Annual Ann Arbor Challenge at Travis Pointe Country Club -- Hosts: Axel & Claudia Schmidt (see page 13)

September 11 (Sun.) Soar with RSR -- Hosts: Dave Finch, Peter Grant & John Kytasty

Septmber 13 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

September 20 (Tue.) RSR Drivers' Education, Waterford Hills

October 4 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

October 15 (Sat.) Annual RSR Color Tour -- Hosts: Stewart & Sally Free

November 1 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

November 6 (Sun.) Annual RSR Polar Bear Run -- Host: Sebastian Gaeta

December 6 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

December 10 (Sat.) RSR Holiday Party -- Hosts: Rick & Lynda Mammel

For more information on surrounding area events, see "Around the Zone" on page 33.

Message from President Pott

As you can see in this issue, we've been busy but that doesn't mean that there isn't room for more activities and we still have the whole summer and fall seasons ahead of us. If you have an idea for an event you'd like to host please contact our Event Chairperson, Dave Cooper or Vice President, Peter Grant and they will see if it can't be accommodated. We are always looking for new ideas. Check out our calendar for the next upcoming events as well.

Important

This year Rally Sport Region is changing its event scheduling website. All future events will be scheduled through:

MotorsportReg.com

(RSR will no longer use ClubRegistration.net)

Porsche of Ann Arbor

We offer an excellent selection of cars for immediate delivery....
or place your order.

We can also help you find the new (or used) Porsche of your dreams.

Porsche of Ann Arbor

Come visit our brand new Porsche building

2575 South State Street, Ann arbor, MI 48104
Take I-94 to State Street. go North 1/2 mile...
Porsche of Ann Arbor is on the right.

Porsche Sales 734.761.3200

Membership

Current Membership 490*

** Includes 296 Primary Members*

Welcome New Members

Patrick Dedoyard
Ann Arbor, MI
2016 Dark Blue Metallic Cayman GT4

Sabarish Gurusubramanian
Ann Arbor, MI
1991 Guards Red 944 S2

Roger Shultz
Pinckney, MI
1987 Red 911 Carrera Targa

Member Anniversaries

Dawn White & Jay Fash	40
Gene & Susie Goodson	36
Roger Garrell & Katie Sharp	30
Dan & Mary Ann Kantrow	29
Andy & Jill Bacon	22
George Snook & Nancy Duffy-Snook	19
James & Cathy Schorr	18
Michael Deleeuw & Cherie McMullen	17
William & Katrina Guttrich	17
Doreen Ganos	15
Michael & Marcea Metzler	12
Ulf Maier	10
Michael & Brenda Sue Pillay	10
Rick & Lynda Mammel	9
Ron & Jolanta Pruette	9
James & Laura Walesch	9
Francis & Laurie Lanciaux	8
George & Linda Boreczky	7
Ron Silva	7
Trent Warnke	7
Danny & Michelle Young	7
Kevin Kral	6
Winston & Stephanie Benedict	4
Dan & Maureen Vargovick	4
Cornelia Beck-Harmel & Gerd Harmel	3
Richard Dickerson	3
Criag & Carol Sable	3
Todd Goldberg	2
Brad & Chad Miller	2
Rick Ratliff & Lindsay Olson	2
Axel & Claudia Schmidt	2
Steven Upton	2
Amy Skogstrom	1

The Rally Sport Region - Porsche Club of America

Membership Information: Those interested in joining Porsche Club of America (PCA) can fill out the application form located in the forms section of our website -- http://rsp.pca.org. Cost is $46 US per year. You will receive a subscription to both Panorama, the official PCA magazine, and the The Bahn Stormer, the Rally Sport Region newsletter.
Send the application and a check (or Visa/MC), payable to Porsche Club of America, to the membership chairperson, Glenn Trapp (1834 Woodcreek, Brighton, MI 48114), for processing. If you have questions or need additional information please contact Glenn (810-227-7854 or gtrapper@gmail.com).

Subscription to The Bahn Stormer is free to RSR* members. Non-members pay an annual fee of $18 US.

Address Changes: If you change your address, please forward your new address to Porsche Club of America's Executive Director:
Vu Nguyen, PO Box 6400, Columbia, MD 21046 and to RSR* Membership Chairperson, Glenn Trapp, at gtrapper@gmail.com. This will ensure the timely delivery of both the Panorama and The Bahn Stormer.

* Please take note: Rally Sport Region's official acronym from PCA national is RSP. Please make special note of this when dealing with PCA national.

Rally Sport Region

The Fast, Fun & Friendly Region

Annual Grattan Drivers' Education Event

With Famous Driving Coach and Author of "Speed Secrets," Ross Bentley

Thursday, June 16
Advanced Drivers' Development Day (limit 12 participants)
Friday, June 17
Solo Drivers' Day for Advanced Drivers and Instructors
Saturday & Sunday, June 18th & 19th
All levels - including advanced

Schedule and Register at:
MotorsportReg.com

For more details go to:
HTTP://RSP.PCA.ORG

Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

Hold On

How do you grip the steering wheel when you drive? Your first reaction probably is, "I don't know." Your second might be, "Why does it matter? And your third probably is, "It depends." And you would be right on all three. But it does matter and I am going to explain to you why it matters.

First of all is the obvious fact that your hands are the primary source of control that you have over your car. Unless you are a teenage girl you steer with one or both hands. Ok, that may be an unfair analogy but you get the message. The fewer hands on the wheel generally equates to less control. Don't even get me started about steering with one wrist at the top of the steering wheel. If your finger tips are not touching the rim you are not experiencing tactile feedback from the steering wheel. Tactile means touch and we experience touch through our finger tips.

Now that we agree on why it matters just how do you grip the steering wheel? Those of you that have benefited from a driving school already know the answer to that question. You should grip the wheel lightly but firmly. Too light of a grip and the wheel will slide through your fingers. Too strong of a grip and you lose the fine motor skills of small and precise movement of the wheel. One easy clue to grip level is your knuckles. It the knuckles are white you most likely have too tight of a grip on the wheel. A tight grip is also often equated to body tension. A relaxed grip is a relaxed person. A relaxed person is more aware and more in control. Tension from the shoulder blades through the biceps and forearms, wrists and hands usually manifests itself in jerky motions of the steering wheel and slow reactions to feedback from the steering and tires. It sounds odd but I have noticed that many drivers have such a light grip on the wheel that their pinky fingers are not even touching the wheel. I have the pictures to prove that Emerson Fittapaldi, F1 Champion and Indy 500 winner was driving with just his fingertips as he took journalists on 170 mph hot laps around Indianapolis in a Corvette pace car. You can bet he did not drive his race cars that way.

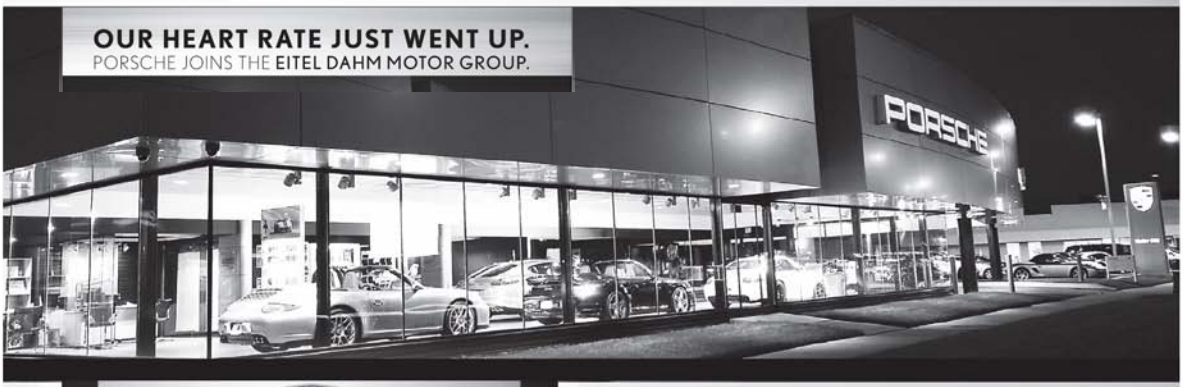
This leads directly to where you grip the wheel. Again from driving school experience the common mistake is to grip the wheel near the top. The more excited the driver is the more the hands slid up to the top of the wheel. It is a total give away that the driver is not comfortable and not confident. Why does it matter? It is a simple matter of physics and leverage. Given the diameter of the wheel and the average width of the drivers shoulders the maximum leverage that can be applied to the wheel is at the maximum width the hands can achieve. Current car stylists have shrunk the diameter of steering wheels from year to year. The engineers compensate for small steering wheels with added power steering assist. Original steering wheels in 911 Porsches were about 15 inches in diameter shrinking to 14 inches in the 914 and the Carrera RS. That not only aided in leverage but it magnified the feedback effect from the steering rack and tire grip. Small movements of the steering with a large steering wheel gave more finite control and smoother steering inputs. So let's all ditch our little Momo steering wheels for dinner plate sized practical wheels. Just kidding, that will never happen because we just want to look cool when we drive like all of our race driver idols. But seriously, the designers have given us a clue to where we should grip the wheel by sculpting the steering wheel with places to rest our thumbs. That should be easy to remember.

