

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

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Check out the latest news on our website rsp.pca.org Check out images of RSR events at: https://rsrpics.smugmug.com/

### The Bahn Stormer

For Information or submissions Contact Mike O'Rear

bahnstormer@rsp.pca.org

(Please put Bahn Stormer in the subject line)
Deadline: Normally by the end of the third
week-end of the month.

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Editor's Note: These are the folks who print our newsletter.



# The Official Page

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# From the Front Seat

By RSR President Peter Grant



Whoa! Wait a minute! 2023 already? Seems not that long ago that we are all fretting over Y2K and wondering if all our computers were going to choke on the new millennium. Can that really be 23 years ago?

Indeed, it can...and is. 2023. So Happy New Year to everyone. Let's hope we continue to put distance between ourselves and

all the nasty viruses that are (literally) floating around, and forge into 2023 with happiness and good health. Methinks we're a bit overdue for a break here!

The hardworking volunteers of RSR are already hard at work defining an aggressive and fun summer schedule of DEs, and my intrepid VP is already cracking the whip over his merry band of volunteers as they start planning for a bigger and better Porsches in the Park of 2023. I'm confident that we will have a full calendar of touring and socializing to go along with our terrific DE schedule. Onward and upward, as they say. Happy 2023...spring is coming!

In the meantime, I'd like to touch on a topic that I've kept in the back of my mind until just recently, when my wife took delivery of a brand new EV. Not a high-end Tesla, or even higher end Porsche Taycan, but a "lowly" Chevy Bolt. Hmmm? Skeptical at the start, the price (starting at about \$28K) and range (247 miles/charge) did catch my attention. So, I went with her out to Dexter LaFontaine Chevrolet while she placed an order for her car, and (surprisingly) as promised, the car showed up ready for delivery in the promised time of less than 2 months. (little known fact... these cars are assembled in Lake Orion, MI). For a delivered price well under \$40K, we drove home with a 10 year, 150K mile bumper-to-bumper warranted car. We will have to see how this plays out, but unless I mis-read the tea leaves, this is a no-cost car for 10 years that we plug into the wall to "gas up". Seriously.

Features? Yea, lots of features, but I don't want to turn this into an ad for the Bolt, or any other brand for that matter. But I would like to suggest we consider the simplicity of EV ownership vs. our beloved Porsches. Don't get me wrong, I'll go to the grave swearing by my internally combusted Porsche, and in so doing will have changed hundreds of gallons of oil, replaced a myriad of coil packs and spark

plugs, replaced multiple pan gaskets, head gaskets, valve-cover gaskets. Replaced rod bearings, main bearings, rings, pistons, valves, valve seats, and valve guides. Bored and decked blocks. Never mind the transmissions and transaxles! The list goes on and on. Whether I've done these tasks myself, or paid someone more expert to do them, these tasks and so many others are all required because parts on internal combustion engines and their related transmissions/transaxles wear out. Thousands of parts that simply don't exist in an EV. Once again...Hmmmm?

Comparing the maintenance schedule of the EV vs. the Porsches I love so much, it's almost laughable...as long as you have a good sense of humor...and I find myself wondering where the "gottcha" is. Or is there one? Time will certainly tell, and we're still a bit early in the game to know if EVs are really going to turn out to have a much lower cost-of-ownership than a standard gasoline-powered car. For the moment, the simple facts would seem to say "yes". However...

There is are a few items to deal with...what if your EV battery pack goes bad and needs to be replaced? I've certainly read enough stories to know that if you own an EV, you do not want this to happen unless you want to purchase your EV all over again. But is this going to be an ongoing issue, or will battery technology, which continues to improve charge rates and range, improve on the cost of these packs as well?

And charging stations? Depends on where you live, but unless you plan carefully or just use your EV as a daily commuter and plug it in every night, you could find yourself "out of gas"...and you can't fix that with a can of gasoline! But if you go way back in time, I suspect the same issue existed for gas stations. It's likely we'll see EVs "filling up" at the local charging stations that are available everywhere, charging up while the owner has a cup of coffee or does the grocery shopping.

The real kicker, though, seems to be the argument that we are simply trading one type of energy (gasoline) for another (electricity). This is certainly true, as there is definitely no such thing as a "free" lunch. But is one source better than the other? I've not researched this, but I'd love to know if you take an EV and a gas-powered car (say 20mpg for purposes of discussion) and drive each 200 freeway miles at 70mph, what is the true energy cost for each? The gas-powered car produced some amount of carbon



**Gathering of 150+ Porsches** – Socializing - Time Speed Distance Rally - Driving Tours - Car Judging – Dinner - Dancing

Saturday, July 15<sup>th</sup> 1:30 - 9:30 pm German Park, Ann Arbor, MI



Enjoy some 150+ Porsches gathered for a fun filled weekend in Ann Arbor

- Ann Arbor Rolling Sculpture Friday July 14th 2 9 pm
- Ann Arbor Cars & Coffee Saturday July 15th 7:30 9:00 am
- Porsches in the Park Saturday July 15th 1:30 8:00 pm

Porsches from all over Zone 4 PCA will gather @ German Park (5 miles north of Ann Arbor) for a great afternoon & evening of activities and socializing.

