

The Bahn Stormer

Volume XXVIII Issue II -- March 2023



Member Peter Maehling's 911 as it appeared at the 2013 Concours of the Americas in Plymouth. It was one of 10 Porsches celebrating the 50th anniversary of the 911.

Photo by Ruth Maehling

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

Contents

The Official Page	3
From the Front Seat	5
Calendar of Events	7
Membership Page	9
Rocky's Stretch and Me.....	13
Ramblings from a Life With Cars.....	17
Caymans & Commentary	19
944 Chronicles	21
Meeting Minutes	25
Classified Ads	27



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Advertisers

ARESCO, Inc.....	23
AutoMark Collision Center.....	16
Automotive Techniques	10
Copyrite Printing	2
Finn's J M & J Insurance	10
Fred Lavery Porsche	24
Michigan Community Insurance Agency.....	26
Munk's	4
Orion Automotive Services	18
Porsche of Ann Arbor	14
Porsche of Farmington Hills	28
Rennstatt Racing (of ArborMotion).....	22
Road-Keeper with GPS.....	17
Stadium Auto Service	12
www.sellyoursportscar.net	25

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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
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The Official Page

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From the Front Seat

By RSR President Peter Grant



Blue skies, sunshine, and temperatures in the low 50s...must be springtime in Michigan. Probably late March, or April sometime? Ha! Early February? This cannot be, and I suspect many (who are probably right) will point to global warming as the culprit...if you want to call it that (culprit). I prefer to call it, global warming or not...a panacea!

We've had a couple of really cold weeks, and a really solid snowfall. And now it has warmed up. Ah, you say, but there's still salt on the roads from all the cold and snow. Well abra kadabra...along comes a heavy all-day rain to wash the salt away. Whoa! Melanie...where are the Porsche keys. Quick!!!

I feel sorry for those who've put their cars away for the "winter" with no hope of retrieving them until "real" spring. I'm lucky enough to have mine in a spot where I could rescue it while the rescuing was good...as in blue skies, sunshine, and clear streets. Temperature not an issue except to remember that those really grippy ultra-high performance summer tires act a bit like slicks in the rain on the cold pavement. I was quickly reminded of this when right after pulling my 911 out of storage, I pressed a bit hard into the go-pedal to scoot out into traffic only to feel the rear end start to step out a bit. Lesson quickly learned.

All this has been great, and I hope many of us have had the opportunity to enjoy our Porsches for this early, albeit false, spring. There is no doubt that Mother Nature is messing with us, and I will certainly not be surprised if by the time you read this month's edition of the Bahn Stormer we are all knee-deep in snow again. Such is the nature of the beast...and life in Michigan.

In the meantime, I was happy to get the 911 back in the garage as I've been without a winter project this year, and am going a bit stir-crazy. I had pulled the transaxle out of the 944 last fall to check a couple of things on it, and quite literally pushed it off to the far side of the garage. Just a tad more than \$100 at Harbor Freight for four wheel dollies and the car was easily and single handedly pushed over snug up close to the wall. Makes for a surprising amount of extra room when you don't have to leave space to open the door. But it needs nothing other to put the transaxle back

in once it's been taken care of...so no projects for it.

So Melanie's Bolt lost its space in the garage and the 911 came home. Aside from driving the heck out of it. I've changed the oil and (with some help from a friend) flushed the brake fluid. Having all the wheels/tires off to do the brake fluid, I was surprised to find that the rear tires were down to the wear bars. Yipes! Not surprisingly, the front ones still have plenty of tread. Note to self (and anyone else with a 911), need to pay much closer attention to the tread depth on those rear tires. For some reason, they seem to wear out much faster than the fronts! Hmmm? Replacements are on order from Discount Tire. It'll be good to start off the "real" spring driving season with fresh grip on the back. Wonder is that had anything to do with the little "slip" of the rear end mentioned earlier?

In search of additional projects to do once Mother Nature gets back in gear, I gave some thought to checking/replacing the coils and plugs. While I have no "symptoms" that they are needed, it seemed like a good idea given the mileage on the car. However, a bit of research indicated that it required a significant disassembly of the rear end of the car, including mufflers and heat shields...so I've put that on the list for next winter. In the meantime, I'll keep driving it until the weather says I can't. Too bad I didn't think of it when I did the water pump earlier this year, which also required a significant but slightly different disassembly of the rear end! Oh well.

