

The Bahn Stormer

Volume XXVIII Issue VI --July 2023

Photo by Henry G.

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
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The Official Page

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From the Front Seat

By RSR President Peter Grant



When I was a kid in high school (don't even think about how long ago that was!), THE event of your entire high school career was the day you got your driver's license. it was a right-of-passage that we looked forward to with unbridled enthusiasm. It was our passport to freedom. Let the games begin.

For me, that was 62 years ago, and my enthusiasm for cars and just about everything automotive has never waned. From my very first car (a 1954 Ford CustomLiner that I have written about before) to my current 2009 911 PDK base Cabriolet, I have loved owning, fixing, and driving them all...and as many of you know, it's a long, long list of serial car collecting! Terrific fun.

Of the many catch-phrases we all grew up with, one was "there's only two things you can count on in life: death and taxes". True enough, but I think it's fair to add a third item to that list..."change".

Things do change, small things and big things, but relative to the lust all of us "older folks" felt/feel for cars and automotive stuff, things from "then" to "now" have changed dramatically. Kids (adolescents) today for the most part seem to have little to no interest in cars. Many don't even bother to take "drivers ed" during their high school years...if at all. If anything, cars have become little more than a needed way to get from point "A" to point "B", or worse, a "statement" of status. Check out your local high school parking lot on a school day. It will be littered with high end cars of every manufacturer. All shiny and clean (at least outside...no telling what you might find inside!).

Now think back to the parking lot of the high school you went to. First of all, the parking lot was likely not nearly as full as those of today. Rust buckets and jalopies were common. Duct tape could be seen holding various parts in place. Interiors were very creative...but most often fully functional except for the occasional hole in the floorboard, and it was not uncommon to come out from classes to find you had a flat tire (yep...remember inner tubes). On site repair using an inertube patch kit (remember the glue?) was not uncommon. Back then, you really needed to know how to change/repair a tire...a fact made much easier by the fact that you could jack the car up by the bumper!

Clearly, some of the changes from then to now have been driven by improvements in manufacturing...most notably the lack of rust on most modern cars. Certainly, the battle with the

"red death" was fought fiercely by many of us as we struggled to keep our "rides" in running order (whatever that might have meant!). But we also struggled with points, condensers, distributor rotors and caps, and carburetors, and maybe even 6volt electrical systems. Whoa to the guy (sorry, "gals" didn't figure into this kind of thing back then) who didn't know how to reset the gap on his points (the thickness of the cardboard from a book of matches was a suitable "gauge" for that if you didn't have your "feeler" gauges with you). Yep, those were the "good old days". Or not.

Given all the changes we see happening now both in terms of the lack of interest in the automobile by the younger generations, and the direction of current automotive technology toward automated units, it's no surprise that many are tolling the death bells of the automobile, especially ones privately owned. To tell the truth, it's pretty hard not to agree with this vision. Hmmm...

So what should we do? Well, we're a car club! We celebrate cars (in our case, Porsches) and our mutual interest in them...whether it be driving, fixing, collecting, or just being with like-minded people with "P" cars...I say we just keep on celebrating. Let's drive them, whether on track or on the way to the grocery store. Briskly or leisurely. Fix them, polish them, or stare at them longingly during the winter months...whatever floats your boat. Enjoy them, and enjoy the people who share your passion. Tomorrow is another day!

And speaking of passion, let's tip our hats and give a round of applause to our longtime CDI and DE presence par excellence, Christian Maloof. Christian's unrelenting passion for helping others learn the joy of (correctly) driving at speed on the track has resulted in a DE program that is consistently referenced as "THE" DE program in PCA. RSR consistently has registrations from PCA Regions near and far because of the reputation for excellence he has built into the program. So hats off to Christian Maloof. A huge THANK YOU from RSR and the RSR DE gang!

And That's the View From the Front Seat





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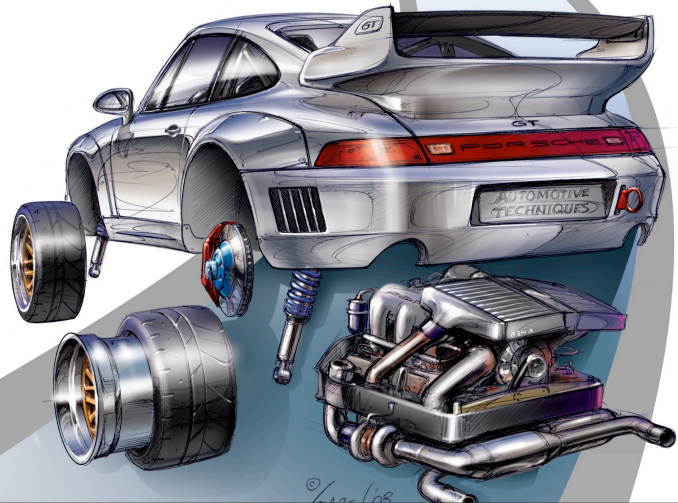
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RSR Calendar of Events

July 10 (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.

