

The Bahn Stormer

Volume XXXVIII Issue IV --May 2023



Photo by Burghard Linn

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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bahnstormer@rsp.pca.org

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

The Official Page

2023 Rally Sport Region Officers

President

Peter Grant*
Ann Arbor 48104
president@rsp.pca.org

Vice President

Jon Heidorn*
Ann Arbor 48103
events@rsp.pca.org

Immediate Past President

Tim Pott*
Ann Arbor 48104
tech@rsp.pca.org

Treasurer

Burghard Linn*
Brighton 48116
treasurer@rsp.pca.org

Secretary

Kevin Kral*
Auburn Hills 48326
secretary@rsp.pca.org

Advertising Chair

Burghard Linn*
Brighton 48116
treasurer@rsp.pca.org

Sponsorship Chair

Tim Pott*
Ann Arbor 48104
tech@rsp.pca.org

Membership Chair

Glenn Trapp
Brighton 48114
membership@rsp.pca.org

Tech Chairs

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Dundee 48131
tech@rsp.pca.org

Track Chair

Kevin Kral*
Auburn Hills 48326
kevinkral@gmail.com

Events Registrar

Charlie Brown III*
Livonia 48150
registrar@rsp.pca.org

Chief Driving Instructor

Christian Maloof
Ann Arbor 48104
track@rsp.pca.org

Co-Chief Instructor

Phil Mather*
Clarkston 48348
phil@philmatherracing.com

Insurance Chair

Wally Haley*
Royal Oak 48073
whaley@haleylawfirm.com

Archivist / Historian

Glenn Trapp
Brighton 48114
membership@rsp.pca.org

Bahn Stormer Editor

Mike O'Rear
Ann Arbor 48103
bahnstormer@rsp.pca.org

Der Cranky Webmeister

Emmanuel Garcia
South Lyon, 48178
web@rsp.pca.org

Events & Social Media Chair

Jon Heidorn*
Ann Arbor 48103
events@rsp.pca.org

Other Board Members

David Finch*
Ann Arbor 48103
daf@raetech.com

Sebastian Gaeta*
Ann Arbor 48108
sebastian@arbormotion.com

Alex Green*
ahgreen2012@aol.com

Matt Huber*
Brighton 48114
911huber@gmail.com

Riley McKeown*
Ann Arbor 48104
rlymckeown@gmail.com

Zone 4 Rep

Dave Stetson
Zone4Rep@national.pca.org

* Denotes Board Member



ORION WELCOMES YOUR PORSCHE'S BEST FRIEND: TIM!

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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From the Front Seat

By RSR President Peter Grant



Decades and decades ago, when I was a “young” man, I was a Ford guy. Ran in the family since my Dad handled the Ford account for a company called RL Polk. They did direct mailings for broad marketing campaigns. As luck would have it, my very first car was a 1954 Ford Customliner. I know I’ve written of this car in previous posts...I think when I was writing from the Back Seat! Before buying the Ford, I drove the family’s Renault Delphine. Both of these cars had manual transmissions, which in that day was not unusual.

My brother carried on the family tradition and went to work for the Mercury division of Ford. Of the many Mercurys I bought through him (and his connections), the ones I remember most were a Cougar XR-7 and a Capri (a really neat little car)...both were also manual transmissions. So early on, I had a lot of experience “rowing my own” gears.

My brother’s job took him to Dallas, and I visited him fairly often since at the time I was footloose and un-attached. He had bought a new BMW 320i for his wife (working for Mercury?), had it for a couple of years, and was selling it. While I was not in the market for a car, I happened to be visiting during this time and he threw the keys to me and said “go ahead, take it for a drive”.

Long story short...I drove it home. I was amazed that any manual transmission could shift so easily, or that any car could feel so light and nimble. Certainly, anyone who knows BMWs knows that the 320i is not known to be one of the best cars BMW ever built, but compared to all the (mostly) Ford products from that period that I’d been driving, it was remarkably agile.

Thus, I started my love affair with German automotive technology, and for a long period of time, BMWs in particular. I drove them as my daily drivers, and raced them in club racing for over 10 years. Then along came Porsche. I’d quit racing and reached the stage in my life where having a “toy” car (one not driven year-round or used as a daily driver) was doable. In a long-ago missive from the Back Seat I related the time when I bought my first Porsche...a 1988 911 Cabriolet...and how I ignored all the “danger” signals along the way and bought it anyway. I’m certainly glad I did.