Take heart, the real spring is coming, and with it a full season of touring, tracking, and social events...hopefully something for everyone within our RSR community. So get ready to polish up and fire up your Porsches and come out and join us for some spring, summer, and fall fun. See you on the road...

And that's the View From the Front Seat



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More Details about HPDE at rsp.pca.org/bs/drivers-ed/

Please thank our sponsors of the 2023 season by having them assist in for season preparations!



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Grand Rapids Garden & Track Tour Saturday, June 10th

Departing Saturday morning join us for a fun afternoon in Grand Rapids. We'll begin with a relaxing tour of the Frederik Meijer Gardens.



We'll then take a winding drive out to the Grattan Raceway where we'll drive "parade laps" on one of Michigan's most challenging road courses. Don't worry, parade laps are driven at normal public road speeds with no opposing traffic).

Finally, we'll join the enthusiasts who have spent the day driving the course at speed for the Saturday dinner on the site.

The cost for all events is only \$60/person. For more information contact Kevin Kral (kevinjkrall@gmail.com) or msreg.com/23RSPGarden to register by Saturday, June 3rd.

RSR Calendar of Events

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.

June 10 (Sat.): Grand Rapids Garden & Track Tour (see ad on facing page)

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

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

September 11 (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 page 23)

January 1 -- April 2, 2023: Porsche 911: The Evolution of an Icon: The Crawford Auto-Aviation Museum (10825 East Boulevard, Cleveland, OH 44106 (Details at www.thecrawfordmuseum.org)

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 (see page 25)

June 18-25 (Sun.-Sun.): **PCA Parade -- Palm Springs, CA**. (see page 20)



Thanks to Those Who Make Our Club Successful



Jon Heidorn

Jon is not only Rally Sport Region's Vice-President, but he also serves as the club's Events Chair. In that role he has hosted events, encouraged members to try hosting, and, most notably, headed our region's Porsches in the Park event. It was very successful last year with more than 100 cars and this summer is expected to draw even greater participation, including from other Porsche clubs around the mid-west. His contributions are fundamental to our club's success. All that and it was Jon who launched the highly successful Ann Arbor Cars and Coffee which draws huge crowds every third Saturday in the spring, summer and fall.

Thanks Jon!!

PORSCHE

IN THE PARK 2023

Gathering of 200+ Porsches – Time Speed Distance Rally
Driving Tours – People's Choice Car Awards – Dinner – Dancing

Saturday, July 15th

1:30 – 8:00ish pm

German Park, Ann Arbor, MI



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

- **Informal gathering** - Friday July 14th (details coming)
- **Ann Arbor Cars & Coffee** - Saturday July 15th 7:30 – 9:00 am
- **Porsches in the Park 2022** - Saturday July 15th 1:30 – 8ish 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.



Membership

Current Membership 554*

* Includes 336 Primary Members

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David Glenn
South Lyon, MI
2022 Cayman GT4

Joe Seto
Brighton, MI
2014 Silver Boxster S

Member Anniversaries

Gary Migut & Catherine Migut-Derwoyed	10
Alan Vayda & Kim Zaugg.....	35
Sebastian & Narmeen Gaeta	29
Jack & Penny Dunlap	28
Thomas & Nanette Elsner	28
Peter & Melanie Grant	27
Michael & Michele Jahs.....	25
Ernesto & Olga Roedenbeck.....	25
Chuck Price.....	24
William & Lucy Mainwaring.....	19
Arnie Spieker & Robbie Murphy.....	19
Gerald & Pam Zimmerlee	14
David & Annette Kelter.....	13
James & Janice Acker.....	10
Paul Burakoff	10
Chris & Jill Middlemass.....	10
Harry Sukumaran.....	10
David & Elizabeth Yu.....	10
Andy Kochanowski	9
Shea Burns.....	7
Arland Gifford.....	6
Robert Kennedy.....	6
Peter & Jessica MacFarlane.....	6
Martin Buelhoff & Dani Dossman.....	4
RJ Lee.....	4
Buddy & Kim Shearouse	3
Dan & Linda Wagner.....	3
Jim Zamberlan	3
Marcio Boff.....	1
Joe McGreal.....	1