October 2 (Mon.) 7:00: PM RSR Board Meeting -- NCMS Building, 3025 Boardwalk Dr., Ann Arbor

November 6 (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 24)

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 below)



All Cars & Enthusiasts Welcome!
For more information on Cars and Coffee –
jonheidorn@comcast.net

3rd Saturday of Every Month (May – Oct)

April 15, May 20, June 17, July 15, August 19,
September 16, & October 21

Join us at **Zingerman's Roadhouse**
2501 Jackson Ave, Ann Arbor
7:30am – 9:00am

This is Not A Rally Sport Region – Porsche Club of America Event

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

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Margaret Kelly
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Richard Finger & Eileen Parker
Manchester, MI
2001 Boxster

Kwaku Osei
Van Buren Twp.
2018 718 Cayman

Claude Shelton
Belleville, MI
1995 Black 911 Carrera

Member Anniversaries

Gary & Carolyn Starin 38
Tom & Lynda Bliznik..... 32
Jim & Liz Christopher..... 30
Steve & Mary Shanks..... 30
Peter & Dara Church..... 26
Robert & Sharon Curry 26
Elliott & Wendy Wagenheim 26
Stewart & Sally Free 21
Dan & Hope Gaulin..... 21
Steve & Jean Howorth 19
Tom Bloom & Beth Trollman 18
Eric & Kristin Gedeon 17

Al & Claire Utter 17
Nick Priest..... 15
Richard Chang &
Tonya Kneff-Chang 13
Jon Heidorn & Deb Kop 13
Mike & Kiyomi Weners 13
Jonathan & Kana Wilson..... 10
John Loomis..... 9
Gary & Sue Sikkema 9
Dave & Coleen Thurston..... 9
Christopher Bahlman & Alex Pratt... 8
Jon Woods 8

Matthew Romano..... 7
Randy & Annie Stephens 7
James Hoyt 6
Sam & Jenny Jalet..... 5
Tom Yurmanovic 5
Mika Cherdon 3
Vincent & Rosanne Genise 3
Jared Pedrys 3
James Kirby..... 1
Jeffrey & Paige Mahakian 1
Shawn & Conner O'Grady..... 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.

RSR's Annual Grattan Raceway DE -- 2023

Story by Tom Green & Christian Maloof. Photos by Henry G., Glenn Trapp & Burghard Linn

Rally Sport returned to Grattan Raceway for the annual three day event. Kevin Kral, our new Track Chair, along with Tom Green as the Grattan event Co-Chair, hosted a sold out event with 83 students and 28 instructors.

Saturday and Sunday were very successful in that everyone was having fun, driving within their limits, and, most importantly, learning how to drive their car better. On Saturday evening we had a wonderful catered Mexican themed meal. The meal was followed by a raffle with gifts of \$250-500 donated by all of our sponsors. Everyone seemed thrilled with the quality of the gifts. The raffle was then followed by our band from California. Owen Balduf, a former RSR member and native Michigianian who now lives in Yucca

Valley, CA is very well known in the music circle for his electric violin talents. Owen was joined by guitarist, Chris Wilson, who has written movie musical scores for My Big Fat Greek Wedding and other movies.

This year for the first time Saturday evening included a "Taste of the Track" which allowed "non-trackies," parents with kids a chance to drive parade laps on the most interesting Grattan track.

Thanks to our generous sponsors, Bloom Roofing, Porsche of Ann Arbor, ArborMotion/Rennstatt Racing and Stadium Auto Service for help in making the event a success.



A dapper Chief Instructor Christian Maloof reviewing the flags at Saturdays Drivers' Meeting.



Treasurer Burghard Linn loaned his beautiful Cayman to his Nephew Mathew Dean of Chicago. Reports are that Matthew was "hooked."



A smiling Charlie Brown III (right) and his able assistant Rich Chang manned the registration table.