As many of you know, I collect cars in a serial fashion. Since I have neither the resource nor storage capacity to own all the cars I’ve owned and loved at the same time, I do them one (or two) at a time...thus living within my limits and keeping peace

in the family. And along the way, I’ve learned that patience and bartering are wonderful things...having related in another previous post (this from the Front Seat) how my current and much loved 2009 911 Cabriolet is for me the “equivalent” of my wife’s Koi Pond that now graces our back yard. At the risk of sounding sexist, I’ll go ahead and say it...“happy wife, happy life!”! and Visa versa!

In the midst of my fascination for buying Porsches in serial fashion, along came Mr. Audi and Mr. Mercedes to do stand-in daily driver duty...all coming and going in serial fashion, the same as the Porsches, but also in keeping with my fascination/love of German cars. It needs to be said that since this fascination for German cars was born so many decades ago, the entire automotive industry has grown by leaps and bounds, with almost all manufacturers from countries around the world producing great products. From kid-haulers to haul-assers, there are multiple choices for just about any type of automotive transport that anyone could want...including ones that drive themselves now. Really?!

But getting back to the German car theme here, I’ve recently noticed something knawing away at me as I occasionally browsed the auctions on Bring-a-Trailer. It took me a while to identify it, but it dawned on me that the cars on BaT that were capturing the bulk of my browsing time were BMWs...and the light bulb went off! OMG...how long has it been since I’ve owned and driven one of them? Well...wonder no more. Stay tuned...

And that’s the View From the Front Seat.





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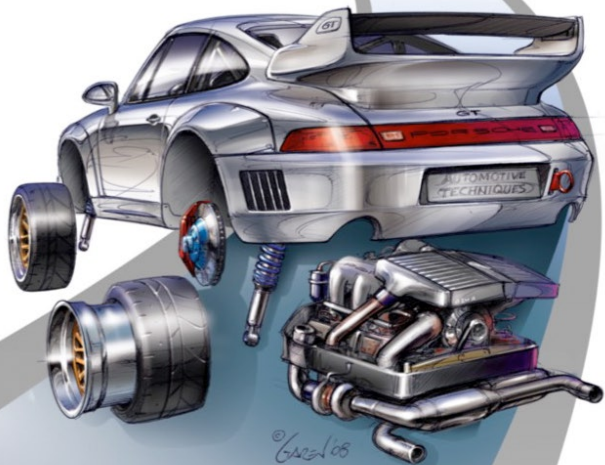
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RSR Calendar of Events

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

May 6 (Sat.) 10:30 AM - 1:00 PM: New Member Party at Rennstatt of ArborMotion Host: Sebastian Gaeta (see ad on page 8)

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

May 20 (Sat.) 9:00 AM: RSR Time - Speed - Distance Rally at Stadium Auto (2405 W. Stadium Blvd. Ann Arbor) Hosts John & Diane Thomson, Nick Bleau & Jim Glenn (see ad on page 11)

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 page 10)

July 12 (Mon.) 7:00: PM RSR Board Meeting -- NCMS Building, 3025 Boardwalk Dr., Ann Arbor

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

September 30- October 1 (Sat.-Sun.): HPDE Weekend at GingerMan Raceway.

Other Events of Interest

Second Saturday of every month, 9:00 AM: The Gathering At Rennstatt (669 State Circle, Ann Arbor) (see page 23)

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)

May 27 (Sat.) 12:00-3:00 PM: Classics at the City Club, Ann Arbor City Club (1830 Washtenaw Ave.)