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 membership@rsp.pca.org. 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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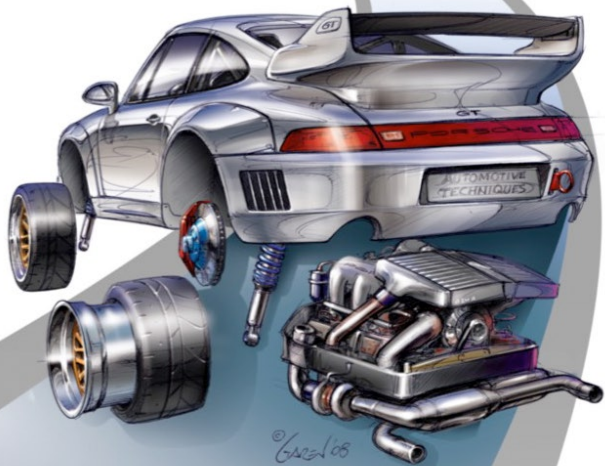
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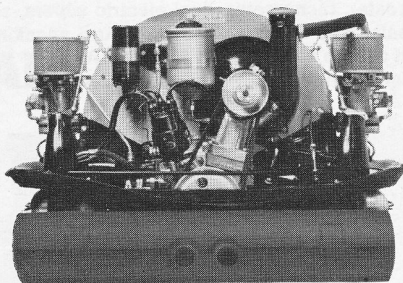
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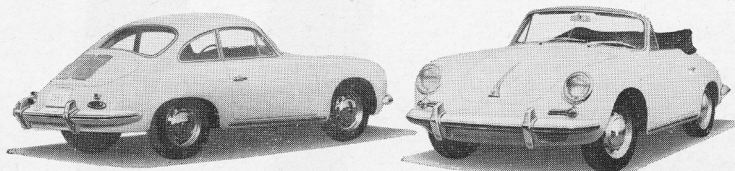
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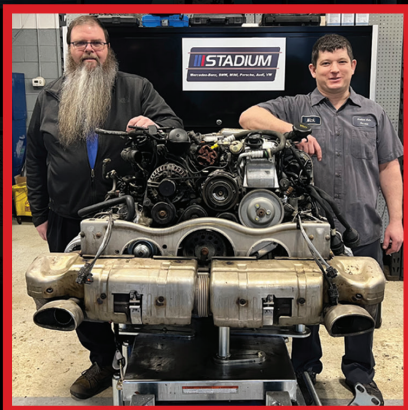
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Rocky's Stretch and Me

By Past President Tim Pott. Photos from Barn Find

The Rocky Stretch and Me

I recently received a text from my son, Nick, with a picture and a question. "Did you ever work on this stretch 911?" Accompanying his question was an ad in the Barn Find website for a long neglected, rusty old Porsche 911 Targa...actually two 911 Targas that had been cut and welded together using two-thirds of the front of one car, and two-thirds of the rear of a second car to make it a Porsche



stretch limo complete with two removable targa tops. My initial response was "hell no". I did remember working on a stretched Porsche for the now deceased, flamboyant restaurateur, Rocky Aoki of Benihana restaurant fame, but the one in the ad just didn't seem right. When I took the time to look closely at the pictures, I saw the faded Kirin beer advertisement on the side, the plastic 993 body work, and the memories came flooding back. Yes, I had worked on this unique (I am being kind here) Porsche.

It was the summer of 1991. I had to do a bit of research to nail down the exact year, and my then partner in Eurotec Motors, Paul Milske, and I had been in business just about three years. I got a call from the service manager at Howard Cooper VW, Porsche-Audi. It wasn't often that they referred cars to me for repairs, so I figured it was either something unconventional or perhaps something so nasty and rusted that no one of their guys would want to touch it. Lucky me, it turned out to be the former, the request was to look at a 1970's Porsche 911 stretch limo Targa. The car had been entered in the Car and Driver One Lap of America (previously the Cannonball Run) and it had failed a tech inspection. The event that year was launching from Domino's Farms. The problem with the car was that the front end was sitting way too low, so low that tires would rub during hard cornering. The glutton for punishment that I was, I agreed to look at the car and see what we might be able to do.