Tom Green assisted by Kevin Kral and two assistants hands out door prizes at the event.



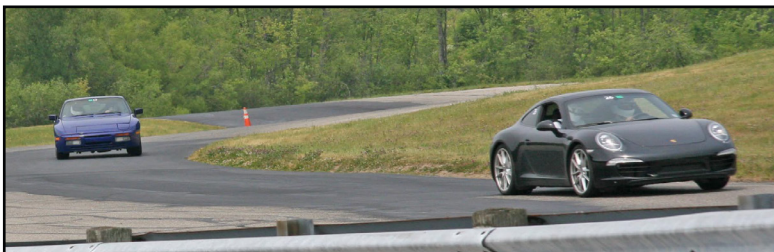
One of the Bahn Stormer's official photographers at Grattan was Henry G., Estella Woo's and Michael Goebelbecker's son, who demonstrated an artistic flair.



Instructor Arnie Spieker shows a student the "line."



Once again, Track First owner Tim Wadsworth brought his tempting variety of track and track car accessories



Tom Skelly leads Estella Woo onto the front straight,



Owen Balduf and Chris Willson provided entertainment Saturday evening.

(More pictures on page 25)

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Online Porsche Parts Catalogs

By Member and Rennstatt owner Sebastian Gaeta

Porsche owners possess a DIY spirit unmatched by any other vehicle owners. Typically the biggest hurdle DIY hobbyists face when beginning a repair is pinpointing the correct parts needed for the job and a strong visual of how everything is reassembled. Contrary to popular belief there is not a YouTube video for everything on your car, especially for intricate and smaller jobs where an exploded view diagram would be of great help. In all my years of fussing with these cars, exploded views have been much more helpful than any shop manual for reassembly. There is nothing less helpful when looking at a shop manual for guidance than the words “Install (part) back into place” or “Assembly is in reverse order of disassembly”, but a good visual of “what goes where” is invaluable.

For those who aren't familiar, there is an on-line resource from Porsche that not only provides you with the correct part numbers but also exploded view diagrams to help you with your DIY repair. Parts Catalogs are my Bible with my vintage Porsches and can also be yours for the more modern cars. These Online PET Catalogs from Porsche, while not 100% detailed like the dealer level parts lookup, are extremely helpful in this regard.

Go here to view them: <https://www.porsche.com/usa/accessoriesandservices/classic/genuineparts/original-partscatalogue/>

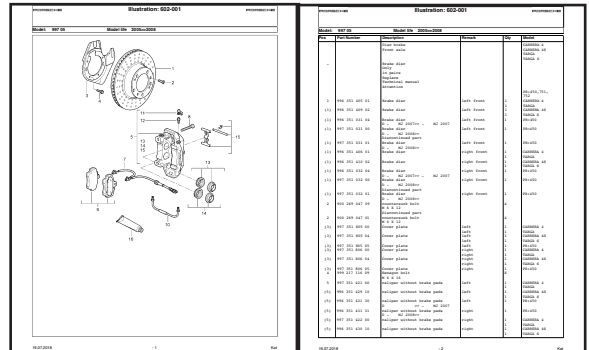
Scroll down until you see this drop down menu.

Porsche Classic Genuine Parts Catalog
To help you find genuine parts for your classic car, we offer a catalog for Porsche Classic Genuine Parts.

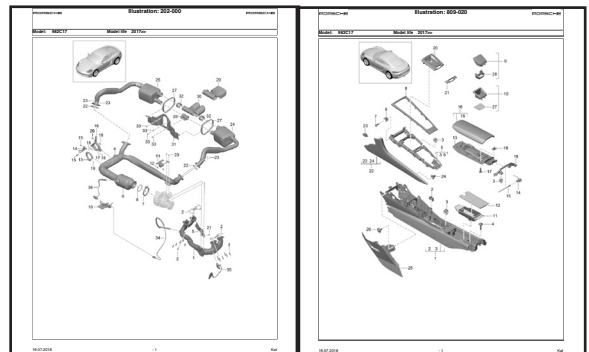
Choose Catalogue

Model: Year:

Choose your vehicle and click “DISPLAY”, it will download the entire catalog for that vehicle in PDF form. Upon opening the PDF you will be able to search by part name or number and you will be amazed at the information available to you. The following are some examples.