All Porsches are welcome from classic to the latest, cars to SUVs to tractors, water - air - electric, rear - mid - front engine.



# **RSR Calendar of Events**

February 6 (Mon.) 7:00: PM RSR Board Meeting -- NCMS Building, 3025 Boardwalk Dr., Ann Arbor

March 6 (Mon.) 7:00: PM RSR Board Meeting -- NCMS Building, 3025 Boardwalk Dr., Ann Arbor

April 3 (Mon.) 7:00: PM RSR Board Meeting -- NCMS Building, 3025 Boardwalk Dr., Ann Arbor

May 1 (Mon.) 7:00: PM RSR Board Meeting -- NCMS Building, 3025 Boardwalk Dr., Ann Arbor

May 16 (Tue.): Beginners' Day HPDE at Waterford Hills

June 5 (Mon.) 7:00: PM RSR Board Meeting -- NCMS Building, 3025 Boardwalk Dr., Ann Arbor

June 9-11 (Fri.-Sun.): HPDE Weekend at Grattan Raceway.

July 15 (Sat.) 1:30-8:00 PM: Porsches in the Park --German Park (5549 Pontiac Trail, Ann Arbor)

July 10 (Mon.) 7:00: PM RSR Board Meeting -- NCMS Building, 3025 Boardwalk Dr., Ann Arbor

# **Other Events of Interest**

Second Saturday of every month, 9:00 AM: The Gathering At Rennstatt (669 State Circle, Ann Arbor) (see ad below)

January 1 -- April 2, 2023: Porsche 911: The Evolution of an Icon: The Crawford Auto-Aviation Museum (10825 East Boulevard, Cleveland, OH 44106 (see ad on page 26) Third Saturday of every month April thru October, 7:30 AM to 9:00 AM: Ann Arbor Cars and Coffee. Zingerman's Road House, Ann Arbor

June 18-25 (Sun.-Sun.): PCA Parade -- Palm Springs, CA.

The Board would like to thank everyone that voted in the last election for the Board. We would like to welcome Alex Green and Sebastian Gaeta to the Board starting in 2023. We would also like to congratulate Charlie Brown III and Matt Huber for being elected to a second term.



# The Gathering Is Back!

Our Porsche Friends social returns and will be held the second Saturday of each month.

There will be coffee, donuts and bagels along with Porsche camaraderie. No RSVP necessary, just show up and bring any other car-loving friends you have. Starts at 9am, see you then!

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# Current Membership 553\*

\* Includes 334 Primary Members

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January Anniversaries:
Denis & Bethany Hall34
Matt & Dru Huber30
Ralf & Erin Siemens27
Greg & Deborah Peet23
Aaron & Kristine Krueger22
Jim & Kari Dowty21
Kurt & Jenna Peterson19
Al & Marianne Gaulin17
Nicholas Bissoon-Dath13
Steve & Cynny Spencer13
Rick Farrow7
Marvin & Eric Quezada6
Nicholas Mazzocchi & Catherine Couture4
Chris Short4
Long Ying4
Walter & Gail Scherer3
Derek & Kelli Gibbs2
Mark Kochanoski2
Anthony & Tina Magagnoli2
Chris Deconcilus & Megan Cassel1
Scott Eisentrout & Margy Howes1



rebruary Aminiversaries.	
Jim & Loretta Dunham	36
Wally Haley & Carol Morley	29
John & Bill Heider	29
Roy Retzlaff	28
Kevin & Dianne Spicher	28
Ken & Ann Dill	27
Gary & Maggie Hibler	27
Tom & Jan Krueger	27
Glenn Johnson	25
John & Katerina Roumanis	
Wayne Ellis & Patricia Novak	20
Jeremy & Nicholas Goddard	
Robert & Sandra Avery	17
Roland & Lin Heiberger	16
Steven & Trevor Wild	15
Vince Pernell	14
Orgun & Saadet Guralp	13
Conrad Zumhagen & Kathryn Stevens .	13
Will & Katrina Rogers	12
Rick & Joni Scherrer	11
Phil & Nichole Mather	10
Kenneth & Mary Thompson	10
Greg Mercier	7
Doug & Collene Finn	5
Stephen & Lindsay Phillips	5
Richard & Robin Messman	4

Maria Virgilio & Andrew Smith.....2

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 (810-599-3133 or membership@rsp.pca.org).

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 <a href="mailto:membership@rsp.pca.org">membership@rsp.pca.org</a>. 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.