Very soon after the phone call, this unique monstrosity came rolling into my parking lot with the front end crunching on the pavement as it negotiated the driveway ramp. It was a dark blue car with lots of sponsorship logos including the aforementioned Kirin beer as well as Benihana restaurant logos. The interior had been modified with one set of seats facing rearward, the rearmost set of seats facing forward and a refrigerator and sushi bar planted in the middle of the two sets of seats. The entire team of drivers were in the car complete with matching driver's suits as well as other promotional paraphernalia. It was clear that they would be waiting while we worked on the car. Failure to fix this vehicle was not an option.

The problem with the stretch Porsche's front end was



that one of the torsion bars had broken resulting in the excessively low ride height in the front. Having raced 914 Porsches which use virtually the same front suspension, I had a plethora of used but serviceable parts including an entire front suspension. It was already afternoon and the car needed to get re-teched the following morning, so time was of the essence. My partner and I got to work thinking that the 914 torsion bars would fit right in the 911 control arms and front subframe. We were wrong. The way that the torsion bar anchors into the subframe and control arm is via splines and for reasons unknown to me, Porsche had opted to use a different spline count on the 914 bars than the ones used on the 911s. Plan B meant that we would have to install the entire 914 suspension onto the 911 chassis, which would certainly take a lot more time. It was becoming clear that we might be working later into the evening than we would have liked, but we had been assured that money was not an obstacle and the overtime work was going to be both lucrative and interesting. We began the process of transplanting the 914 suspension into the 911.

(Continued on page 15)

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The new Taycan Turbo.



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PORSCHE

(Rocky's Stretch from page 13)

We couldn't put this extended Porsche on one of our hoists because it was simply too long, coupled with the fact that the chassis looked like it might break in two if we attempted to do that. So, we were working on the floor using jacks and jack stands, not the optimal conditions. We also had the distraction of the team of drivers, the team manager and a photographer hovering the whole time worrying as to whether this thing would get finished on time, if at all. But Paul and I were determined to see this mission through, and still had the alignment process to perform when we were informed that light was beginning to fade and they needed to take some promotional shots of the team and car. We were lucky because behind the shop was a very picturesque grassy berm with some woods in the background. We hastily puttered the car, now with the front end no longer plowing up grass as it made its way to the top of the berm.

The photo shoot made the whole event worth the effort. It turns out that Rocky Aoki had hired a bunch of Japanese, ex-motorcycle racers to pilot the effort. These guys were all slight of stature, most of them walked with a limp, and none of them spoke a word of English. As they got ready for the photo shoot the team manager asked if we would like to have a picture taken with the car and drivers. How could we pass this up? The light had faded to the perfect summer evening hue as we all stood behind the car arms around each other and giving the thumbs up. Paul and I towered over our new driver-buddies and we all were having a great time. I made it very clear to the manager that those pictures were an absolute must-have for me. I offered to pay for the processing and even postage to send them, but I was assured that wouldn't be necessary as he would be happy to send some copies. To me, the bill for the work was even less important than having one of those pictures hanging on my wall. Sadly the promises were not kept as the photos never showed up in my mailbox, so I have no documentation that any of this really happened at all.

Checking the results of the 1991 One Lap of America shows that their stretch limo Porsche did not fare so well. They were third from last in the overall scoring. Other very interesting tidbits of Rocky's life were revealed when some research was done for the writing of this article. The one that I find the most interesting



Rockie Aoki -- thrill seeker and Benihana Restaurant Founder.

was how, while in the hospital recovering from a nearly fatal speed boat accident, he woke up to find on one side of his bed his wife and on the other side his mistress. He was divorced shortly after recovering from his injuries. I also discovered that Rocky had a penchant for racing a couple of other stretch limo cars in other One Lap events: a stretch Corvette and VW Beetle.

One Lap of America.