That leaves us with how we hold the wheel depends on the circumstances. Driving on the road with the same grip we use on the track becomes fatiguing and thus impractical. I learned a trick from Jean-Luc Therier, a French rally driver, that has been useful to me. I met him when I crewed for Bill Bauman in the 1974 Press On Regardless rally that Therier won that year. I observed that he gripped the wheel at the four and eight o'clock position, basically holding it in his lap rather than elevating his arms. In this relaxed position both hands were still on the wheel and positioned for a quick steering input if needed. Just to keep the hands relaxed we all in common practice will drive with one hand either in the higher or lower position on the steering wheel. That is certainly acceptable on a straight piece of road with no surrounding traffic. But in an emergency that unused hand still needs to be free and poised to quickly go back to the proper position. In any tricky driving situation due to road conditions or traffic conditions I find myself going back to the traditional hand positions I would use on the track. It seems to signal my brain that it is time to get back to the business of driving.

So how you hold on to the wheel does matter and will speak a lot to how serious you are about driving and how much skill you have at driving. Send a positive signal to those who observe your driving technique. It does make a difference how you hold on.

OUR HEART RATE JUST WENT UP.

PORSCHE JOINS THE **EITEL DAHM MOTOR GROUP.**



Meet our staff. Left to right: General Manager, Wayne Youngblood; Sales Professional, Eric Conrad; Service Professional, Jaret Hoffman; Receptionist, Yolande Thurman; Service Manager, John Wilson; Parts Manager, Don Ottosen. Not pictured – Service Professional, Collin DeLong

PORSCHE OF THE MOTOR CITY
24717 Gratiot Ave.
Eastpointe, MI 48021
586/435-8200

www.porscheofthemotorcity.com

SALES HOURS
Monday and Thursday: 9 am – 9 pm
Tuesday, Wednesday, Friday: 9 am – 6 pm
Saturday: 10 am – 4 pm
Sunday: Closed

SERVICE HOURS
Monday – Friday: 7:30 am – 6 pm
Sunday: Closed

VALET SERVICE TO YOUR DOOR.

ed mg | eitel dahm motor group

Four Great Brands. One Standard of Excellence.

BAVARIAN BMW	AUDI OF ROCHESTER HILLS	PORSCHE OF THE MOTOR CITY	MINI MOTORCITY MINI
www.bavarianmotorvillage.com	www.audiofrochesterhills.com	www.porscheofthemotorcity.com	www.motorcitymini.com

ZONE 4, START YOUR SUMMER!

DETROIT GRAND PRIX — CHEVROLET BELLE ISLE

PORSCHEPLATZ

Join Porsche owners on Belle Isle in the Continental Tire Car Corral June 3 – 5, 2016

To order visit: DetroitGP.com/corrals • Or call: 866.464.PRIX

Package	Owner	Companion
Friday:	$50	FREE
Saturday OR Sunday:	$130	$90
Saturday AND Sunday:	$200	$140

Package Includes:

- Premium On-Site Belle Isle Parking
- Reserved Seating in Grandstand 2
- Paddock Pass Providing Access to "Garage Area"
- Hospitality tent with closed circuit TV
- Light refreshments served
- Special guest appearances

A room block is available June 2-5 at The Henry Autograph Hotel; if interested call 888-709-8081 and ask for the Porsche Club room block. All Saturday Porscheplatz purchasers have the opportunity to participate in an Escorted Porsche Caravan to Belle Isle from The Henry (subject to number of participants).

For additional information please contact Michael Soriano at: MSoriano.ZoneRep@gmail.com

Ann Arbor Challenge 2016

It is like….

THE AMAZING RACE

in a….

Sign-up by August 1st by emailing:

1. Name of driver
2. Name of co-driver
3. Car Model & Color
4. Email address

to **axel.schmidt@wacker.com**

9:30 AM August 28th
At Travis Pointe Country Club.

PORSCHE

NOTHING EVEN COMES CLOSE

PCA Specials

10-YEAR OR 100,000 MILE CLUB DISCOUNT

20% DISCOUNT ON SERVICE FOR PORSCHES OVER 10 YEARS OLD OR OVER 100,000 MILES *

WITH COUPON *SOME EXCLUSIONS APPLY

10 % Off

Valid only at Fred Lavery Porsche. Must present coupon when order is written. Not valid with any other offer. Tax, shop supplies and environmental chargers are extra. EXPIRES 6/1/07.

PORSCHE WATER-COOLED OIL CHANGE

We feature Mobil 1 (1995 and newer) Mobil 1

INCLUDES: Porsche oil filter, engine oil, drain plug washer (where applicable), tire pressure adjustment

With Coupon

'05-'08	'09-'15
$289.95	$329.95

Valid only at Fred Lavery Porsche. Must present coupon when order is written. Not valid with any other offer. Tax, shop supplies and environmental chargers are extra. EXPIRES 6/1/07.

Present Coupons to Service Advisor

FRED LAVERY COMPANY

34350 WOODWARD
BIRMINGHAM, MI 48009
248-645-5930

For Your Convenience...
Our Service Department is Open
7 AM - 7 PM
Monday thru Friday

CRM LTD 248-722-1144

20th Anniversary Party at Stahl's Museum

Story by RSR President Tim Pott, photos by RSR Treasurer Burghard Linn

The Stahl Museum was the location for our 20th Anniversary Party hosted by Rick and Lynda Mammel, our outgoing Presidential Couple. What an exceptional treat to walk among this diverse collection of immaculately restored old cars in a museum secretly tucked away in an industrial park. The cars were placed in a setting that brought viewers back to a bygone era of old saloons, hot rods and poodle skirts as the setting was adorned with restored automotive signs and scenery. Michael and Lisa Soriano, our Zone Representative Couple were on hand to present our region with an award recognizing our club's milestone. Top it off with an organ playing docent and an excellently catered dinner and you've got a perfect afternoon in spite of the light drizzle and coolish weather outside. I have no idea where Rick finds these places but I'm certainly thankful that he does. Official 20th anniversary club window stickers and pins were handed out to members as well. These will continue to be on hand for our club members at future events and meetings throughout the summer.

The scrumptious desert table and one of the antique music machines in the background.

Phil & Nichole Mather obviously had a good time looking at the amazing array of cars, old and not so old.

Axel & Claudia Schmidt take a pause from strolling the museum.

Francie & Phil Kish enjoy dinner.

Amazing, and working, beer garden music machine.

Just a few of Gilson MotorSports Suppliers:
FabSpeed Motorsports - Exhaust Systems, Air Intakes & ECU Tuning
Tarett Engineering - Suspension Components
Bilstein, H&R, Cross - Suspension Systems, Lowering Springs & Coil Overs
Hawk, ATE, Pagid & Porsche® - Brake Pads & Rotors
ATE Super Blue & Amber Racing - Brake Fluid
Porsche®, Bosch, Mann, Mahle - OEM Parts

Independent PORSCHE® Service & Repair Facility

Performance Modifications - Air Intakes - Exhaust Systems - ECU Tuning.