Above left is an example of the exploded view diagrams in the parts catalogs, in this case for 997 brakes. Above right is an example of the pages after the diagrams that provide Porsche part numbers that correspond to the exploded view. Below are more examples of the exploded views in the parts catalogs. Imagine trying to reassemble the exhaust or the center console on your 718 without the right parts or seeing the order in which everything goes back together.



(Continued on page 15)

Soul, electrified.

The new Taycan Turbo.



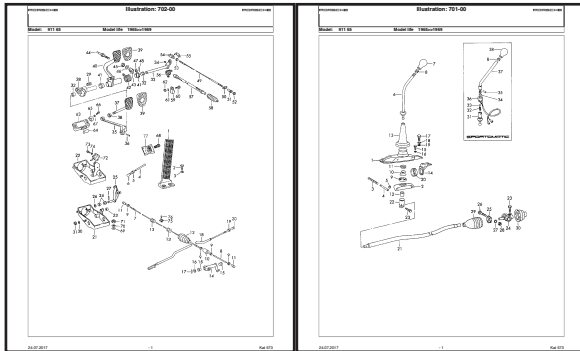
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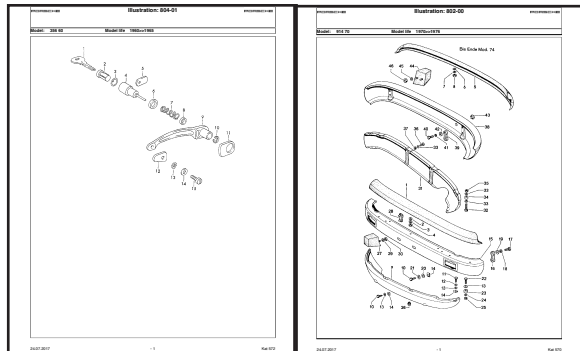
PORSCHE

(Parts Catalogs from page 13)

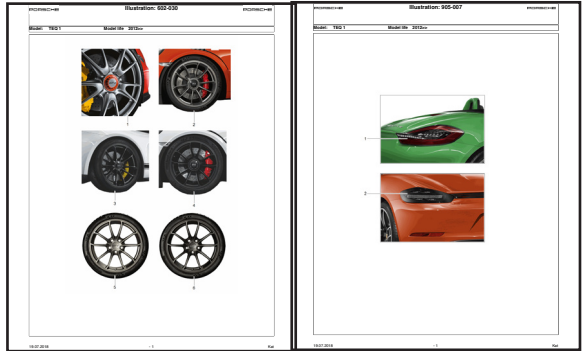
Below are exploded views of the early 911 pedal cluster and shift lever components, something a fairly skilled hobbyist can rebuild. Imagine how helpful these diagrams are in finding all the needed parts and seeing the exact the order of reassembly.



Below left is a 356 B/C door handle. I have taken many of these apart but always refer to this page when doing reassembly. Below right is the exploded view of a 914 bumper and all associated hardware; the part numbers page also provides the correct hardware sizes.

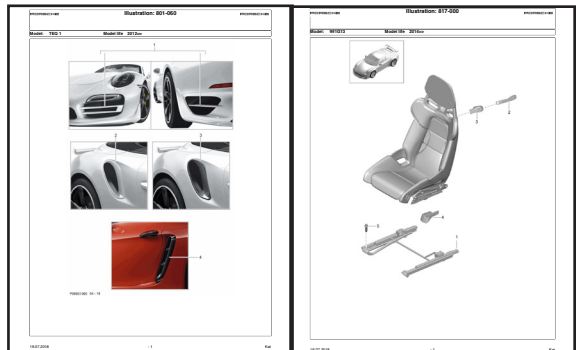


Even if you are not a do it yourself these catalogs can be a great source of information. Here are some examples of things you can look up, like different wheels or even available Tequipment for you car. And if you are curious about the Carrera GT, 991 GT3 and the 918 Spyder there are catalogs available for them too. Happy Reading!