The OLoA is an event that crosses the country with stops at various race tracks along the way where competitors compete and accrue points based on their finishing times. Cars are broken into classes that allow for some equity in the competition and there are various levels of preparation that are taken into consideration. Normal safety rules and inspections are required in order to keep things reasonably safe. The One Lap of America event morphed out of a much more loosely organized cross country race called the Cannonball Rally where, rather than competing on tracks, the cars and drivers were actually racing on highways coast to coast. The Cannonball Rally still exists today, but in a sort of under-the-radar fashion due to the fact that multiple laws are broken in the process of running the event. The One Lap of America is very much on the up and up in terms of not breaking laws as it keeps the competition on the race tracks that it visits.



Rockie Aoki's nearly fatal boat accident may have been understandable.

Editor's Note: For entertainment check out Rocky Aoki in Wikipedia -- he lived quite a life.

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Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

A New EV World

This new EV Generation Is going to rock our world and not all of us are going to be able to cope with it. You may have noticed that in all of the commercials for EVs from cars to trucks to super sized SUV, and from Porsche to Nissan to Cadillac, all emphasize the thrill of being able to go from zero to sixty in four seconds or less. And it can be done with no more driving skill than to be able to mat the throttle pedal.

Think about how much driving mayhem can occur in four seconds. Think about when you mat that throttle you can't take that action back. Those of us with driving education background know what it means to lose control and how easy that loss can happen but also how hard it is to regain control. Now take all of those probabilities and apply them to your average driver or even worse to a new and inexperienced driver. Multiply those times the average heavy weight EV on low rolling resistance tires for that all important mileage range extension. Now you begin to see how much excitement we are about to get into.

The stop light grand prix is nothing new to me. The hotter the car I drive the more motivated my fellow driver seems to be challenged to leave me in his or her mirrors. For the most part I ignore these challenges as being immature and dangerous, not to mention endangering the rest of the driving world we engage in. I've done my share of these hard launches to know how violent and sometimes unpredictable they can be. Irregular road surfaces play havoc on tire traction and car control and mechanical stress. Plus I know full well how much a pair of rear ties cost and how much life I am leaving on the road with each launch. Al Wright used to give us regular thrills leaving pit lane with a full throttle side-step of the clutch in his 550 hp twin turbo 996. That was until he stripped the teeth out of the differential and had to buy a new transmission.

What do we do now as we wait for this real live too, too, too Hollywood stunt to inflict itself on our streets? The obvious answer is to not engage. As you take your Panamera Lightning edition out for a fun private cruise please resist indulging your neighbor in that harmless drag race. Let the little old ladies decide who drives the fastest grocery getter. One solution could be what Nissan reportedly did with their Nissan GTR. When they come in for service they politely told the owner that launch mode had been selected one too many times and the drive train warranty had expired. The other one I will call the Michigan solution, and that is to let the pavement rot so bad in the launch pad pavement

area of stop light intersections that it is impossible to hook up at anything more than a docile and sedate accelerating fashion. The only winner here is the tire stores endlessly replacing corded tires.

Yes, just as we mourn the end of the muscle car era we enter the muscle electric car era. As the commercial exhorts us, it is time to indulge ourselves and enjoy the thrills that wait for us. The legal ads will soon follow to say it should not be your fault that you wrapped your Tesla around the back of that huge red fire truck. If the car was so smart it should have known better on its own anyway. Also suppress that long sigh when you try to explain that way back when you had to shift twice to hit 60 and they ask: "what is a shift?"

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Everyone welcome Tim Pott to the Orion team. Tim joined us in 2020 and brings his extensive Porsche experience and great attitude to brighten our days. We are expanding our expert Porsche coverage to include more performance/racing and vintage services. Now we are 356 to 992 woohoo!



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Caymans & Commentary

By member Randy Beikmann

Tracking EV's

When I was a kid we would travel out to western Kansas to spend part of summer vacation visiting my aunt and uncle. My cousin had an HO scale AFX slot car track in the basement, and we would spend a good part of the day racing each other. I still remember the sharp ozone smell that would build up, and a white Chaparral and a blue and yellow Porsche 917/30. We had fun, but we couldn't appreciate at the time how cool that was.