Suspension & Brake Upgrades - Custom 4 Wheel Alignments

PORSCHE® OBD & CAN Software - Pre-Purchase Inspections

FREE Tech Inspections for Track Events

FREE Brake Fluid Water Content Test (DOT4)

PCA Discounts

1208 E. Maple Road
Troy, MI 48083

phone #
Shop.248.549.4016
Fax.248.549.4022

website & email
www.GilsonMotorSports.com
hgilson@gilsonmotorsports.com

How to Start a Porsche Related Business in 5 Easy Steps

By RSR Member and Social Chair Dave Cooper

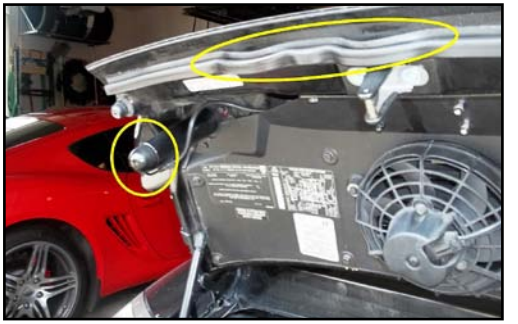
Ever thought about starting your own business? Many of our club members are businessmen or businesswomen. How did they start? It may have started with an idea, or a suggestion, or an inheritance. Let's explore starting with an idea.

1. Define the Problem

First one must identify a problem, or a hobby, that could turn into a genuine business. Here is how it began for me about 2 years ago. My Porsche® 996 Turbo's hydraulic wing system failed twice…the first failure was before I bought the car. I purchased the Turbo knowing the wing did not deploy. With a long background in engineering, lots of process experience and being handy with tools – I thought it would be a relatively easy repair. First I conducted research by reading several "repairing the 996 turbo wing" posts in 996 turbo forums. There was lots of advice to do this or that. Next I got busy by removing the 3-piece hydraulic mechanism from my Turbo and disassembled it on my bench.

I learned that the wing is difficult to remove without the special pin spanner. Removal and troubleshooting took quite a bit of effort and time – and was a very messy job with power steering fluid leaks. I discovered plastic parts that had partially melted inside the motor along with PS fluid leaks. Once the motor was repaired with the hydraulics refilled, bled and bench tested, the system was installed back into the Turbo. Problem fixed.

Just a few months after the rebuild, one hydraulic ram failed again, leaking PS fluid down the back bumper and into the engine bay while on a long trip. The wing was stuck partially up on one side and wouldn't move.



Further research verified that the hydraulic ram cylinders cannot be rebuilt without cutting them apart to replace leaky internal seals. This is followed by soldering them back together once correctly aligned, hoping the brass tube doesn't warp either from cutting it or the soldering heat. That particular repair was not something I felt would ever be reliable. From the web, I also learned that there are a few other failure modes:

- Motor overheat (my root cause problem)
- Leaking ram o-ring(s) (my other root cause problem)
- Leaking banjo fitting(s)
- Leaking pump seal(s)
- Broken plastic plunger block
- Malfunctioning micro-switch(es)
- Broken spring(s)
- Contaminated fluid
- Etc.

(Continued on page 19)

Alden Classic Sports Car Show 2016

August 13th and 14th

The 17th annual Alden Classic Sports Car Show will be August 13th and 14th, 2016. Sponsored by the Twin Bay British Car Club, the show features sports cars from all over the world - no hot rods, motorcycles, trucks, or replicas, just sports cars. Vehicles from Germany, France, Great Britain, Italy, Japan and the U.S.A. have all attended in the past. We feature over 100 entries yearly in the quaint Antrim County resort village of Alden, Michigan, 25 miles northwest of Traverse City, Michigan. The village of Alden offers shopping and dining with a wonderful, supportive group of merchants who provide door prizes to lucky entrants.

Lodging is complimented in the region with wineries, tasting rooms, casinos, breweries and hundreds of miles of great touring roads. A tour of the Torch Lake area is offered on Saturday afternoon, August 13, with a dinner following. The tour highlights the region's lakes, rivers, rolling hills and scenery that will not be soon forgotten. The main event is held on Sunday, August 14.

Valve cover racing is also part of our unique and friendly show, with trophies being awarded to the fastest racer. Clubs from throughout the Midwest offer challenges each year to the racers, there is no fee to enter this contest.

Each year, we choose a special marque for a featured vehicle. The iconic Porsche has been chosen as the featured marque in 2016. A special area for the chosen marque places the vehicles front and center for the enjoyment of all who attend.

Awards are presented on Sunday in several categories to entrants in all classes. Show times will be 9 a.m. to 4 p.m., with awards presented at 3 p.m.
Please join us in Alden on August 13th and 14th, 2016.

TWIN BAY BRITISH CAR CLUB

If you have any questions, please contact the following:
Bill & Lucretia Erickson, show chairs olderick@aol.com
Denny Lauterbach, TBBCC president tbbccpresident@gmail.com

Find us on Facebook as the Alden Classic Sports Car Show
Web: www.twinbaybrits.com

This is not a Rally Sport Region Sponsored Event

(How to Start.. -- from page 17)

I wondered why such a failure prone mechanism was ever installed on the 996 Turbo. Porsche® designed and patented "Motor vehicle with a rearend spoiler device" that for the first time provided negative lift (or downforce) on the Turbo. In all likelihood, Porsche® designers required a two post lift device for the new water-cooled Turbo wing. Such a device was supplied by an outside firm in time for production to start in 2000, which also has a patent by the vendor. The same mechanism was also fixed to the Carrera GT. It became clear to me that there was probably a better mechanism that could be engineered and installed.

2. Design a Better Mouse Trap

Next, one should brainstorm and create a better solution to the problem. In my case, after experiencing a second hydraulic failure, I began to think about what could be done to improve the overly complex, and failure prone hydraulic wing lift mechanism. That's what engineers do. My goal was to design and build an all-electronic wing lift mechanism that is robust, but easy to install and work on without special tools. After extensive CAD work designing prototype parts, I finally hit on a winning combination. I then found local water-jet blasters and machinists to manufacture the parts out of billet aluminum.

Going a step further; 3 different heights were designed for the new kit: raising the wing 2" like the stock coupe, 3" like the cabrio and 4", the same height as the GT4 wing – which provides more downforce at speed. It is both a product for street and track driven Turbos. Additionally, the new system is less complex and much lighter than the OEM hydraulic mechanism. These key competitive advantages were necessary to market and sell the kit:

3. Determine Market Demand

Will the invention sell? I read a book a few years ago by Tim Ferriss called The 4-hour Work Week. One thing that stuck with me was this: Find a niche product that provides excellent margin, with a devoted repeat customer base and build a business around it. Good advice. It also means you don't need to come up with the next iPhone.

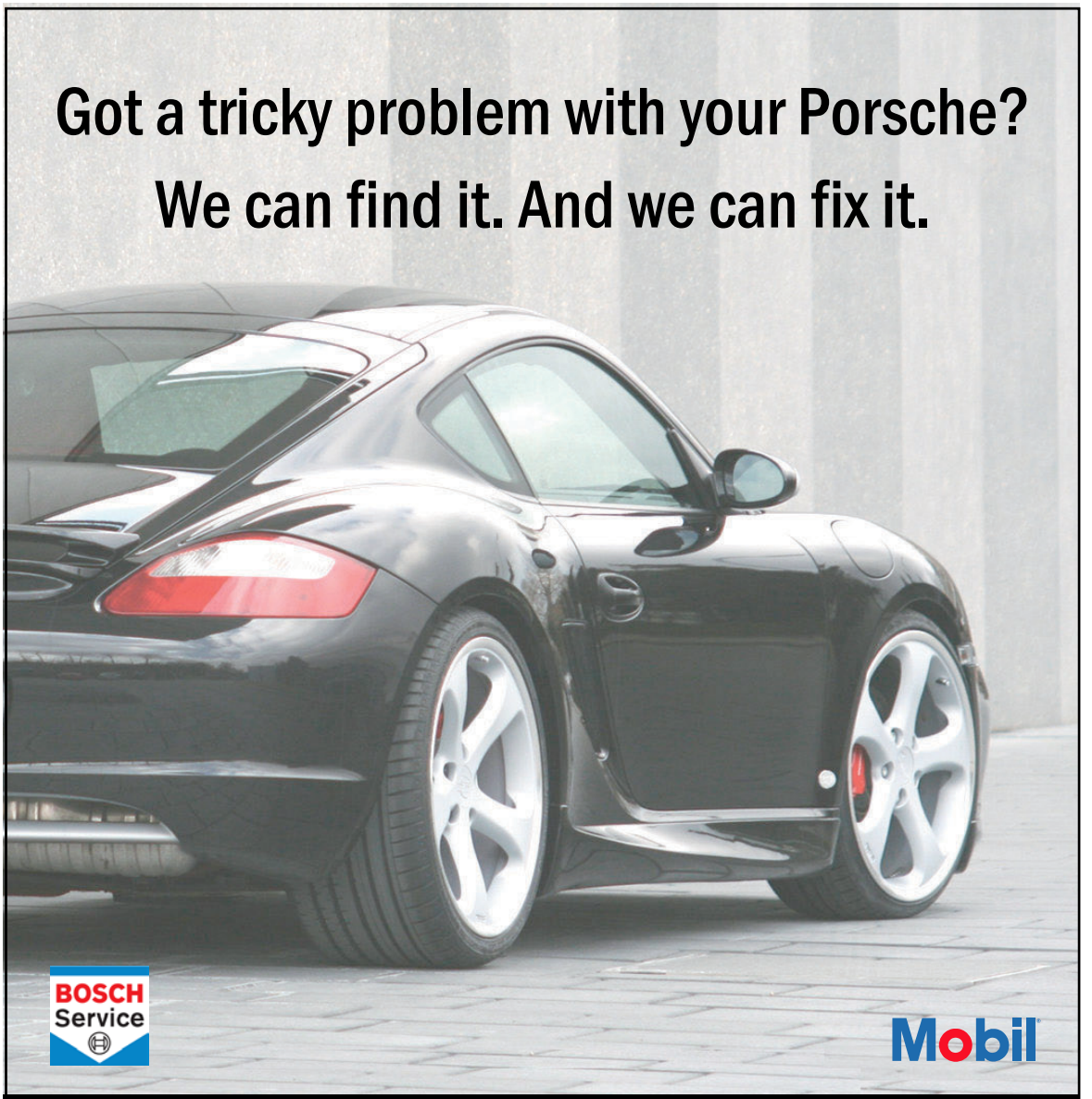
Turns out the second most popular post on a well-liked 996 turbo forum, at 48,029 views, is "996 TT rear spoiler problems – Help!"