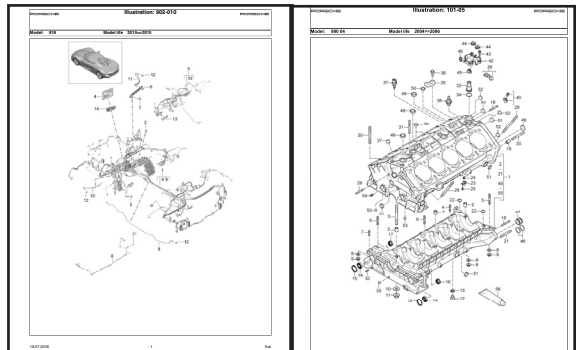
2012 Wheels

2012 Taillights



2012 Vents

2014 Seat



2015 918 Spyder Harness

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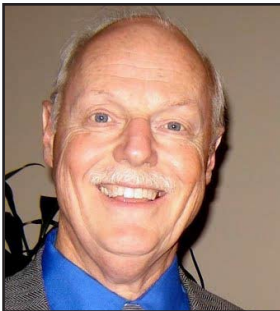
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Glenn Trapp

As membership chair Glenn is the first person with whom many people interested in our club have contact. He arranges for new members to receive a club badge and makes sure that our membership roster at PCA National is accurate. Glenn is also our Club Historian who keeps the club's records and photographs. Finally, he posts the "Enews" blasts that keep our club members informed. Yup, Glenn Trapp is everywhere in front and behind the scenes in Rally Sport Region.

Thanks Glenn!

Note the article on the facing page is a reprise from October 2012. This is the first of occasional "blasts from the past" that will be used when your Editor is short of content. Help me avoid this by submitting content.



Paul Gruche's 928 Art Car

Story and photos by RSR Member Paul Gruche (Groosh)

Inspiration: This is my first art car and to my knowledge, a first for the Porsche 928. It has taken years of thinking and planning to come up with something that isn't as obvious as painting a car a la the inspirational BMW art cars. I've tried to innovate not replicate.

But why this particular 928? It was clean, straight with low miles and good ownership history that showed new clutch and a/c converted to 134a. Additionally the intake was polished which I had never seen before, the original first aid kit and tool kit were included plus it had the original steering wheel and stick shift knob.

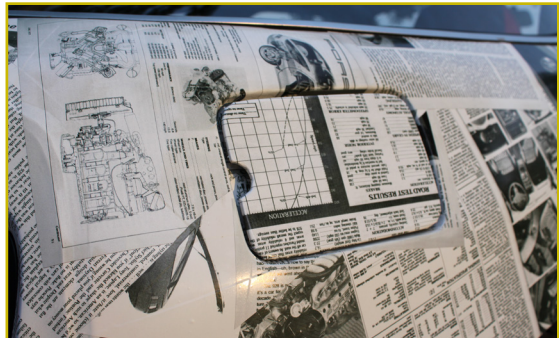
However, this car was not original paint and the seats had been redone and have been again. In a collector market where fully restored is highly valued and preservation cars are even more revered, this one is neither. Full restoration didn't make financial sense to me but this first year 928 deserved more.

As an artist I wanted to bring it back, give it a new look, customize it but not be another Chip Foose or West Coast Customs. I am a classic car enthusiast and collector. I kick it old school not slam it dub style. I wanted the bones of the car to be as close to stock as possible so the driving experi-

ence is true to 1978. I wanted the look to say more about the car than the car itself could, without altering the design.

Motivation: The 928 was heralded as being one of the best supercars to ever hit the market while at the same time it was chastised for not being a 911. A lot of transitions during the 70's pushed Porsche to design a new car from the ground up such as the oil crisis, recession, aging product, emission and noise standards plus safety regulations thanks to Ralph Nader and Unsafe at Any Speed. This car was so important to the company's success and their product line diversity that they devoted an unheard of \$200 million out of their \$600 Deutschmark annual sales budget in 1974 to the development of the 928. When the 928 came out in 1977, the press loved it. Articles in the United States alone from Car and Driver, Road & Track and Motor Trend praised the advanced V8 engine, forward design, GT handling and interior ergonomics. The European press was no different. In fact, the 1978 Porsche 928 won the European Car of the Year. No Porsche before or since has ever won this honor. None other than Paul Frère was on the judging committee for European Car of the Year in '78 and is most noted for,

(Continued on page 19)



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(From Art Car on page 17)

ironically, his book *The Porsche 911 Story* which is a bible of one of the greatest sports cars ever made. The convictions above drove me to buy and create the Porsche 928 Art Car. As an owner of an '83 911SC, 944, 944 Turbo and 914s plus restorer and engine re-builder of a '66 912, how could I ignore the genius of the 928? I was tired of hearing lackluster appreciation for the car except from those who owned them. So it had a liquid cooled engine in the wrong end. So it wasn't as raw as the tail wagger. It wasn't designed to be. It was and is one of the greatest GT cars ever made as evidenced by the buff books that wrote about it. I therefore decided it was easier to let people read for themselves rather than me try to explain it.