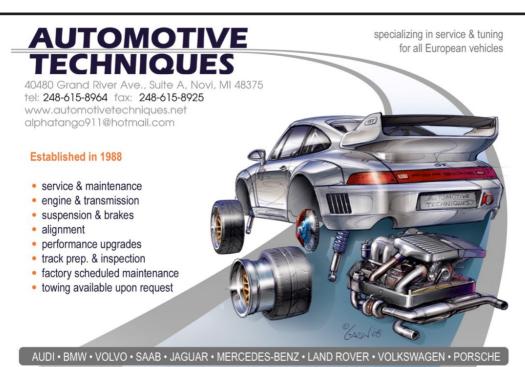
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# 2022 Holiday Party

Story by Mike O'Rear with photos by Burghard Linn & Jon Heidorn

The RSR Annual Holiday Party returned in full swing on Saturday, December 10th. Once again Porsche of Ann Arbor graciously hosted the event and over 90 people and guests joined together to share the cheer of the season. As in past years Brian Pizzuti provided libations with \$2 donations for each drink adding to the donation fund. In the end, in ad-

dition to the many gifts donated to Mott Hospital children, \$2,157 was donated to Mott and \$1,388 donated to United Spinal of Southeast Michigan. It was a fun-filled evening with a wonderful outcome for two important charities in our communities.

(See related picture on page 20)





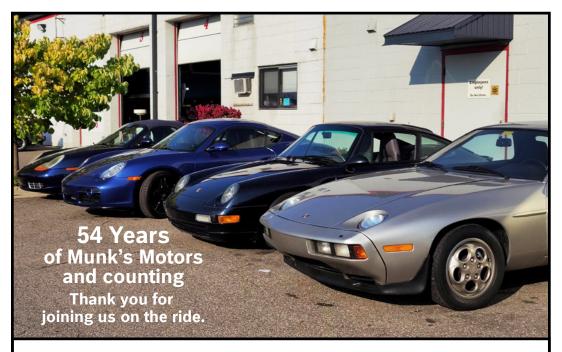
Mary Ann Kantrow received well deserved recognition for her years of service as club secretary. She and husband Dan will depart for the Carolinas sometime later this year. They will both be sorely missed by our club.











Join us for a...

# PORSCHE FECH SESSION



# April 15th, 10 am to 3 pm

Track alignments, Cobb Tuning, and much more!

**All Porsche enthusiasts are welcome** regardless of model or club affilliation. Lunch will be provided.

# 

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# 2023 Events -- Volunteer Now

By Events Chair Jon Heidorn

Happy New Year fellow RSR members! I hope everyone had a great holiday season with family and friends. I've always enjoyed the start to the new year and if you're like me, I often have more ideas about what I want to do in the calendar year than available time. With a fresh calendar in front of me I'm eager to begin planning major vacations, projects around the house, and important activities that enable me to spend quality time with family and friends. One of my favorite trips this past year was a six-day bicycle tour across Bordeaux with my wife where we cycled over 150 miles and got to immerse ourselves into one of the world's finest wine regions, and the perspective from a bicycle seat meandering through wine country was simply outstanding. I don't remember a vacation that left me feeling as refreshed and relaxed (maybe it was the great wine). As I think about 2023, its hard to imagine what vacation plans might unfold that achieve a similar experience and outcome. In my calendar, there are always a number of RSR activities which carry over each year and I plan my time around them including: Ann Arbor Cars & Coffee: Fall Color Tour: Polar Bear Run: DE track days; Holiday Party; and now Porsches in the Park.

The start of January begins the planning cycle for the Rally Sport Region and there are a number of great events throughout the year. Every year there are a handful of 'signature RSR events' making up the fabric of the RSR region where members anticipate the event to be scheduled and the turnout continues to grow. These 'signature RSR events' include the 'New Member Party'; 'Fall Color Tour'; 'Polar Bear Run'; DE Track Days; 'Holiday Party'; etc. Each of these events has established its own identity and following but they don't just happen on their own. Several of these events change owners every so often and this brings new ideas to keep them fresh and exciting. If you have any interest in supporting or planning one of these events, please don't hesitate to reach out.

Mark your calendars for Porsches in the Park 2023, July 15th. This past year the RSR board agreed to a major undertaking with the creation of a new 'signature RSR event' called "Porsches in the Park". The scale of this event brought together 101 Porsches and over 170 people in attendance in July at German Park, just north of Ann Arbor. It was combined with Ann

Arbor Rolling Sculpture on Friday night, Ann Arbor Cars and Coffee on Saturday morning, and provided a fun filled Porsche weekend. The great news is this will be the 2nd year of Porsches in the Park and we have the planning team up and running with participation from SEM and Maumee regions. We believe we can get somewhere close to 200+ Porsches in attendance and increased sponsorships. Stay tuned for more details and registration should be active in early April.