Was the wing lift mechanism I had invented needed by other Turbo owners? To find out, I created a post in the same forum titled "Beta Testers Needed for Electric Spoiler Rams". In short order, 24 fellow 996 turbo owners stepped up to buy "this new wing lift kit", test it out and provide feedback. At this point, my post is in the top 15 of all time with 22,711 views. Clearly there was a need.

(Continued on page 21)

Got a tricky problem with your Porsche?

We can find it. And we can fix it.



BOSCH Service

Mobil

MUNK'S

3080 Huron St. (M-59)
Waterford, Michigan
service@munks.com
248.681.8081

Michigan's #1 Rated Bosch Service Center

(How to Start.. -- from page 19)

4. Launch the Business

Early in 2015, I created Rennkit LLC to supply a replacement electric actuation system for the wing hydraulics on 996 Turbos. My wife Norah and I are the sole proprietors. In fact any new company must hand out titles. I chose President, and Norah became Chief Bubble Wrap Officer (CBWO). The first "eRam" kit was installed on my 996 Turbo in March, 2015.

From that point on, the other kits were installed and tested – some by fellow PCA members. A website was launched to explain hydraulic system failure, provide details about the eRam electric wing actuation system and sell kits. I was also awarded a provisional patent for the eRam system because it is such a unique invention. Midway through 2015, I had reached my goal – a working wing on my Turbo and sales of the eRam electric wing actuation system to fellow 996 Turbo owners. The only thing left to do was track testing, which took place at our annual Grattan Racetrack event near Grand Rapids, Michigan.

5. Grow the Business

Having an idea and getting it out into the market is really just the beginning. You need sales. After 6 months of building and selling 996 Turbo eRam kits, I wondered what the next step might be. Turns out the 997 Turbo's hydraulic wing lift mechanism is essentially unchanged from the 996 system – along with the same failure points. I went back to the drawing board. A new system was designed for the 997 Turbo and beta tested. It turned out there was a growing need in the 997 Turbo community and we began selling them.

Not long after launching the 997 Turbo eRam kits, I wondered if other 996/997 Turbo aftermarket part entrepreneurs would be interested in having Rennkit sell their products. I reached out to a few of them, and was surprised that they were happy to oblige. Rennkit now has a growing line of specific 996/997 Turbo parts from other entrepreneurs offered on the Rennkit website. Could this be how other well known part suppliers started? That would be an interesting conversation.

So what little quirky part on your Porsche® should be re-invented? With the right idea, in 5 easy steps a home based Porsche business can be up and running in no time.

"Your Performance Printer"

Copyrite PRINTING

30503 Gratiot Avenue • Roseville, MI 48066
586-774-0006 • Fax 586-774-2792
www.copyriteprinting.net

The folks who produce the print edition of our newsletter

Hidden Lake Gardens Tour

Story by RSR President Tim Pott, photos by Members Stewart and Sally Free and David Yu

Beautiful weather smiled on the lovely venue of Michigan State University's "Hidden Gardens" as this was the destination for this summer's first driving event hosted by Mike and Kathy O'Rear. There were approximately forty cars leaving patrons of the Zeeb Road McDonald's scratching their heads as we departed for the back roads that led to our destination. Scenic, twisting roads provided beautiful Spring/Summer scenery on the way to the gardens. Once there we could stroll through the indoor gardens or tour the grounds via a twisting fifteen mile per hour trail that winds through the grounds. More back roads took us to Dexter and Aubree's restaurant for a great dinner and conversation with our friends. This event was last held about four years ago and it was one of my favorite memories then and I'm so grateful to Mike and Kathy for bringing it back this summer.

Just some of the Porsches filling the McDonald's parking lot at he beginning of the drive.

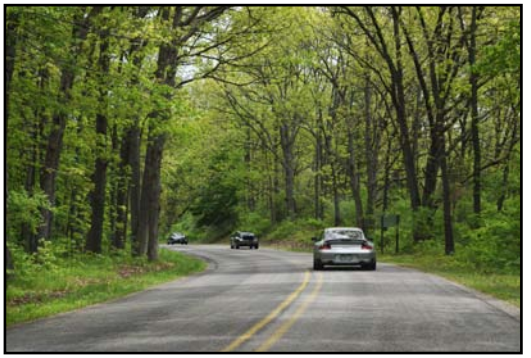
Member cars in line to enter the Hidden Lake Gardens

Liz & David Yu joined the tour.

Robert Kay & Cathy Champagne went along for the ride.

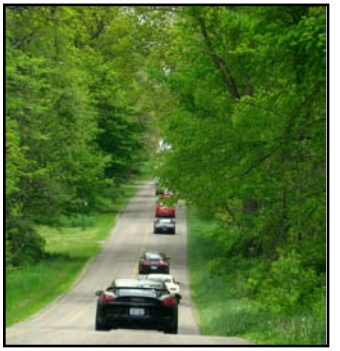
Richard Zarbo's beautiful "new" 1961 356B Roadster.

One example of the beauty of the setting.



Joe & Mary Pat Conen and Mary & George Gilligan all wore their official RSR name badges.

Grosse Ile RSR Members Sue Robach and husband Larry Dupuis made the drive.



Dave and Colleen Thurston drove their 2010 Boxster to the Gardens.

Driving solo were James Lang and Stephen Ascherl.

Three separate enclosed gardens provided environments for desert and tropical flora.

2016 Zone 4 "Concours at the Concours"

RSR invites PCA Zone 4 Members to

The Inn at St. Johns - Plymouth, MI

PCA Zone 4 Porsche Concours and Corral Parking

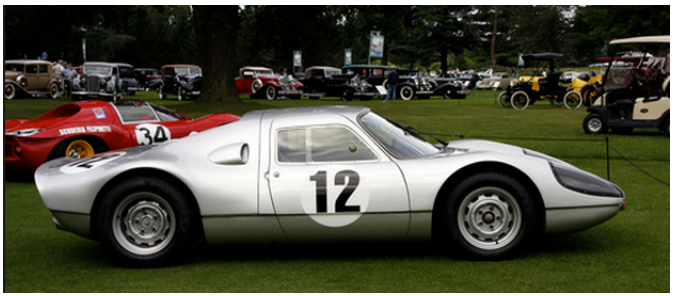
Meet **Sunday July 31st by 9 AM,** at the Northville Downs parking lot; S. Center St. and 7 Mile Rd., Northville - We will drive over together leaving at 9:30 AM to park on the golf course at **The Inn at St. Johns**

Porsche Club of America Zone 4 Corral Parking Ticket: $11 per Car

Concours d'Elegance Discount Ticket: $27 per Person

(log on to http://msreg.com/Zone4CatC for Parking Pass and Admission Tickets)

TICKETS MUST BE PURCHASED **PRIOR TO July 14th** – No Exceptions



Host: Dave Cooper, RSR Events Chair, davecarrera4@gmail.com

Visit us at http://rsp.pca.org/RSRevents.html

www.concoursusa.org

ARESCO, Inc.