Those were tiny cars that had energy fed to them by a slot in the track. At some point, some of us might be driving full-scale electric vehicles on a full-scale track. And instead of feeding off a slot in the track, they'll carry their energy with them in a battery. When will EVs be up to that? When will track facilities be up to that?

In some ways EVs are ideal for road courses. They typically have a low CG because their heavy batteries are carried under the floor. They have nearly instant torque response, with maximum torque available at zero RPM. Most never have to shift, so they are always in "the right gear." Their torque curve is smooth, so it should be easy to modulate with the accelerator pedal. Being ideal for one quick lap is one thing, but can it keep it up for twenty-five minutes or so?

Electric motors generate heat that needs to be dissipated. When run hard, a lot of heat needs to be transferred somewhere fast. Early Teslas weren't built to cope with it, overheating in less than a lap. But a later Model S set a lap record at the 12.94-mile Nürburgring, and a Porsche Taycan has since beaten that.

If an electric car can make it around the 'Ring once without overheating, I imagine it could keep going as far as its battery would take it. Which brings us to the next issue: range.

When we were visiting our son Aric in California we stopped in at a track day at Laguna Seca, and one of the classes had Tesla Model 3's eerily going by with the only sound being tire squeal. They stayed out roughly as long as the other classes, so they seemed to have the range for typical track sessions.

But what about the next session? A battery's power output drops as its charge drops, so there is a performance drop-off if you can't fully charge it first. Plus, letting the charge drop too low will damage a Li-Ion battery. So the track would need a bank of chargers to keep them happy. How many chargers would it take, and how much would

that cost?

Based on track data from my 3100-lb Cayman T, I estimate that a 4000-lb electric version (batteries are heavy) with the same performance would require an average power of 150 kW (about 200 HP) on a fast lap at say, Grattan. Assuming 20 minutes of fast laps in a session and 100% efficiency, that would drain 50 kW-hr of electrical energy from the battery.

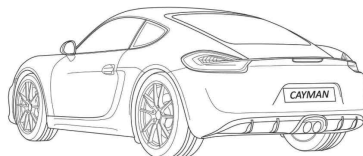
The good news is that it's less than \$10 worth of juice. The bad news is that it would take a hefty 50-kW DC charger 60 minutes to charge it back up. Adjusting for battery and motor inefficiencies, that might become 80 minutes – just about the time available before the next session.

I found it hard to pin down the cost of a 50-kW charger, but \$10,000 or so seemed like on the low end from googling it. Even at \$5,000, that would mean an investment of around \$100,000 to get a single class of 20 electric cars ready between runs. How much would the track have to "charge" to make that back, when these chargers would only get used on certain track days?

And once the track buys the chargers, they have to feed them. Twenty 50-kW chargers would draw 1,000 kW, or 1 megawatt. The Fermi 1 powerplant puts out about 1,100 megawatts, so one electric vehicle class at one track would use about one tenth of one percent of the capacity of a large powerplant to run it. That means a big power line leading to the track, which doesn't sound cheap.

So, what's the upshot? I don't see us tracking many pure-electric cars soon, even if they themselves are capable. Between purchase price, charging availability, and the wealth of gasoline-powered track-worthy cars out there right now, why would we?

And thinking ahead to when gasoline powered cars become more scarce, how much do you think prospective trackies will care that a used Cayman has a turbo flat-4 instead of a flat-6?



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The 944 Chronicles

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

As I was paging through the latest Panorama last night, I found a brief discussion on the “amplification” of current and future vehicles by some of the major manufacturers. For those of you not familiar with the term, this is a relatively new automotive sales strategy which forces the vehicle buyer to pay a monthly subscription fee to enable functionality of certain features or accessories both electronic and mechanical. In other words, you buy the base car and then lease the options. These options can include anything from specific navigation and infotainment features to the now infamous announcement by BMW that they were intending to require new buyers to pay a monthly subscription fee to maintain functionality of their heated seats. Maybe that’s okay in California but Michigan? That’s just wrong. Although this marketing strategy appears to be limited to the luxury car market that could change.