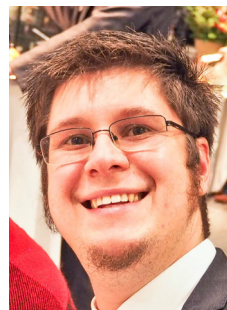
June 2-4 (Fri.-Sun.): Motor-Stadt 50th Anniversary Event -- Bavarian Inn & Lodge, Frankenmuth, MI (see ad on page 15)

June 18-24 (Sun.-Sat.): PCA Parade -- Palm Springs, CA. (see page 20)



Thanks to Those Who Make Our Club Successful

Since joining Rally Sport Region in 2010 (at age 18) Kevin Kral has become an important part in making this club a success. Early on he hosted a great tour of the Lake St. Clair shore and has helped others with their tours. He served briefly as Vice-President before realizing that his growing family demanded more of his time. But then he soon agreed to replace the irreplaceable Mary Ann Kantrow as club Secretary. Kevin is also very involved with the Track Committee and will be Track Chair for the club's Waterford Hills events. Kevin has proven that you don't have to have gray hair to make a real difference!



Kevin Kral



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 cooled, air cooled, electric, rear - mid – front engine.

Rally Sport Region New Member Party

May 6th, 10:30 AM – 1:00 PM-ish

Renstatt of ArborMotion

(669 State Cir, Ann Arbor)



Mark your calendars and dust off your cars from winter storage and join us on Saturday, May sixth for the New Members Party. We will welcome our newest RSR members and catch up with our current members. Sebastian Gaeta will be the host the New Member Party at Rennstatt of ArborMotion where coffee, snacks and a lunch will be provided.

Membership

Current Membership 568*

** Includes 345 Primary Members*

New Members

Tyler Berry
Pleasant Lake, MI
2003 911 Carrera

Steven Gilmore
Farmington Hills, MI
2012 Cayman

Kurt Mahan
Howell, MI
1988 911 Carrera

Steven Root
Whitmore Lake, MI
2006 Cayman S

Sunil & Madhu Bhatia
Ann Arbor, MI
2023 911 Carrera 4S

Jacob Joseph
Ann Arbor, MI
2018 Cayman GTS

Paul & Kim Ray
Brighton, MI
2018 Panamera Turbo
Sport Turismo

Member Anniversaries

Peter & Ruth Maehling..... 42
Eman Garcia & Iris Zapf-Garcia..... 29
Dick & Steven Zarbo 29
James Huff..... 28
John & Zachary Cairns 27
Richard & Doreen McGuire 27
David Evrard & Cathy Kalahar..... 25
Jim & Miriam Long 25
William Bachteal & Lisa Smith..... 24
Phil & Darlene DeBerry 24
Christian Cook 20
Michael & Tara Wuebben 19
Rob & Jan Potts..... 18
Brad & Angie Ruiz..... 18
Navid Mazloom 14
Raymond & John Plummer..... 13

Clay & Margie Shouse..... 13
Steven Watson 13
Simon & Jenn Glynn 12
Puneet Manchanda & Monica Valluri
12
Steven & Jeanette Ambrose 10
Brian & Laura Pizzuti..... 10
Robert & Katie Zucker..... 10
Jim & Chris Alvey 9
Randy & Tara Beikman 9
Patrick & Carolyn McNamara 9
Steve & Jennifer Sahl..... 8
Jonathan & Mindy Krueger..... 7
Don Lucier 6
Patrick Ogdin 6
Dean Rottermond..... 5

Steve Gross & Suzanne Schimanski-
Gross 5
Dale & Rochelle Stepaniak..... 5
Shari Kennett & R T Paulin..... 4
Paul & Alison McClorey 4
Jim Napiorkowski Jr. 4
Tony Colarossi..... 2
Michael Kasotakis..... 2
Gutam Muthusamy 2
Marcelo Williams Silva & Alinne De
Castro Silva..... 2
Carel Allen 1
Brian Collins..... 1
Mario Ramirez..... 1
Charles & Ruth Schenk 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.

2023 HIGH PERFORMANCE DRIVERS' EDUCATION SEASON



Register Now to Reserve your Spot

May 16th—Waterford Hills

June 9th-11th—Grattan

September 12th—Waterford Hills

And New for 2023!!!

Sept 30th/Oct 1st—Gingerman



Sign up at www.motorsportreg.com/orgs/pca/rally-sport

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 — 9:00 AM

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 track enthusiasts who 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 register by Saturday, June 3rd. at msreg.com/23RSPGarden.

PCA's Classic Club Coupe Heads to Auction June 10

No. 001/001 Classic Series
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Another RSR TSD Rally (Time - Speed - Distance)

Navigate Your Way to Fun!!!!