Take your garage to the next level!

Designed for a standard garage the A7000SS is the solution to your storage needs.
Professional Installation and Service.
Call us for more detailed information or to stop by our showroom and see our products.
ARESCO, Inc. 1-877-227-3726 or (248) 335-5438 Pontiac,MI

10 Years

Compromise is for politicians

When you're ready to take your sports car to the next level, we're ready to help. Tailored vehicle development for the enthusiast unwilling to compromise. Contact us today.

contactvrp@vrperformance.com

www.vrperformance.com

VRPERFORMANCE

43706 Utica Rd / Sterling Heights / 48314 / 586.991.2455

Shopping around for car insurance?

Auto-Owners Insurance offers broad, flexible protection for your car and you! Choose from a variety of programs designed to fit your needs. We also have many discounts available such as multi-policy, multi-car and good student discount.

Call or visit us today!

WESTGATE INSURANCE AGENCY

Office: 419-536-2213 • Cell: 419-283-5593

www.westgateagency.com

Todd Mierzwiak, Agent

Auto-Owners Insurance

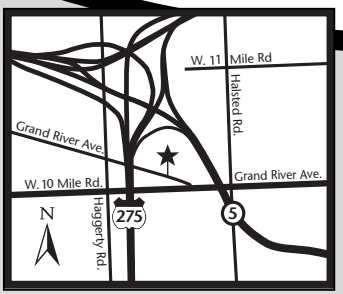
Auto-Owners Insurance
Life Home Car Business

A Performance Sports Car Deserves a Performance Collision Center.

That's Why There's AutoMark.

AutoMark specializes in body work for virtually every brand of sports car. Whether your Porsche needs collision work, paint repairs or any other cosmetic changes, AutoMark is there to accommodate you. Our technicians are the best in the industry – providing timely turnaround, guaranteed workmanship and exceptional customer care.

When your Porsche's appearance isn't meeting expectations, bring it to our state-of-the-art facilities for the quality care your car deserves – and you expect. Don't forget to stop by and check out our new, cutting-edge, Celette Frame Machine, which will return your vehicle to factory specifications.



AutoMark
collision center

24750 North Industrial,
Farmington Hills, MI 48335

P (248) 473.8100 • F (248) 473.0800
Hours: Mon.-Fri., 7:30 am – 6:00 pm

www.automarkcollision.com

DUPONT

PORSCHE Sayings

BY RSR Member Wes Rozan

PORCHE Sayings……

So on a clear-headed, creative and confident good day after a good night's sleep, how many Porsche sayings can you come-up with?

I'm going to try my best here and not plagiarize from others.

- PORSCHE, there is No Substitute. (Tom Cruise, Risky Business)
- Life's Short, Drive a PORSCHE.
- PORSCHE, nothing comes close.
- PORSCHE, why did I wait so long?
- PORSCHE, If, I only knew.
- PORSCHE Mechanics make more than Lawyers.
- PORSCHE Mechanics make more than Doctors.
- Small Member? Have I got a car for you; PORSCHE.
- Your eyes are the color of my PORSCHE.
- PORSCHE when you can't say I'm better than you in person.
- And on the 8th day; PORSCHE.
- PORSCHE, it will outlast the payments.
- PORSCHE, what you spent your youth dreaming about.
- My PORSCHE license plate reads, No Kids.
- My PORSCHE license plate reads, No Girlfriend.
- My PORSCHE license plate reads, No Wife.
- When things go wrong, hide your PORSCHE.
- PORSCHE, Poor Man's Ferrari.
- My PORSCHE divorce license plate reads, Was His.
- Priorities; God, Family, Porsche, Work.
- Racing is Life, PORSCHE. (Lemans; Steve McQueen)
- Cars not destined to be Self-Driving; PORSCHE.
- Even today a VW Beetle is not as exciting as a PORSCHE.

Well that's all I can think of and I give credit to all the unknown originators of these saying.

AUTOMOTIVE TECHNIQUES

Automotive Techniques is proud to welcome Andrew Derminer to the family here in the shop. For the past 15 Years Andrew has been with the Porsche network and Foreman of the local dealer the past 6. Andrew Achieved the Porsche title of “Gold Meister” In 2010. It is an honor to achieve the Gold Meister status and means Andrew is one of the top Porsche Technicians in the country.

Alongside with Jeff Jones, Longtime Porsche enthusiast, and his team they have almost 100 Years of combined experience. Jeff has been a Porsche technician since the Bill Cook Racing Team back in the 80’s. After many years at the dealerships Jeff turned to start his own company in 1988. With Jeff’s old school knowledge on the Air cooled cars and Andrew’s new cutting edge training and experience Automotive Techniques is sure to handle any and all of your Porsche needs.

We are excited to have Andrew, his wife Sarah, and their family join ours.

Also Specializing In BMW, Mercedes, Audi/VW, Jaguar, Land Rover, Mini, and more!

Automotive Techniques
40500 Grand River Ave, Suite J
Novi, MI 48375
248-615-8964
Alphatango911@hotmail.com

Blue Seal of Excellence
RECOGNIZED BUSINESS
"We're Proud of Our Blue Seal Team"

BOSCH Service
BOSCH Authorized Service Center

Sitting With the Clutch In

Story by Past President Rick Mammel

How Long Should You Sit With The Clutch In?

(Editors Note: This article is reprinted from an earlier edition of the Bahn Stormer but was worth repeating.)

I just read an interesting letter sent in to the "Answer Man" column of the September Hemmings Sports & Exotic Car magazine. A lady with a BMW Z4 says she has an on-going argument with her husband on why you should sit at a light with the car in gear and the clutch in. She says it is a safety issue, allowing you to be ready to pull away if you are going to be rear ended. He says it will prematurely wear out the clutch release bearing. Tony, the answer man, seemed to split the difference but with an ambiguous reply which inferred that she was closer to correct.

That middle of the road answer got me thinking, are there any benefits to sitting at a traffic light/stop with the clutch in for more than my mandatory 20 second limit? For those of you who have had English cars with their carbon release bearings you know where my paranoia comes from. For those of you lucky to have always owned cars with real ball-type release bearings, you have lived a sheltered life. For me I have to put the car into neutral and let the clutch out instantly upon coming to a stop unless I will be moving in very short order.

Most newer Porsches and all older Porsches have manual transmissions. Here are a few observations on the pros and cons of clutch use and how it relates to the above wear verses safety issue.

First is the thought of excessive wear on the clutch release bearing. Modern clutches exert a lot of force against this bearing. Porsche clutches have more spring pressure than regular units since they are much smaller in size yet have to contend with more power input than traditional for their diameter. This small clutch diameter is a legacy from using the original 25 horsepower capable VW transmission bolt pattern throughout the model years. Small diameter clutches have less inertia which lets the motor rev quicker but creates a challenge to handle high torque loads. The best way to increase capacity for a given diameteris to exert more clamping pressure, which in turn translates to more force against the release bearing. It lives in a nasty hot environment as well, so why overheat it even more by a longer duration of clutch disengagement? But, modern release bearings are manufactured and validated to operate under these conditions and seldom fail from prolonged use. They most certainly have a good record of at least matching the clutch's life. And everyone should always replace the release bearing when doing a clutch job!!!! Or in the words of an old mechanic I knew, "not changing the throwout bearing with a new clutch is like putting on dirty underwear after taking a shower." That analogy works for oil filters/oil changes too.