Lastly, the events calendar on RSR gets populated by RSR members, not just the board or events chair. I would encourage everyone who has an idea to please reach out to anyone on the board and let's try it. The ability to execute any type of event has become so much easier and the support from the board and members makes it possible to realize just about any idea. Who knows, any of these events could be one of our 'signature RSR events' in future years! There are a few events for the winter months you might want to be aware of. Sebastian Gaeta has opened his shop. Arbormotion, on the second Saturday of the month for "The Gathering" offering coffee, pastries, and time to spend with fellow RSR members. We'll look to spring for the "New Members Party" and dusting off the cars for some tours. To see the full list of presently planned RSR events in 2023 click your phone on the link below or go to <a href="https://rsp.pca.org/bs/">https://rsp.pca.org/bs/</a> events/.



# Soul, electrified. The new Taycan Turbo. Porsche of Ann Arbor 2575 S. State St. PorscheAnnArbor.com



# Another Visit to the Porsche Museum

Story and photos by Events Chair Jon Heidorn

This past December once again I was in Germany for work and had to spend the weekend between meetings. What better way to get into a festive spirit than by spending time at the various Christkindlesmarkts with Glühwein in hand, with colleagues, and to carve out a day trip to Stuttgart to visit the Porsche Museum.

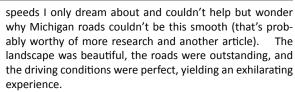
The last time I visited the Porsche museum was in 2013 which included the three-hour factory tour, and it was unforgettable. Since then, my knowledge and love of Porsches has grown, and I felt that I could appreciate the cars and history even more on this visit. My trip started in Nuremberg for several days, then to Munich for meetings on Thursday and Friday and to spend Saturday walking the city and taking in the holiday markets and decorations. I was able to enjoy the BMW museum on Friday afternoon which didn't disappoint, and it scratched an itch for a 2nd BMW motorcycle (more on that at some other time). On Sunday morning, I drove to Stuttgart in a new Audi A6 at











Driving into Stuttgart, it's a bit like Detroit, very industrial. Pulling into Zuffenhausen and coming down the hill to the roundabout, 3 cars are perched high in the air on spears, for lack of better words, as if they are a shrine to the museum and factory. The museum was fairly busy for a Sunday afternoon with lots of families and other enthusiasts. This time at the museum I spent considerably more time reading the information plaques, digesting the history, and admiring the engineering and design elements. There is so much to see and I found that most of the cars this time around were different from the last time I visited.

A few photos from my visit are below but many more have been uploaded to the club's SmugMug account - you can see them here - https://rsrpics.smugmug.com/RSR-Picture-Upload-Folder/Porsche-Museum-Visit-122022/ or click onthe QR Code.







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# **Ramblings From a Life With Cars**

By Regular Contributor and SEM-PCA Member Tom Fielit

What car feature do you absolutely have to have to operate a car? How many features have evolved from extra cost options to standard features? If you study the window sticker of a new car you might be astonished at what you would find. In one column you will find the standard options that define the specific car model as distinguished from the rest of the similar car line. Things in common like engine size, transmission type or body style. In the next column would be the much longer and more specific list of car options. Those are the extra cost options but also special features such as instrumentation, sound systems, lighting features, seat options and on and on with enhancements that define the special worth of that model measured against similar models or even against competing cars. These details supposedly justify the higher price of the car but especially the higher desirability of the car.

If you are like me these details are fun reading materials but are just as confusing as they are supposed to be informative. Of course it doesn't help that most of these features are pretty esoteric and invisible to the observing eye. If it wasn't actually included in the car would I even notice? Another curiosity is that each year many of the extra cost features become standard equipment. Again it is an attempt to justify the ever increasing cost of the standard car.

The option that amuses me the most is the cost of the delete option. Certain features can actually add to the bottom line of the cost to be not included in the standard version of the car. Some packages add to the cost and certain groups of deleted items also add to the cost of the car. This is usually justified as reducing the weight of the car to make it either more exclusive or better performing. In all of these cases the gullible buying public is easily fooled. The absolute bargain would be the standard car with the standard features but what fun is that to own and drive?

Of course I can attest first hand that it was not always like this. My 1972 911E was the first and last Porsche that I bought new off the showroom floor. I would have liked to special order my 911 but there was a cutoff date to accept new orders before year change over. I can't honestly say I would have special ordered it built to a different specification. I can say for sure that I would not have ordered it painted Sepia Brown. But this was a dealer ordered car which meant that at some marketing desk within Porsche some bodkin punched the buttons that spat out my spe-

cific car in the production process and shipped it out to the unsuspecting dealer where he gladly accepted the car no matter how odd the specification. The other oddity is that Porsche built and shipped lots of these similar cars in a rather small demographic area. I saw three of my Sepia Brown 911E in Southeast Michigan alone and many more in nearby states. And then as soon as they appeared they disappeared.

Looking at the window sticker for my 911E you might be struck by how few features were listed as opposed to a description of what was included with the car. Base price for a 911E Coupe was \$7,995. Options started with a 5-speed transmission at \$150, alloy wheels at \$387, stabilizer bars at \$38, towing hook \$15, am/fm Becker Frankfort radio \$245, appearance group \$195 and tinted glass \$129. No Charge options were mechanical fuel injection, radial tires, 4 wheel ventilated disk brakes, electric heated rear window, fresh air h/v, 3 speed windshield wipers, high capacity discharge ignition, undercoating, and rubber padded bumpers, for a final total w/o/transportation charge of \$9,204. There were actually few other options available.