Saturday, May 20th, 9:00AM at

Stadium Auto of Ann Arbor

(2405 W. Stadium Blvd.)

Another fun event hosted by Rally Masters
John and Diane Thomson with Stadium Auto
hosts Nick Bleau and Jim Glenn.

Use your smart phone for a route that is
roughly two hours long with **NO DIRT ROADS**.
Legal speeds are maintained throughout and
there are no tricks to try to get you lost — you
have to do that all by yourself!

To register go to motorsportreg.com
\$20 fee/car



Classics at the City Club

1830 Washtenaw Avenue
Ann Arbor, MI 48104
www.annarbortcityclub.org

Saturday, May 27, 2023 Noon to 3:00 PM
Rain or Shine!

All interesting cars, motorcycles, trucks, bicycles, and other forms of wheeled
transportation are welcome! Vehicles are parked for up-close and personal viewing

- This is a non-judged show • Free laminated description of entered vehicles

SPACE IS LIMITED. RESERVE YOURS TODAY!

Registration forms postmarked on or before May 15: \$15.

Registration forms postmarked after May 15 (including day of show): \$ 20.

No registration fee for vintage bicycles.

To facilitate the parking of vehicles, an arrival time period will be sent to entrants prior to the
show. Please plan to arrive within the assigned time period. Car clubs are welcome. Car club
members and vehicle owners who wish to park together must indicate that when registering,
and arrive together on show day. For additional information, contact
Greg Fleming at greg@annarbortcityclub.org or 734-662-3279.



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Baja California

Story & photos by Member Tom Green

On February 19th I traveled to Palm Springs, CA to meet my great friend Owen Balduf. Owen is a former RSR member who moved to California to pursue his rock violin career and to become a professional off road/adventure motorcycle guide for Rawhyde Adventures.

First, as some of you know, I am a car and motorcycle enthusiast. I love BMW and Harley motorcycles with many other classic and dirt bikes thrown in. Second, the term “adventure bikes” is defined as motorcycles that can be ridden on pavement and can easily go off road, through sand, over mountains and through rivers. My favorite motorcycle is a new 2023 BMW R1250GSA. An amazing motorcycle! Did I mention that Owen also is in sales for Long Beach BMW? Also convenient, as my new motorcycle was sitting in Owen’s driveway.

Owen is normally leading groups of 20-25 riders through the deserts of southern California and the Baja. I convinced him to be my personal guide for eight nights in Baja, Mexico, one of my bucket list dreams. He agreed. So off we went heading south with the entire trip planned by Owen.

The first day was relatively long heading past the Salton Sea and crossing into Mexico at Mexicali. What a huge city! No freeways, just congested streets. Owen had already been teaching me “lane splitting” on a previous trip. Whoah! Fun, but a little dangerous. We then passed down the Sea of Cortez to a quaint little fishing/tourist village called San Felipe, where we stayed two nights to avoid a winter storm.



My favorite story comes next. We left San Felipe and were heading south when we stopped at a small café (few and far between) for a light lunch and hydration. We walked in and saw only an older couple sitting at one of the few tables in the café. I started a conversation with them and they said they had been coming to the Baja for 50 years and that they owned a house there for 10 years. Their full-time

residence was in Flagstaff, Arizona. I asked what brought them to Baja for 50 years and they said “racing”. Of course, I had to make the joke “How do you end up with \$100,000 racing?” “Start with \$300,000.” They laughed, but he said he was one of the lucky people who made a living racing. At this time I only knew one name in Baja 1000 racing and it was Ivan Ironman Stewart, so I joked again, saying “So your last name is Stewart?” He cocked his head and said “How did you know?” Crap! I was sitting with Ivan Ironman Stewart!!!! We had a light conversation and when he and Linda were leaving, he asked if he could do anything for us. I said I just wanted a picture with him. No problem.



After pictures, they invited us over to their beachfront house and we spent a casual and amazing hour and a half with them. Ivan and Linda are two of the nicest and cordial people I have ever met. What an experience!

My second favorite story was going out on a whale watching boat near San Ignacio. There were 280 grey whales in this Pacific bay during our three hour excursion. Within five minutes I was able to pet a whale for about seven seconds. Wow! We saw whales breaching and mating. A really, really cool experience.