The issue that is not as widely discussed as clutch release bearing wear from prolonged clutch disengagement, is the impact on engine thrust bearings. These "plain" thrust bearings are what react against the force of the release bearing pushing on the clutch pressure plate. Simply put, "plain" bearings rely on oil pressure to "float" the crank and keep it from contacting the bearing material. Throw in a bit of mileage and now regular wear opens the tolerances between all of the engines rotating parts. The bigger the gaps, the faster the oil moves through the engine and therefore the lower the oil pressure. Add to the situation a nice hot day, a 60,000 mile air-cooled motor (if applicable), hot thin oil, and low oil pressure while idling. Then consider sitting at a traffic light for two minutes with the clutch in, perhaps twenty times on your way home. How much of that oil "float" is going to stay between your crank and thrust bearing? Crank movement in the engine can really start to compound the wear to all of the rotating engine internals. It makes doing a clutch job to replace a bad release bearing sound down right cheap!!

Save your engine and release bearing and put it into neutral. For most of us this is habit, but a few reminders of transmission etiquette are in order. When shifting from neutral go into second or third gear then into first. These gears induce less load on the synchronizers than first gear, so let them get the wear from slowing the rotating transmission bits and clutch disc. Also, the shift lever is not an armrest. Touch it only when shifting. This will reduce the wear on shift forks and sleeves. The shifter has a huge leverage ratio and it takes very little movement to start the parts rubbing in the gearbox.

New Member Party

Story by RSR President Tim Pott, photos by Burghard Linn

Sebastian Gaeta, owner of ArborMotion and Rennstatt, teamed up with long time RSR family the Hubers; Matt, Dru and their son Zach, to host the New Member Party and Time with Tim. New members and old were treated to an authentic crayfish boil after a shortened tech session with talks from Past President Rick Mammel and current President Tim Pott. New members were advised on what to expect at a track event and our pre-tech inspection procedure was demonstrated on a Porsche 911 provided by Veep Peter Grant. The kitchen at ArborMotion was a flurry of activity as The Hubers and Sebastian all worked their collective tails off preparing the crayfish, corn on the cob, potatoes and vegetables which represented food from the Louisiana contingency. Rick Mammel appeared to have two sets of hands as he manned the grill cooking the hot dogs and hamburgers for members whose taste for the delicious crustaceans has not yet been cultivated. Nobody went hungry, that's for sure, and many new folks got not just a taste of Southern Hospitality and food, but a warm welcome to our club as well.

Boiledf crawfish corn and potatos with Louisiana seasoning.

To keep the parking lot interesting John Thomson brought his 1961 356 Karmann Hadtop

Jim and Kari Dowty

Oh yeah, and it was also a Time With Tim event. This time Tim explained what constitutes a sound DE tech inspection.

Past President Rick Mammel manned the grill for those more traditional eaters.

Beginners' Day Drivers' Education Event

Story by RSR President Tim Pott & Mike O'Rear, photos by Glenn Trapp

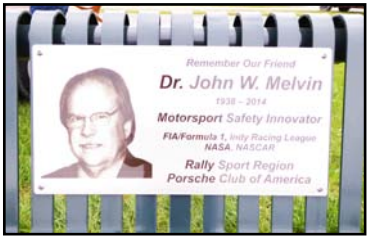
Our first Drivers' Education event took place on the 17th of May at Waterford Hills. Great weather helped to account for great attendance but I like to think that our attendance is also buoyed by the fact that our D.E.s are so extremely well run. Christian Maloof, chief driving instructor, Phil Mather, able assistant, and gaggle of experienced, caring instructors saw to it that all the students got all of the on-track guidance they might desire. Tom Bloom, gimpy ankle and all, handled the ground school while Rich Chang and Tom Krueger took care of registration duties. Germain Porsche of Ann Arbor and ArborMotion/Rennstatt teamed up to provide breakfast fare for the masses. It takes a lot of experienced human power to pull off a track event this smoothly and Rally Sport Region does it as well or better than just about any other organization. If you haven't attended at least one of our High Performance Driving Events you are really short changing your Porsche experience. Thanks so much to this entire track crew for all you do! It is important to note that many of the volunteers do so at the sacrifice of much if not all of their personal seat time.

Our first DE of the season was special in that it included the dedication of a bench in memory of our departed member, John Melvin, who passed away in 2014. John was a recognized expert in racing safety and was heavily involved in safety for several organizations including NASCAR and Formula One. Tim Pott represented our club in dedicating the bench in John's memory. John's wife Doris joined us for the ceremony and enjoyed sharing stories of John and his special and highly modified 1972 911. The bench was a fitting tribute to a member who did so much for our club and the world of auto racing. It will remain at the track for many years to remind everyone of John's contributions.

(Editor's Note: As a "trackie" the editor was so excited by the first event of the year that he forgot to take any pictures of the event. Sorry about that. I'll do better next time.)

John's car is a rolling laboratory of vehicle and safety improvements.

Doris Melvin and the John Melvin memorial bench (above) and plaque (below).



THE MAUMEE VALLEY REGION
PORSCHE CLUB OF AMERICA

HPDE at GRATTAN RACEWAY

PRESENTS:
Our Second Annual

FRIDAY JULY 29TH, SATURDAY JULY 30TH, & SUNDAY JULY 31ST

This 3-Day
High Performance
Drivers' Education is Being Held at
Challenging Grattan Raceway, Belding, Michigan
(just Northeast of Grand Rapids)

There will be run groups for all levels of driver experience. Instructors will be assigned to novice and beginner drivers. The event is open to all makes of cars and you need not be a PCA member to participate.

This event promises plenty of open track time to focus on increasing your driving skills. Don't miss this opportunity to drive your performance car on track, in a safety conscious, controlled environment.

For more information and to register, go to:
CLUBREGISTRATION.NET

Tony Calabrese: thetony888@gmail.com
Todd Mierzwiak: toddm79861@aol.com
Craig Zenil: zman911@bex.net

Around The Zone

By Michael Soriano

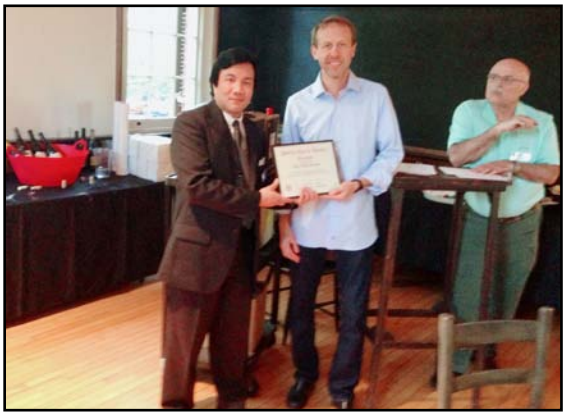
Zone 4 Representative

Greetings PCA Zone 4 Members,
With summer upon us, there are many events available throughout Zone 4 to entertain you each and every weekend regardless of what types of events you enjoy. There have been several detailing and tech sessions held to get us ready for the driving season. Quite a few regions began their autocross seasons hosting schools designed to teach and develop the basic skills necessary to participate in an autocross. By attending these schools and mastering the basic skills, it helps to encourage the students to participate in future autocross events by giving them confidence. There have been a number of DEs held, as well as several driving tours. And, there are always dinner drives and social gatherings, which provide plenty of opportunities to get together.

This year several regions are celebrating milestone anniversaries. Rally Sport Region celebrated their 20th anniversary at Stahls Automotive Museum, a private collection of extraordinary vintage automobiles tucked away in Chesterfield, MI. There was excellent participation from the members including a number of founding members. I had the honor of presenting several items to the region to commemorate this momentous occasion.

Rally Sport Region President Tim Pott and Zone 4 Representative Michael Soriano

The Ohio Valley Region's 55th Anniversary is this year. On a beautiful night last month, I attended the region's charity event and auction at the Little Red Schoolhouse in Indian Hill. There was a great turnout for this event and a record amount of money was raised. During the evening, we celebrated their anniversary.



Zone 4 Representative Michael Soriano, Ohio Valley Region President Grant Karnes, and Treasurer Herb Beck

Later this month, we will be travelling to Jay Peak, VT, to attend the 61st Porsche Parade; a weeklong gathering that includes competitive and non-competitive events, seminars, workshops, tours and banquets. For those unable to attend Parade, there is another opportunity to participate in a national event. The event previously entitled Escape has been reorganized and named Treffen North America. It is a multi-event socially oriented long weekend focusing on camaraderie and friendship. The first one will be in September in Lake Tahoe, and beginning in 2017, there will be one in the spring and one in autumn.
We are continuing to work on coordinating a master calendar, and are giving each region the opportunity to upload their calendar for inclusion. I highly recommend that you

(Continued on page 35)

the Rolling Sculpture Car Show
Ann Arbor

Friday July 8th 2016 – Rain or shine

All vehicles admitted to the show must be preregistered.