In fact, several of the vehicle OEMs both domestic and imported have announced their intentions to implement subscription-based functionality of certain vehicle features in their future product lines. For example, Mercedes is offering a \$1200 yearly subscription “option” that would permit the buyers of select EQ vehicles (electric cars) to increase the power output of their vehicle’s electric motors by 20 to 24 percent. It is called the “Acceleration Increase Service” and the bottom line is without the monthly payment the 0-60 acceleration time of some of these vehicles decreases by up to a full second. You can lease the full performance capability of the vehicle but you can’t buy it outright. What a difference from the time when the manufacturer sold you the full vehicle capability but provided you with a “valet” key that limited engine power when you turn the keys over to the local restaurant parking valet.

I think we all know that push button multi-mode performance controls are nothing new. Porsches have PASM and Sport Chrono. Driver selectable automatic transmission shift modes (sporty vs soft) have been around for decades. My Civic Type R has three different chassis drive mode settings to select from depending on how sporty you are feeling on any given day. They even alter the amount of intake sound that’s piped into the cabin. A very silly feature I admit but apparently someone at Honda thought otherwise. Two-way connectivity and communication between your car and the manufacturer has also been a standard feature in many vehicles for over 25 years. Think GM OnStar. OnStar was introduced in 1996 and many GM owners did

not/do not even know that their vehicle is equipped with two-way communication capability because they haven’t subscribed to it or used it. But it’s also there, in Porsches (Porsche Connect), and clearly the manufacturers have found a new way to put this connectivity to profitable use. Of course, the OEMs are assuming/hoping that their future customers will willingly support this strategy with our check books. We should not.

The subscription business model has been with us for decades in the software world and it does have its place elsewhere. I’ve been paying licensing fees for finite element analysis and CAD software for many years. But with those fees I get product updates and improvements on a continuing basis and access to customer support. My time tracking, invoicing, and accounting software requires a yearly subscription fee and its cloud based which means I can use it on any computer from anywhere in the world at any time I like. That makes it efficient and convenient and I do not have to load any additional software on to any of my computers, ever.

However, when I toggle the R+ switch in the Civic I expect it to go to track mode chassis settings. When you adjust the PASM in your Porsche you expect it to select the appropriate settings. If it doesn’t work you go to the dealer and ask them to fix it. But if PASM for example, were to become a subscription-based feature/accessory, it may not be broken. Consequently, instead of fixing it, the dealer may just ask you for your credit card because your PASM subscription has expired and they turned it off by remote control. I don’t like that model. I’ll gladly pay up front for the features I want but a monthly or annual fee just to turn on the heated seats, not a chance. I’ll go without.

Which brings another idea to mind? Some type of system is obviously used to enable payment be it some kind of autopay or monthly reminders that your bill is due. No doubt the vehicle systems are already sophisticated enough to determine if your subscription is valid or the electronic system in question has failed and requires service. I propose the manufacturers go that extra step and combine the billing and fault checking capabilities into an onboard AI (artificial intelligence) that speaks with driver to provide system status and functionality checks. I’m thinking HAL 9000 from the film 2001 A Space Odyssey, with a bit more attitude.

(Continued on page 23)

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THE GATHERING



AT RENNSTATT

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!

(944 Chronicles from page 21)

You: "HAL set the chassis controls to track mode"

HAL: "I'm sorry Dave I can't do that"

You: "HAL please turn on the heated seats"

HAL: "I'm sorry Dave I can't do that either"

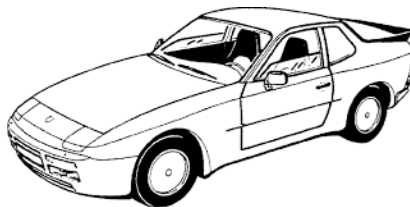
You:....."What? Why, Please HAL"

HAL: "I'm sorry Dave, your credit card was declined for the current billing cycle. You know this isn't the first time we've had this issue."

You: "That's not my fault. Your system screwed up. Who asked you anyway?!"

HAL: "No need to get upset Dave. Perhaps you should re-evaluate your current spending habits. I can help you with that you know"

And on and on and on. You get the idea. I do however have an even better idea for controlling certain driver selectable features remotely. I want a remote control that I can use to mute the driver selectable "loud" exhaust system mode currently available on certain sporty car models. You know which ones I'm talking about. Now that would be useful.