(Continued on page 15)

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The new Taycan Turbo.



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PORSCHE

(Continued from page 13)



The whale -- up close!

I want to thank Owen for another incredible life experience and for being such a great friend. Owen and his partner Chris will be performing music for us at the RSR Grattan HPDE on Friday and Saturday evenings. Owen is very well known in the music industry for his natural talent. That was another perk of the trip. Owen played his violin every night on the trip. He made many friends and fans. I have one

more trip planned with Owen this spring. My son Alex and I will spend six days in April riding in the Mojave desert and Death Valley. Can't wait!



Three Amigos -- Tom Green, Ivan "Ironman" Stewart and indomitable past RSR member Owen Balduf.



Motor-Stadt 50th Anniversary Event

June 2nd – 4th 2023

Bavarian Inn & Lodge
Frankenmuth, Michigan

June 2nd:

- Early Registration
- Social Gathering

June 3rd:

- Registration
- Car Show
- Silent Auction
- Driving Tours
- Banquet Dinner
- Keynote Speaker – John Lacko,
50 years of motorsport
photography
- Live Entertainment & Social

June 4th

- Group Breakfast
- Self-Guided Driving Tours

\$95/Person (includes dinner, 2 drink tickets, entertainment, car show entry, driving tours, keynote speaker, polo shirt or hat, sim racing, welcome bag)

Online Registration: <http://msreg.com/MSR50TH>

Room Bookings: <https://www.bavarianinn.com/stay/>
Group Discount Code 13F8YB

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The 944 Chronicles

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

Last month I shared my latest brainchild with you, Project Vintage Racing 944. If you recall this is going to be my interpretation or homage to the Escort and Firehawk Endurance Series racers of the 1980's. Although I have been working somewhat diligently on getting the car prepared, I am definitely not going to make it to the VSCDA driver school at Gingerman in May. Unfortunately work commitments have taken precedence but then again, work also pays for the cars and the racing so it naturally takes priority.

Nevertheless, progress is being made. The lower and lap belt mountings are completed. I also have the Sparco driver seat and mounts ready to go in after the roll cage installation is finished. The roll cage arrived earlier than



expected, and it actually kind of fit without any noticeable modifications. But, as with most projects either in the garage or for the home, in the words of Roseanne Roseannadanna, "it's always something." The connecting sleeves for the bolted joints were for the wrong diameter



tubing. No worries, that just meant I got to go shopping at Alro Metals in Ann Arbor. If you like to make things out of metal (or plastic) Alro is the place to go. They have a showroom that is open to the public and sells drops, cutoffs, and precut lengths of al-

most anything metal. Perfect for the hobbyist or DIYer. I bought a 3 foot stick of 1.75" x 0.095 wall DOM mild steel

tube to make the proper size connecting sleeves for the roll cage. A little work with the bandsaw and the drill and viola, coupling sleeves, that fit. Paint, hardware, and some more additional work with the drill and we go from a pallet of parts to a ready to install cage.

Oddly enough the manufacturer provides the bolts and nuts to attach the cage to the floor but they don't provide any of the bolts or nuts for the sleeve connections. You get to source those yourself after of course reading the rule book to check what diameter and grade of bolt is required. In this case "it's always something" resulted in an unplanned trip to the fastener store. A bit more unplanned time and money spent on the project. It was kind of like the trip you have to make to the hardware store on a Sunday afternoon when you realize that your little baggie of spare faucet washers has every washer known to man except the one you need to fix the kitchen faucet.

What the roll cage seller does tell you up front is that the SCCA compliant double door bars do not simply bolt in like they used to. They have to be cut, fit, and welded into position after the cage is assembled. Not a trivial task and one yet to be completed for Project 944. It also takes the cage from being truly bolt in and removeable to partially bolt in and not removeable. This feature takes me from a simple "it's always something" to "I need a guy" who can fabricate in the side bars now that the cage is bolted into the car. Fortunately, I have a guy locally who vintage races a 914 so I think I have this covered without having to trailer the car to an offsite shop. Again, more time and more money, before the car is ready to go, time being the important factor here. I will also have to go back and cut and sleeve the side bars after they are welded in if I want to make them removeable. Time consuming but not difficult. Anyway, I think garage projects are always more fun and definitely more rewarding when there are some challenges to be overcome.