NO DAY-OF-SHOW REGISTRATIONS WILL BE PROCESSED.

If you have questions please call Maura @ 734-668-7112 x22 or Ben @ 734-476-9860

NON-REFUNDABLE PRE-REGISTRATION REQUIRED BY JUNE 24th **Official website**

On the registration form, circle Yes that you are part of a group and add the following group contact information - Jim Dowty, 734-717-1060, Jdowty3@gmail.com

If you have already registered without the above, email jenny@mainstreetannarbor.org to get it added.

RSR Club gathering information:

We will gather at a nearby TBD location between noon and 1 pm.
The plan is to all get in line by 2 pm so that our group can park in the same area.
Email jdowty3@gmail.com with your name and cell phone # to RSVP so I can coordinate the meeting location and time the week before as well as the day of the show.

(Around the Zone -- from page 33)

regularly visit the Zone 4 website, to check out the events page, which contains a calendar of some of the many events taking place throughout the zone. As many regions notify members of new and upcoming events via email, update your contact information with National to ensure you are receiving these informative messages.

Be sure to check your local region's website and newsletter as well as the Zone 4 website http://zone4pca.org for the latest details on the many events close to you that are being planned. Here are just some of the events taking place this month:

- June 3-5 is the Detroit Belle Isle Grand Prix Porscheplatz
- **Central Indiana** Region's CruZionsville Charity Car Show is June 4
- June 4 is **Ohio Valley** Region's Autocross at Forest Fair Mall
- **Maumee Valley** Region's Business Meeting is June 9
- June 11 is **Michiana** Region's Autocross at TireRack in South Bend
- **Northern Ohio** Region's Autocross at Euclid Square Mall is June 12
- June 12 is **Southeast Michigan** Region's Waterford Family Day
- **Motor-Stadt** Region's Board Meeting at Spagnoulo's in Okemos is June 14
- June 16-19 plan to attend **Rally Sport** Region's Grattan Weekend Track Days
- **Mid-Ohio** Region's Basket to Bucket Drive and Dine is June 18
- **Western Michigan** Region's Parade Orphans Dinner at Pereddies Restaurant is June 25
- On June 26, join **Allegheny Region** members at PNC Park for the Pirates vs. Dodgers game

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

Thanks,
Michael

CLASSIFIED ADS

CARS FOR SALE

2006 C2S Cab: Only 28,000 miles. Garaged and in great condition. Full leather, Sport Chrono, 6 speed. Always babied and serviced regularly at Arbormotion. New tires. Has all the modern tech - Apple CarPlay, Nav, Ipod integration, bluetooth, hands-free wireless calling. SmartTop - Factory remote raises/lowers the convertible top. Hard-to-find gray leather is great in the sun. Love this car but need something a little larger. MSRP was $103k. $46,000/obo. Contact Todd with questions - tpgoldberg@gmail.com or 312-953-1953. (06/16)

2014 Boxster S: Mint condition $89,000 MSRP, includes 20inch Carrera summer wheels as well as 19 inch Boxster winter wheels. Manual 6speed transmission with $25,000 in options including: navigation, heated sports seats{14way},sports exhaust, sport design steering wheel, power folding mirrors, infotainment package with high end Burmester surround sound. Stunning look, drives like a dream! $62,500, Mileage: 7,800 miles, Exterior Color: Rhodium Silver Metallic, Interior Color: Carrera Red Leather. Contact Gary at 734-476-1120 (04/16)

1992 968 Coupe $14,900 - Black/Grey 6 Spd. Stoddard repaint, excellent interior, everything works. New rod brg, pan mods, Torsen LS, Bilstein coil overs Frt/Rear. Racers Edge control arms, rear bushings, castor blocks. S4 frt calipers. New OEM water pump, engine mounts, chain tensioner, cam cover, 17" cup wheels, new S 04s, much more. Beautiful car, runs great, perfect compression, no disappointments. Chris Krauser 419-215-8453 cpjmkrauser@gmail.com (3/16)

1986 944 TS F: Stock $18,500 - Lowered price. Must sell. Prep by Steinels. Wins, podiums. Recent reconditioned head, rod bearings, new clutch, rebuilt Charlier Arms, transaxle. Like new race tech seats (D Halo), NASA approved cage, Racers Edge bushings, LEDA coil overs, EES fire suppressant system, traqmate data coll, Chase Cam, wired for cool shirt, separate boost gauge, shift light, removable steering wheel, 2 sets of CCW 18 wheels. Much more. All records. No disappointments. Very fast. Chris Krauser 419-215-8453 cpjmkrauser@gmail.com (3/16)

OTHER ITEMS

Bridgeport Vertical Mill: Round head older model all manual operation. Comes with some tooling. Perfect for home or small business workshop, as it is already converted to 110 Volt. Reason for sale: I bought an even bigger one! $750 Peter Maehling 734-446-4327. Machine is in Brighton. (06/16

Set of four summer performance tires: Dunlop 245/40/18 SP Sport Maxx GT. OEM take offs from Audi S4. Less then 200 miles. TireRack price $657, $350 OBO. James Lang jlangpharmd@aol.com or 513-315-3359. (05/16)

2015 Car Trailer: 18', 7,000 GVWR, full diamond plate deck. Deluxe upgrades include 2- 3500 lb. lug axles with brakes on both, radial tires 205/75 R15, adjustable 2 5/16" coupler, swing up jack, teardrop fenders, 8 D-ring tie-downs, 5' smooth surface loading ramps that slide into racks under rear floor, mounted spare wheel with radial tire, break away kit with safety chains, full reflective tape and LED lights. Nearly new, used twice. $2399. Contact Richard Zarbo at hawk914@comcast.net (04/16)

(2) Yokohama Advan Neova AD08R tires: 225/40-18 with approx. half thread depth. $185 for both. (Tire Rack price new is $230ea.) Call/text Andy at 734-718-6432 (04/16)

1979 911 SC Parts: hood - excelent conditon $550 obo; right side stock fender 911- good conditon 499.00 obo; 1979 fender carbon fiber- 911 good shape 399.00 obo; front RSR fiberglass bumber with a center oil cooler grille for 1979 car 275.00 obo; Front early 911 fender fiberglass. 200,00 obo. These parts are from a very clean 1979 SC and are in used but very good shape- ideal for race parts or a project SC Have photos. Contact Ron Pruette, rpsurfr@gmail.com or 248 821 8670 (04/16)

997 GT3 Parts: Parting out 2007 997 GT3 with 7,506 miles: Complete engine, modified stock exhaust with Sharkwerks resonator bypass, modified Sharkwerks ECM box. Estimated 475 HP. Engine and transmission were removed 9/11/15. $37,600. Master cylinder, ABS Controller and ABS Control Box. $950. Rear motor mount. $600 pair. Four piece Rennsport aluminum pedal set. Adjustable throttle piece. $300 set. Steering wheel with airbag. Alcantara. $950. Hood. Lightweight. $1,500. Hood opener assembly. $250. Rear bumper cover. $1,200. Front suspension including OEM coil over shocks and steering rack, $3,500. Right rear suspension including coil over shock and half shaft. $1,200. Left rear suspension including coil over shock and half shaft. Broken lower arms. $500. 3+ sets new Pirelli race slicks. 9 rear 295/680/19 and 6 front 235/645/19. $3,500. Four original 19" wheels with street tires. Painted white. $1,200. Four Victor Racing 19" wheels with used slicks. Silver. $1,200. Three Victor Racing 19" wheels with used slicks. Black. $600. GPS Lap Timer. Complete with manual. $650. Navigation GPS box. $350. All items must be prepaid. Shipping is extra. I have photos of most items and a video of the engine running. Contact Tom Green at 734-417-0030 or paragonsvc@aol.com. (12/15)

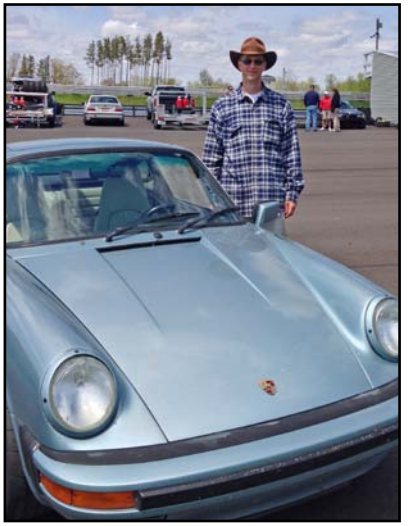
Car Storage: heated, secured $550 up to 6 months. Call Clem Weierstahl 810-636-2840. (09/15)

To place a classified ad in The Bahn Stormer please contact Mike O'Rear at morear734@gmail.com (Put "Bahn Stormer Ad" in the subject line). Non-members will be charged $5.00/quarter. Ads more than six months old may be removed unless resubmitted.