Today's sticker or Mulroney lists dozens of items both related to safety and premium options. You are encouraged to reference your owners guide for a full description as well as operating instructions. What distinguished one model from another can be very subtle. The base no option model is almost nonexistent and I am not even sure can be ordered . But consider how seldom you actually turn on that heated steering wheel or heated mirrors. Don't even get me started on the cost of a matching painted key fob. The point is that while we may like the ability to save some money on a custom ordered car we probably would not do so. There is something special about owning a car loaded up with all the options. The fact is that many of the esoteric options are actually cheaper for the manufacturer to include than to exclude in the assembly process. Most features are not essential to operating the car but they make us feel good that they are there.



Matching Porsche Painted Key Fob



# **Caymans & Commentary**

Story and Phony member Randy Beikmann

### Why Two 718 Caymans?

In 2019 I had a really good plan. Tara's December birthday was coming up, and she had put up with a lot for many years, what with me working at GM and writing a book while we were still raising two kids. And I talk too much about cars. I needed to do something for her.

Another problem was we had no Porsche to take to PCA touring events and the like, since my 2007 Cayman S V8 project was languishing. I was fine for track events with my Focus ST with an aftermarket suspension, and had grown very confident in its handling. In fact, I had become faster than in my 987.

So the plan was to get Tara a Cayman for her birthday to make up for my many shortcomings, give her something to enjoy, and give us something to take to events.

Tara is no fool, and would immediately wonder if there was an ulterior motive. I thought back to The Simpsons episode where Homer gives Marge a bowling ball for her birthday, drilled for his fingers and with his name inscribed.

So I made it very clear that it was to be her daily driver in good weather, and mine would be the Focus. She would let me drive it when we were together, but I would never take her Cayman on the track.

In May of 2020 I found the perfect one for her: a new 2018 base 718, white with Carrera Classic wheels, Bordeaux red seat belts and gauges, and a manual transmission. At \$10k off MSRP, and a classy look, this was the deal. Good job, Randy!

We had it shipped and she loved it. It was awesome. Too awesome. It was easier to drive fast than even the modified Focus. Inevitably I thought about getting my own 718, but balked at the cost.

So I put together a second plan. I would give myself two years to finish the V8 987, and if it wasn't done by then I'd buy a new 718. That plan lasted six months. I knew deep down that finding the time to finish the 987 was going to get harder, not easier, and I couldn't wait. Plus, her 718 was so good that I knew I could never make the 987 better than what I could buy at the dealership (per the Porsche marketing strategy!).

That December I came up with a third plan that would fix the situation and avoid having too many cars, but it blew up in my face. We had a lease coming due for Tara's winter car, and we could replace it with a new Macan for about the same price as a second Cayman. Then Tara could drive a Porsche all year (Macan in the winter, Cayman in the sum-

mer), and there would be room for both in the garage once I offloaded my 987. In exchange, I could use her Cayman, but only on the track.

Details get lost when things get out of hand, so I can't remember how I miscommunicated this great plan. Tara heard the "you could drive a Porsche all year," but thought I meant she would drive the Macan all year. ("You could drive Porsches (plural!) all year" might have been better.) I still think it was a good idea, but after that discussion the topic became the third rail of our marriage, and I had learned some things in 35 years. So the Macan idea was nixed (we replaced Tara's winter car with another lease).

I executed my fourth plan two weeks later. I put in the order for a black 718 Cayman T with a PDK, ventilated seats, the upsized fuel tank and a fire extinguisher, just adding what would help on the track. The one exception was the Bose stereo, the base one being described as "very base."

In early June, 2021 I took delivery, got enough miles on it to take it to Grattan, and had a blast. Its black paint with titanium gray stripes and wheels, and its lower stance, give it a mean look, in contrast to Tara's classier looking one. Meanwhile the 987 found a new home with someone who is finishing the V8 project.

So that's why we have two 718 Caymans. I couldn't be more pleased with how things turned out. I've got a track-oriented 718 with a PDK, Tara's got a street-oriented 718 with a manual, and we've both got an intact relationship. Finally a plan that worked!

Of course, Tara has decided that when our son Aric visits and wants to drive at Grattan, he can use her car on the track. She's always liked him better than me. But I won't even try to devise a plan to solve that.



Salz & Pfeffer

# Rally Sport Region Generosity Arrives at C.S. Mott Children's Hospital



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For more information:

Bill Stevens 614-214-9732 billstevens61@att.net Meredith Irvine, Music therapy Manager, and Mike Hartwell, Sr. Associate Director of Development for C.S. Mott Children's Hospital received RSR's donations and just over \$2,650 in cash from President Peter Grant (center).