Likewise, "it's always something" can also lead to positive and rewarding outcomes. In my case, it usually leads to an opportunity (excuse) to buy new and interesting tools for the shop and garage. Come on, admit it, who among us works on cars or is a DIYer that doesn't like buying more tools? No one, of course. Especially power tools.

(Continued on page 23)

Have You Started Your Porsche Recently?

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Caymans & Commentary

By member Randy Beikmann

I Listen to Rush!

I was cleaning the garage the other day when my mind started wandering. I was thinking about the things that happen in life that make such an impression that they get frozen in your mind.

Once in the mid-1990's I was driving down Church Street in Brighton, approaching the intersection with Grand River. A big old Mercury Grand Marquis was just ahead of me, and the driver was wearing a hat.

Back then, nobody wore a hat unless they were way younger than me or way older. Driving a Marquis, this guy was older – probably even older than I am now.

Then I looked down and saw the bumper sticker that said, "I Listen to Rush!" Now, I had listened to Rush since 1975, and they were one of my favorite bands, along with Queen and Kansas. But I was surprised they were popular with people thirty or so years older than me!

Yeah, he meant a different Rush.

Back to the present, my mind kept wandering and I thought about all the deep-minded songs Rush played, with most of their lyrics written by Neil Peart. It would be hard to convince me that Neil was not the best drummer that has ever lived. (Unfortunately we lost him in 2020.)

The lyrics he wrote were just as extraordinary as his drumming. Most rock bands didn't cover the range of philosophy, dystopian societies, mythology, black holes, dealing with fame, the magical gift of radio, remembrances of growing up, and the imagined remembrances of a better past by someone living in future times.

That last subject is from their song Red Barchetta, which I didn't fully appreciate until a few years ago. It's about a society that had put in severe restrictions on cars and motors. Sports cars couldn't be driven anymore. What cars were left were huge – two lanes wide. But the song's protagonist has an uncle with a secluded hiding spot:

*My uncle has a country place
That no one knows about
He says it used to be a farm
Before the Motor Law*

*And there he hides a treasure from his youth, which he
now keeps ready for the nephew:*

A brilliant red Barchetta

From a better vanished time

*With it the nephew commits his "weekly crime" of tearing
along the country roads, driving like his uncle had:*

Wind

*In my hair
Shifting and drifting
Mechanical music
Adrenaline surge*

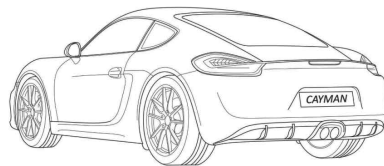
The music conveys those feelings. The title was based on Neil's favorite car, the 1948 Ferrari 166MM Barchetta, but most of us have similar memories with the cars from our youth. Many of them would look like toys next to today's cars.

It turns out the song was inspired by a 1973 article in Road & Track by Richard Foster. At the time there was a movement to make all new cars withstand a 50-mph collision without injuring the occupants. They would all have to be behemoths to do this. Foster imagined people driving them carelessly, and even making a sport of punting the older cars off the road. I remember reading about the same subject, and worrying that the fun would be sapped from driving.

Fifty years after that article, we have similar concerns. We can still find sports cars. Most are about 50% heavier than then, yet they perform better than ever. But "shifting and drifting" is becoming more rare, and in ten years it's possible that no new cars will have manual transmissions, and maybe no engines.

Big changes are coming, although it's hard to say exactly what. Heavy electrification and autonomous features, but to what extent? The safety movement nearly outlawed convertibles, and Cadillac advertised their 1976 Cadillac as "the last American convertible."

So who knows? Maybe the tide will turn. Again.



Don't Just Attend Porsche Parade... ...Be a Part of It!



The objective of a PCA Rally is to follow a course from point to point, usually on public roads, to the precise detail specified in the rules - it can be competitive or for fun. Competitive Time Speed Distance (TSD) Rallies dictate a certain time schedule for the checkpoints along the way. Points are deducted by arriving at the checkpoint either early or late. Gimmick Rallies, also competitive rallies, may include a Gimmick (Poker Rally, regional interest). Part of the challenge with a Gimmick Rally is to discover the intended route, which may require other skills such as solving a puzzle. PCA Parade TSD Rallies use the Richta app for scoring and no expensive rally equipment is necessary ... all you need is a mobile phone. New to Rallying? Parade is a great time to give it a try!