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Porsche Club of America

Rally Sport Region -- Board Meeting Minutes

Monday, February 6, 2023

Peter Grant: President.....Present
Jon Heidorn: Vice-President.....Absent
Tim Pott: Previous Past PresedentAbsent
Burghard Linn: Treasurer.....Present
Kevin Kral: SecretaryPresent
Charlie Brown III.....Present

Members & Visitor Present: Glenn Trapp (Membership/Historian), John Thomson, Tim Boertman, Dave Walker, Charles Schenk, Gary Hibler, Jim Glenn, Nick Bleau

Call to Order: Peter called the meeting to order at 6:58PM at the NCMS Building, Ann Arbor.

President's Report: Discussed upcoming ideas that go along with Events Committee. Also discussed upcoming Zone 4 and National Board Meeting.

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

Treasurer's Report: Burghard reviewed the November/December, 2022 Calendar Year, and January 2023 financial reports. Motion: To approve all financial reports passed. REMINDER: The Treasurer's Report is available to club members. Email Burghard Linn at burghard.linn@gmail.com

Insurance Report: No Report.

Sponsorship Report: Tim is pursuing sponsors for Porsches in the Park.

Advertising Report: Lost an advertiser. Looking for a new advertiser to take that place.

Membership: Glenn Trapp confirmed our status is down to 334 members.

Track Report: Discussed current signups and went through upcoming season and new sponsorship package.

Newsletter: Mike set the deadline for content February 19th.

Website: No report

Dave Finch.....Present
Sebastian GaetaPresent
Alex Green.....Absent
Wally Haley: Insurance ChairAbsent
Matt HuberPresent
Riley McKeownPresent

Events Committee:

- Rolling Sculpture event will not be taking place this year (goes with Porsches in the Park). Possible idea for a Pub night instead. Porsches in the Park will need support for the peoples choice awards. Looking for Volunteers.
- Sebastian has volunteered for running the New Members Party
- Looking for Volunteers for leading a drive to go with the Grattan Entertainment Event 6/10.
- Matt is looking to add Flash Drives back and going to the LaFontain Classic Dealer as one of them.

New Business: Please send Peter ideas and questions for the Zone 4 meetings upcoming. Discussed getting together to watch F1.

Old Business: None

Motion: To adjourn the meeting passed unanimously at 7:45PM. Minutes taken by Kevin Kral, Secretary.



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April 15, May 20, June 17, July 15, August 19,
September 16, & October 14



PCA Multi-Region Swap Meet, Car Show & Tech Quiz!! Saturday, April 22, 2023 – 10:00 am– 2:00 pm

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Western Michigan, Michiana & Maumee Valley Regions are also invited.



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(02/23)

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1996 Porsche 911 Turbo: VIN: WP0AC2994TS376086 24,600 Miles. See the complete description & photo gallery via this link: <https://conta.cc/3y0Q1Bf> Contact Conrad at 734-645-5778 or email Conrad@SellYourSportsCar.net (11/22)

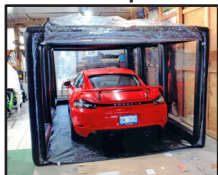


1987 Porsche 911 Carrera: 3.2L 217 HP Air Cooled SOHC Flat 6 Engine, 5-Speed Getrag G50 Manual Transmission. VIN: WPOAB0919HS120535, 97,820 Miles, Included: Two sets of Fuchs wheels, race seats, harnesses and bar, more. Link to photos: <https://www.dropbox.com/scl/fo/gxfuqhbo45q57fwpc9bc3/h?dl=0&rlkey=6dqqs49rt0d7rexre8jsot9o> \$74,911. Contact Conrad at 734.645..5778 or email Conrad@SellYourSportsCar.net (9/22)



OTHER ITEMS

2022 Car Capsule Showcase: (16' by 9' by 6.5') Drive in door, 2 side doors, recirculating fan. \$1,700 or best offer. See on www.carcapsule.com Call David Glenn at 248-437-3872.



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 rbeikmann@comcast.net (02/23)

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

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.

Clem Weierstahl 810-636-2840. (09/22)

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