# The 944 Chronicles

By member Skip Kuhn (see other articles by Skip at http://exclusive.multibriefs.com/author/skip-kuhn)

It's cold, dark, gloomy, and generally unpleasant outside unless you are up north on a ski vacation. Must be December in Michigan. I also know its winter because my solar power panels are producing barely enough power to keep the battery tenders running in the garage much less power the entire house. So, it's time again to reprise the list of racing and/or car oriented videos you should be enjoying in the cold winter weeks ahead. I actually have all new entries this year that I've had on the shelf for quite some time but continue to forget to include in the list. It's not all road racing and Porsches but then again neither is the automotive world all road racing and Porsches. Most of these are available on DVD somewhere, I think.

### **Documentaries**

- Funny Car Summer Growing up in the sixties and seventies I loved car magazines and building car models. One of my favorite model kits ever was the Roland Leong Blue Hawaiian Dodge Charger funny car that I read about in Hot Rod magazine. This film follows the exploits of Jim Dunn and his mid-engine Cuda funny car through the 1973 (or74?) NHRA racing season. This film is very esoteric as it focuses on one class of drag racing and one man's efforts to design and develop a one of a kind midengine funny car design.
- Disassembling The Greatest F1 Car With The Men Who Made It The 1988 Prost / Senna McLaren MP4/4 This is the car that dominated Formula 1 in 1988. As a career automotive development engineer and acknowledged super nerd, I highly recommend this video. It takes you through the design and development details of the MP4/4 with the guys that actually created the car. Note that Gordon Murray is not present. That's because Steve Nichols, an American, was the guy in charge of the MP4/4 design and development.
- Nine Days in Summer This film is one of the "Ford Archive Gems" that chronicles the design and development of the Ford Cosworth DFV F1 engine and the Lotus 49 chassis that first used it in competition. If you like this one you should read "First Principles". This is the official biography of Keith Duckworth the "worth" in Cosworth Engineering. He chronicles the creation of the DFV Formula 1 engine in Chapter 7.
- McLaren (Pioneer, Leader, Father, Champion) This is

the biography of Bruce McLaren from his early days in New Zealand up until his death in 1970 testing the M8D CanAm car at Goodwood. Eoin Young has written at least two books about McLaren that make excellent companion reading to the film. The first was "McLaren, The Man, The Cars, & The Team" published in 1971. McLaren was my favorite race car manufacturer while growing up so I've had that book since grade school. The second book is "McLaren Memories". This is a more complete biography published in 2005.

# **Documentary / Dramas**

- Rush Ron Howards 2014 dramatization of the battle between James Hunt and Niki Lauda for the 1976 Formula 1 title. It's very heavy on the dramatization but if you can overlook that it's an entertaining way to spend a Saturday afternoon. My favorite part is when Niki Lauda was driving with some new acquaintances, and they told him that there was no way he was a race car driver because he was driving far too sedately. Of course, he immediately picked up the pace for a proper demonstration of "fast" driving.
- Snake and Mongoose I had the Hot Wheels Snake and Mongoose funny car drag racing set when I was growing up. It may have been my favorite Christmas gift ever! This movie chronicles the real life story of the Mattel Hot Wheels sponsored funny car match racing duo of Tom "The Mongoose" McEwen and Don "The Snake" Prudhomme. Another story from the 1970s when racing was really exciting and corporate sponsorship became the standard business model for successful top level professional racing teams.
- The World's Fastest Indian Burt Munro was another Kiwi who liked to go fast. But, he did it on two wheels instead of four. As the title suggests, he raced an Indian motorcycle at the Bonneville Salt Flats. The twist, he set his record of 184+ mph on a 1920 Indian Scout at the age of 68. Not an unusual age for a Bonneville racer by the way.

# **Super Racing Nerd**

 Weekend of a Champion – Spend a weekend with Jackie Stewart. This film was produced by Roman Polanski and was filmed during the 1971 Monaco GP weekend. The

(Continued on page 23)





101 Parkland Plaza www.oriona2.com Ann Arbor, MI 48103 734-995-3188 (Front Seat from page 5)

dioxide, and the 10 gallons of gas required some level of energy to distillate and deliver. Meanwhile, depending on what part of the country you're in, recharging the electric car produced some amount of carbon dioxide if the electric source is coal, but not sure how you'd measure it's environmental impact if wind, hydro, nuclear, or solar panels were used to produce it. The EV car itself would not have produced any carbon dioxide.

Finally, first responders have registered concerns about helping someone who has had an accident in an EV, as the power packs boast of 500 or more volts of (literally) killer juice. My understanding is that all EVs are now equipped with an auto cutoff switch at the main power pack that is activated in the event of an accident.

Oh yea, forgot about the lithium fueled battery fires. There have been recalls by more than one manufacturer with "fixes" for EVs that have had a tendency to spontaneously combust, with the advisory to not park the thing in your garage or anywhere near a building until the "issue" is fixed. They should have thought of that when they were

loading all those Porsche and Audi EVs onto that ill-fated ship that went down somewhere between Europe and the USA...burning merrily all the way to the bottom of the sea! These fires burn incredibly hot and are difficult to put out. Yipes!