June 18-24, 2023
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Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

History of Style

Porsche is celebrating 50 years of Porsche car design and marking it with a special edition run of Carrera 4S Targa cars plus a custom chronograph Porsche Design watch and a one off build of a new 1972 S Targa destined for the Porsche Museum, all cars presented in black with hounds tooth interior. The history of industrial design goes much further back. Industrial design also known as Werkbund is credited to Peter Behrens in 1907. Design style was applied to every day used household and industrial pieces. This opened the revelation that the style design of an item could add to its value beyond its functionality. In the US that industrial design was mostly credited to Raymond Loewy. He was born in France in 1893 and died in Monaco in 1986. He was credited with a wide variety of design of items from the Coke bottle to streamlined trains and many daily used kitchen utensils. He primarily worked for Studebaker with his most famous car design of the Avanti.

Porsche car design started with the 356 designed by Erwin Komenda in 1948 in Gmund, Austria with 76,000 cars in the production run through 1964. Design was relocated to Zuffenhausen in 1950. When Porsche decided to design a replacement they turned to Studebaker in 1953. Studebaker proposed a totally new design of front engine prototype they designated as the Porsche 542 or Studebaker design Z-87.

Porsche rejected this design and turned to Ferdinand Porsche to come up with a fresh design but with styling links to the 356. His design of the 911 became the original shape which even in its current shape can be recognized as descended from the earliest 356 design. He is also credited with the design of the 904 and the F1 racing car the 804. His other major contribution was adding the Targa bar for the 911 in answer to the government ban on convertible cars.

But Ferry wanted more design control so in 1972 he founded Porsche Design. In 2003 this became a subsidiary of Porsche AG combining with Porsche Design Group based in Zell Am See Austria. Separating from the family managed Porsche AG, Ferry was free to expand Porsche Design to a variety of project designs ranging from consulting work with other major companies such as Bosch. Porsche Design Select covers such projects as men's and ladies fashion jackets, gloves, watches, luggage, and key fobs and so on. He has even designed a yacht. Porsche engineering has always provided engineering consultation to other manufacturers although on a very secretive basis.

Today Porsche car design is run by managing Director and chief designer Roland Heiler working from Design Studio F. A. Porsche. As is common in most manufacturers all of the car lines contain style elements that offer a common link between models and a shared design style thread that links all of the design generations.



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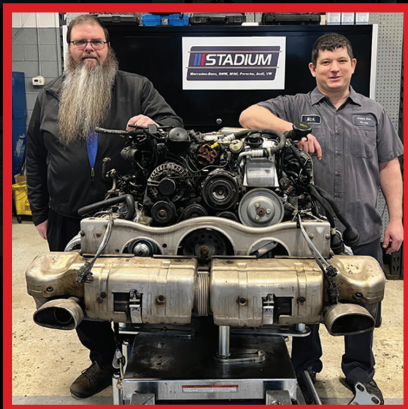
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THE GATHERING



The Gathering at Rennstatt

All friends are welcome to the Monthly Gathering at Rennstatt on the second Saturday of each month.

There are cars, coffee, pastries & fresh fruit along with outstanding Porsche camaraderie. No RSVP is necessary, just show up and bring any other car loving friends you have. Starts at 9am, see you then!

(944 Chronicles from page 17)

In the case of my roll cage, I ran into difficulty trying to drill holes cross ways through the steel tubing I was using to make the sleeve connectors. I just could not fixture parts properly for consistent results. A little bit of internet searching, and some YouTube videos resulted in me picking this little honey up from the homebuilt aircraft guys.

Not only did it solve my problem, but I also found several more really cool tools from the same company that are now on my "have to have" radar just waiting for an excuse to buy, unlike my new drill press which required no such excuse. I'm not convinced that buying a new drill press for the pole barn/shop really qualified as an "it's always

something" necessity but I did it anyway, just in case. It's good to be prepared for the next challenge, I say.



the little honey -- for drilling tube

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Porsche Club of America

Rally Sport Region -- Board Meeting Minutes

Monday, April 3, 2023

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

Members & Visitor Present: Glenn Trapp, Tom Neil, Steve Gross, Jim Kirby, Alex Nitsche, Jim Glenn, Nick Bleau, Sunil Bhatia, Tim Boertman, Charles Schenk, Arnie Spieker, Sue Sarin, John Welte, Diane Thomson, John Thomson, Chris Short

Call to Order: Peter called the meeting to order at 6:54 PM at the NCMS Building, Ann Arbor.