WANTED ITEMS

911 Seats: Looking for a set of seats for my '86 911. Can be in need of restoration as long as the foam is in good shape. Interested in something with good thigh/kidney bolster support for track days but no fixed backs to keep my wife happy on tour days. 80's Recaro's (doesn't have to be from Porsche) or "sport" seats would be preferred. Would like to keep cost low. Contact g.roberson567@yahoo.com with offers. (3/16)

200,000 Miles!



Member Frank Burger's 1988 Carrera hit 200,000 miles while at a track day at Grattan on May 13. There are a lot more track miles in Frank's car as it is driven hard but maintained well.

From the Back Seat

By RSR Vice-President Peter Grant

There was a time in my young adulthood when I followed both CanAm and Formula 1 races at both Mosport in Canada and Watkins Glen in New York. All these weekends were filled with lots of beer, lots of incredible racing, camping, friends, and singing around the campfire late into the night…every night! I had the privilege of watching Mark Donahue dominate the CanAm races in his Penske Porsche 917, and the sadness of seeing Francois Cevert fatally crash his ELF Formula 1 car going into the esses at Watkins Glen. I experienced the awe inspiring smoothness of Jackie Stewart…steady handed as he navigated turn after turn with incredible precision, hanging the car out on the outermost edge of it's performance envelope and seamlessly holding it there. And got to compare that to the wild wheel sawing antics of Jodie Scheckter as he flung his car to and beyond its limit…incredibly keeping it on the track. I got to see Sir James Hunt pilot his almost decal-less (except for the teddy bear!), sponsor-less Formula 1 car against the mighty Ferrari and McLaren teams…and give them a real run for their money (remember the movie Rush). And the people at the track always cheered for the UOP "Shadow" CanAm cars whenever they made it onto the track…which wasn't very often. Beautiful cars in all black with white lettering that they just couldn't get running very often! It was indeed the golden age of Formula 1 racing, and the brief but brilliant age of the "unlimited" CanAm cars and their drivers. What a privilege to have been able to be a part of it.

I was reminded of all this when I went rummaging through a bunch of my old photos in search of a picture of an old friend, and came across some of the pictures I had taken at the races. Back then, I used to carry a lot of photo equipment along as I fancied myself a photographer. In fact, I carried enough that I was able on more than one occasion to walk into the pit area without being stopped…and it was on one of these excursions into the pits that I captured the most incredible image of Graham Hill sitting in his cockpit, totally focused as he prepared to go out for a practice run. And another of Jackie Stewart sitting in his car and talking with his crew as they prepared him for a track session. These pictures were taken at Mosport, and once I was "discovered" as a press impostor I was politely asked to leave the area by the Canadian officials. Contrast that to being discovered in the pit area at Watkins Glen, where I was cursed at and physically "escorted" out of the area. God bless the Canadians!

Jackie Stewart

Back to Graham Hill, I have not been an avid reader of books about racing, racing theory, etc., but after taking that picture I was inspired to read his book entitled "Life at the Limit". If you've not read it…do. Guaranteed to give you a new perspective on how competitive and brave these guys were (and still are?) once the green flag is waved. Perhaps the current iteration of Formula 1 cars are more reliable, but I was completely impressed with his litany of stories about having this strut break or that hose come loose and continuing to make whatever adjustments he could to keep the car going and in the race. Up until reading this book, I had a vision that the drivers piloted perfect cars without any issues until the checkered flag waved…a far cry from the reality described. My impression after reading it was that Graham Hill won more races with a broken car than he did with one that was still "whole" for the entire race. Pretty impressive, but you have to surmise that racing with a car that's less than 100% was fairly common, at least in that time frame (the 70s).

Incredible cars with even more incredible drivers…

Graham Hill

Porsche Club of America

Rally Sport Region -- Board/Club Meeting Minutes

Tuesday, May 3, 2016

Tim Pott: President..... Present
Peter Grant: Vice-President ..... Present
Burghard Linn: Treasurer ..... Present
Mary Ann Kantrow: Secretary..... Present
Dave Cooper: Events Committee ..... Absent
Rick Mammel: Past President & Advertising..... Absent
Jim Dowty: Insurance Chair..... Present
Jay Fash ..... Present
John Kytasty ..... Present
Dan Kantrow ..... Present
Tom Krueger: Track Registrar ..... Absent

Members & Visitor Present: Russ Hughes, Jeremy Goddard, Matt Huber, John McIver, Christian Maloof: Track Chair, Phil Mather: Co-Track Chair, David Finch, Beth Trollman, Tom Bloom, Conrad Zumhagen, George Gilligan, Eric Gedeon, Glenn Trapp-Historian/Membership, and Mike O'Rear: Editor.

Call to Order: Tim Pott called the meeting to order at 7:06PM at Karl's Cabin in Plymouth.

President's Report: Tim Pott acknowledged Rick and Lynda's efforts on the 20th Anniversary event. He also acknowledged all the work that Eric Gedeon, Dru, Zach and Matt Huber did for the new member party. Sabastian Gaeta also helped with the planning of this event. John Melvin's Memory bench will be dedicated at the first track event. Our new helmets are on back order and are expected to arrive in June.

Meeting Minutes: April minutes were reviewed. Motion: To approve meeting minutes passed unanimously.

Treasurer's Report: Burghard Linn reviewed the April report. Motion: To approve financial report passed unanimously. REMINDER: The Treasurer's Report is available to any RSR Club member. E-Mail your request to Burghard Linn (burghard.linn@gmail.com).

Insurance Report: Jim Dowty will issue certificates for the DE event and the Hidden Lake Drive event.

Advertising Report: No report.

Membership: Glenn Trapp stated that the club has 296 members.

Track Report: Christian Maloof reported that 50 students signed up for the first event so far. He negotiated a better price of Ross's on-line course for the students of the DE event.

Newsletter: Mike O'Rear gave us May 22 as the deadline for the next newsletter. And he is always looking for more content.

Events Committee: Peter Grant reported:

- May 21: Hidden Lakes Garden Drive, Hosts: Mike and Kathy O'Rear
- June 11: Autocross Event: Host Motor-Stadt Region
- June 3-5: Porscheplatz: Host Porsche Cars North America (PCNA)
- June 19-26: 2016 Porsche Parade - Jay Peak, VT
- July 31: Zone 4 Concours at the Concours. The Inn at St John, Plymouth, Dave and Norah Cooper
- Aug 28: Ann Arbor Challenge - YEAR 3! Hosts: Axel and Claudia Schmidt
- Sept 11: Soar with RSR! Tri-Hosts: Dave Finch, Peter Grant and John Kytasty. Details to follow.
- Oct 15: Annual RSR Color Tour Hosts: Stewart and Sally Free Details to follow.
- Nov 6: Polar Bear Run Host: Sebastian Gaeta
- Dec 10: Annual RSR Holiday Party Hosts: Rick and Lynda Mammel

New Business: None.

Old Business: None.

Motion: To adjourn the meeting passed unanimously at 7:52PM.

Minutes taken by: Mary Ann Kantrow, Secretary

The Bahn Stormer

2686 Parkridge Dr., Ann Arbor, MI 48103

ADDRESS SERVICE REQUESTED

PRSRT STD
U.S. POSTAGE
PAID
PERMIT 63
SOUTHFIELD MI

©2011 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of all traffic laws at all times. Optional equipment shown is extra. *To qualified customers through Porsche Financial Services. See your participating authorized Porsche dealer for details.

There's a reason it's called a new beginning.

Ultra-low-mileage lease options now available.*

Porsche of Farmington Hills
37911 Grand River Avenue
Farmington Hills, MI 48335
(248) 471-0800
www.farmington-hills.
porschedealer.com

Porsche recommends Mobil 1

PORSCHE