So are EVs the wave of the future? Will they be the panacea they, at first blush, appear to be? Is there another technology waiting in the wings? Hydrogen? Fuel cells? Solar? As I'm so fond of saying...stay tuned. And in the meantime, if you want to experience some eyeball peeling acceleration, go visit your local high-end EV dealer and ask for a test drive. The Porsche Taycan would be a good one. With 100% of torque available from zero RPMs, EVs are staggeringly quick, many touting sub-three second 0-60 times. The lack of the engine sound of a high-strung Porsche flat six singing it's 8K RPM song takes a bit of the fun out of it, but going that fast that quickly tends to dominate your attention, so you might not miss it as much as you think...or not.

And that's the View From the Front Seat

(944 Chronicles from page 21)

most recent version was distributed in 2014 and includes Stewart's and Polanski's commentary and observations about the film 40 years after it was released.

- Once Upon a Wheel Released in 1971, this is a documentary about motorsports of the period including Indy, Formula 1, and NASCAR. Its hosted by Paul Newman and includes appearances by drivers and celebrities of the era. And of course, the background music is all from the period. This film is great fun especially if you remember watching racing on TV back in the days of ABC's Wide World of Sports.
- Boys of Bonneville And now for something completely different. I absolutely love the Bonneville salt flats and Land Speed Record Cars. This is a documentary about Ab Jenkins and the Mormon Meteor car he piloted to several endurance speed records on the Bonneville salt flats in the 1930s. The story follows the restoration of the car and is narrated by noted actor and amateur Porsche endurance racer Patrick Dempsey.

### Off the Beaten Track

The Racing Scene – I found this film one snowy afternoon while wasting time on Amazon Prime. It is a 90 minutish documentary about James Garner's American International Racing (AIR) team and their 1969 season campaigning a Lola T70 in various North American road races including the Daytona 24 hours and Sebring 12 hours. As with many racing endeavors it probably seemed like a good idea at the start of the season, not so much at the finish.

Like all things video nowadays copies of these films or portions of them can be found on YouTube, Ebay, Prime, Vudu, yadda, yadda. My son bought me a new projector for Christmas that is WiFi and internet enabled so I plan to try it out with a few of these titles, lots of popcorn, and a beverage of my choosing. Have fun and Happy New Year.





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# **Porsche Club of America**

Rally Sport Region -- Board Meeting Minutes
Monday, November 7, 2022

Peter Grant: President	Present
Jon Heidorn: Vice-President	
Burghard Linn: Treasurer	Present
Mary Ann Kantrow: Secretary	Present
Charlie Brown III	Absent
Dave Finch	Present

Wally Haley Present
Matt Huber Absent
Kevin Kral: Present
Phil Mather Absent
Riley McKeown Present

Members & Visitor Present: Mike O'Rear, Glenn Trapp, Tim Pott, Tom Neil, Dennis Huibregtse, Eddie Russell, Dan Kantrow, Tim Boertman, Chris Short, Charles Schenk, Alex Green, Tom Green, John Thomson, Diane Thomson, and Sebastian Gaeta.

**Track Report:** Kevin Kral is now the track chairperson for all track events. Tom Green is working on the Grattan event contract. Kevin is working on the Waterford dates for next year. Christian Maloof is the CDI while Phil Mather is the co-CDI.

**Call to Order:** Peter called the meeting to order at 7:02PM at the NCMS Building, Ann Arbor.

**Newsletter:** Mike set the deadline for content during the 3rd week in January.

**President's Report:** The two charities for the Holiday party are United Spinal Association and Motts Children Hospital. Checks or PayPal can be used for payments to USA for the Holiday party. Also accepting unwrapped toys. \$50/person. The party will be held at Germaine Porsche of Ann Arbor.

Website: No report.

**Meeting Minutes:** September meeting minutes were reviewed. Motion: To approve meeting minutes passed.

# **Events Committee:**

**Treasurer's Report:** Burghard reviewed the September, October Financial Reports and DE Financial Summary. Motion: To approve all financial reports passed.

• 10-Dec ..... Holiday Party

REMINDER: The Treasurer's Report is available to club members. Email Burghard Linn at burghard.linn@gmail.com

• 8-JulPorsches in the Park. Contract signed.

**Insurance Report:** Wally Haley would like to remind the event organizers to submit reports.

**New Business:** The December board meeting will be cancelled. Ballots can be returned at the Holiday party. Tom Green indicated that he would like to set up an event to review how cars are inspected before track events. After some discussion it was decided to review this idea with the track committee so they can work out a solution. Kevin will bring the topic into the next track committee meeting.

Sponsorship Report: No report.

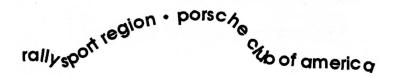
Old Business: None

Advertising Report: No report.