President's Report: Peter discussed sandwiches for meetings and got feedback on food

Meeting Minutes: March meeting minutes were reviewed. Motion: To approve meeting minutes passed unanimously by show of hands.

Treasurer's Report: Burghard reviewed the March financial report. Motion: To approve all financial reports passed unanimously. REMINDER: The Treasurer's Report is available to club members. Email Burghard Linn at burghard.linn@gmail.com

Insurance Report: Discussed upcoming events and got details for pulling insurance

Sponsorship Report: Sponsors Discussed with PIP and DE Reports

Social Committee Report: by Jon Heidorn. He handed out a 1-page summary of 2023CY RSP events.

- New Member Meeting -- Sebastian is holding in May.

Advertising Report: All advertisers are paid up.

Membership: Glenn Trapp confirmed our status is up to 343 members.

Track Report: Discussed current financial status and events. Discussed combined Meijer Gardens Event as well.

Dave Finch..... Present
Sebastian Gaeta Present
Alex Green..... Present
Wally Haley: Insurance Chair Present
Matt Huber Present
Riley McKeown Absent

Newsletter: Deadline is April 23rd.

Website: No Report

Events Committee:

- Looking for Volunteers for leading a drive to go with the Grattan Entertainment Event 6/10.
- Added new pop up event to try on Thursday Night
- Matt brought up a few possible sponsors and some other ideas of places to go
- John Thomson Planning a TSD Rally on May 20th.

New Business: Motion to bring in new Tech Chair Nick Bleau Motion: To approve Nick Bleau as Tech Chair unanimously by show of hands.

Motion to ratify all current chairpersons. Motion: To ratify all current chairpersons approved unanimously by show of hands. Safety chair brought up. Motion tabled for additional information and to see if national has definitions.

Discussion took place about if annual general meeting will take place. Will bring up next month

Old Business: none

Motion: To adjourn the meeting passed unanimously at 8:05 PM. Minutes taken by Kevin Kral, Secretary.



**3rd Saturday of Every
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September 16, & October 21



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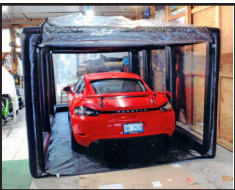
OTHER ITEMS

Trailex Model CT-8045 SB (2009): Specifications from Trailex: Overall Length: 19' 5", Overall Width: 8' 4", Width Between Fenders: 75", Weight Capacity: 4,100 LBS. Seldom used, aluminum open car hauler made for low ground clearance vehicles. Mounted to the trailer and included in the sale are a spare tire, one locker and tire rack – all with locks. Additionally, included is a 12V winch that mounts to the front of the trailer. The winch is set up with lengthy power and forward & reverse cords for connection to the tow vehicle and safe loading. The approximate weight empty, with no accessories, is 900 pounds and the trailer is equipped with surge brakes. I will deliver to within 120 miles of 48462. \$7,500. Contact Jim Christopher at 810-217-1280. (05/23)

Porsche Boxster 986 Hardtop: Perfect condition. Includes special ceiling hoist. Inspection available with serious interest. Call or text Tom Neil at 248-701-9227, or email at tom-sneil333@gmail.com. Asking \$3,000 with the hoist. (04/23)



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. (03/23)



Set of Porsche Cup 3 Turbo Twist 18 inch wheels: used after-market made in Italy. These wheel are to be sold "as is" and have curb rash. Although these have tires on them the rears are down to threads and the fronts have some cracking due to dry rot. Wheels would be great for winter/race tires. Any/All reasonable offers will be considered. Have additional photos upon request. Email raavery@comcast.net (04/23)



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.

Contact Skip at 734-344-9506 or T1143rk@gmail.com (02/23)

Car Storage: heated, secured \$650 up to 6 months. Call Clem Weierstahl 810-636-2840. (05/23)

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