Motion: To adjourn the meeting passed unanimously at 7:54PM. Minutes taken by Mary Ann Kantrow, Secretary.

Membership: Glenn Trapp confirmed our status is down to

339 members.



# Crawford Auto-Aviation Museum Exhibit Explores Evolution of the Porsche 911

The Crawford Auto-Aviation Museum explores what might not have been if Porsche had discontinued its flagship car with its newest exhibit --

**Porsche 911: The Evolution of an Icon**, runs November 17, 2022, through April 2, 2023, at the Crawford Auto-Aviation Museum, 10825 East Boulevard, Cleveland, OH 44106. For more information, visit <a href="www.thecrawfordmuseum.org">www.thecrawfordmuseum.org</a>.

# **About the Crawford Auto-Aviation Museum**

The Crawford Auto-Aviation Museum is located at the Cleveland History Center and is part of the Western Reserve Historical Society. The Crawford—originally known as the Thompson Products Auto Album—was founded by Thompson Products (now TRW) president Frederick C. Crawford and opened on August 13, 1943, as one of the first car museums in the U.S. In 1945, Ruth Franklin was named curator and became one of the first female museum curators in the U.S. Franklin held that position for 26 years and was the first woman named to the Board of Trustees for the Antique Automobile Club of America. Mr. Crawford's collection became part of the Western Reserve Historical Society in 1963, and on September 11, 1965, opened its doors as the Frederick C. Crawford Auto-Aviation Museum in a new building at its current location at 10825 East Boulevard in Cleveland, Ohio.



# **CLASSIFIED ADS**

# **CARS FOR SALE**

1980 Porsche 911 SC Targa: 3.0 L SOHC FI Flat Six Engine,



5-Speed 915 Transaxle, Serial Number: 91A0142599 77,580 Miles \$59,911. For more details contact Conrad at 734-645--5778 or email Conrad@SellYourSportsCar.net

(02/23)

**2015** Porsche **911** Targa **4S**: VIN:WP0BB2A95FS135032



6,145 miles! \$119,991 Contact Conrad at 734-645-5778 or email Conrad@SellYourSportsCar.net (11/22)

**1996 Porsche 911 Turbo:** VIN: WP0AC2994TS376086 24,600 Miles. See the complete description & photo gal-



lery via this link: https://conta.cc/3y0Q1Bf Contact Conrad at 734-645-5778 or email Conrad@SellYourSportsCar.net (11/22)

**1987 Porsche 911 Carrera:** 3.2L 217 HP Air Cooled SOHC Flat 6 Engine, 5-Speed Getrag G50 Manual Transmission. VIN: WP0AB0919HS120535, 97,820 Miles, Included: Two sets



of Fuchs wheels, race seats, harnesses and bar, more. Link to photos: <a href="https://www.dropbox.com/scl/fo/gxfuqhbo45q57fwpc9bc3/h?dl=0&rlkey=6dqqs49rt0">h?dl=0&rlkey=6dqqs49rt0</a>

<u>d7rexrse8jsot9o</u> \$74,911. Contact Conrad at 734.645..5778 or email <u>Conrad@SellYourSportsCar.net</u> (9/22)

To place a classified ad in The Bahn Stormer, please contact bahnstormer@rsp.pca.org (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.

# **OTHER ITEMS**

Pair of headlight assemblies for a 987.1 Boxster (2005-



**2008) or Cayman (2006-2008):** A few barely noticeable pits from an unfriendly gravel truck, but no sun exposure since 2015. \$50 takes the pair, local pickup only. Contact Randy Beikmann 810-772-0745 or rbeik-

mann@comcast.net (02/23

Two Used 235/40R18 Yokohama Advan Neova AD08R 91W Tires: with 5/32" thread. \$150. Contact Andy 734-718-6432 (5/22)

# Porsche Parts Need a New Home:

The following **914 parts** are free and ready for adoption into their new forever home(s)

- 914 windshield
- 914 rear windows (2)
- 914 side window glass (3)
- 914 side vent windows and guide (3)
- 914 steel wheels w/old tires (4)
- Steel rear valence

I also have most of a 1.8 914 engine (EC037544) with a matching transmission. The cylinder jugs and one piston are missing but everything else (I think) is there including flywheel, fan, and fan shrouds. Not for free but the goal is to get them out of my pole barn so make me an offer.

The following **944 parts** are free and also ready for adoption:

- Two front seats, rear seat cushion and seat back
- 924S wheels with old cruddy tires (4)
- 944 side window glass (both sides)
- 944 bits and pieces including bumpers, exhaust catalyst, and space saver spare.

I also have three **MGB** centerlock wire wheels and an **MGB** transmission (for free) that are lonesome for company as they are stored with piles of 944 parts and don't speak a word of German. They would appreciate a new home with other British parts so if you have an LBC in need of their services give me a call. Contact Skip at 734-344-9506 or T1143rk@gmail.com

Car Storage: heated, secured \$650 up to 6 months. Call Clem Weierstahl 810-636-2840. (09/22)

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