The art, design and build: This is not a vinyl wrap as commonly thought but rather 300 individual vinyl stickers. Each image was scanned from either the original 1970's magazine bought on eBay or a book. The scans were retouched and converted into black and white files by me. And while they printed with a green tint, I love the monotone look and do not feel the color detracts from the appearance. Under CFL lighting in my garage the car does look more black and white than in the daylight. My vision was then to randomly cover the car as I worked. Random so as to not detract from Tony Lapine's brilliant design. Each sticker, which is

one of 32 individual pages printed in 10 sets, was carefully and thoughtfully placed. Having the ability to change out damaged stickers over time that may result from peeling, weathering or scrapes/chips was the reason I chose not to clear coat the car. Additionally, I added three stickers from the movies that adorned the 928 and I liked: *Weird Science*, *Scarface* and *Risky Business* (see the pictures at the bottom of page). The European Car of the Year sticker with proper logo from 1978, purchased through eBay in Europe, is in full color above each side marker light. The two other major design components were the chrome headlight buckets and red vinyl seats. The headlights were such a standout feature of the car that I thought they should pop. However since they were plastic, I needed to find a chrome shop that specialized in the plastic plating process. Paul's Chrome in Pennsylvania has been in business since 1977. I've heard of their high quality reputation for years and have seen their ads in *Hemmings Motor News* equally as long. Their plating process involves a base coat of "paint" that has a metal/copper component. The base coat conducts the electrolysis needed to adhere the plating process. These headlight buckets are real metal chrome. The red seats are a nod to my paint series Black-White-Red while also being my favorite interior color.



The stickers on the car, magazine articles:

Motor - March 12, 1977 Autocar
- April 9, 1977 Car and Driver
- June 1977 Thoroughbred & Classic Cars
- June 1977 Motor Trend
- June 1977 Road & Track
- April 1978 Motor - October 28, 1978



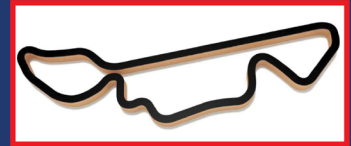


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The 944 Chronicles

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

I've had the car bug for as long as I can remember. I don't know about the rest of you, but I still remember all of the "carevents" that were a part of my life growing up as a car obsessed adolescent gear head: the books I read, the movies I saw, the events I attended, and the cars I met along the way.

When I was in grade school, our family would always travel back to Greensburg, Pennsylvania for at least two weeks every summer to visit my grandparents on both sides of the family. My Dad's parent's house had an alley way behind it that was lined on the opposite side with detached garages for the homes along their street. Strangely their garage was across the street in a different alley. One of my favorite activities when we visited was walking the alleys and peering through the windows of the garages to see what kind of cars were there. As a car obsessed kid it was a treasure hunt and a chance to maybe discover some old or interesting car hidden away from the outside world.

Besides searching for interesting cars, I also read constantly when I was in grade school, especially about cars and racing. Much of my reading included magazines like Hot Rod which kept me up to date on the latest Stock Car, Indy car, and Drag Racing machines and news. Consequently, one of the books I discovered early on in my elementary school library was a fictional account of the 24 Hours of Le Mans. It described Ferraris and Jaguars battling it out at La Sarthe in the 1950's. I read it cover to cover several times, igniting my interest in sport car and road racing. This book led to my discovery of Road and Track, Sports Car Illustrated, and religiously watching any road racing I could find on TV. ABC's Wide World of Sports/Grand Prix of Monaco highlights were the favorite.

My introduction to Porsche occurred around the age of 10 when I discovered the movie Le Mans was playing at a local theater. I hounded my parents about it relentlessly until my Dad finally took me to the evening showing. I'm pretty certain he slept through the entire film. I knew nothing about Steve McQueen (still not a fan), but that film was the beginning of my lifelong obsession with prototype and endurance racing. The cars were incredible, and it was my first introduction to the world of Porsche via the 917s filling the screen. My newfound obsession with endurance racing led me to discover "The Speed Merchants" by Michael Keyser at the local library. It became and still is one of my favorite documentaries about early 70's endurance

prototype sports car racing.

Of course, as an adolescent gear head, constantly reading about cool cars was never quite as exciting as actually seeing one in the wild, up close and in person. I still remember going with my dad to a local car dealership to pick up a used green 1969 AMC Rambler. There on the showroom floor was a Petty Blue Plymouth Superbird, just like the ones (sort of) I had been reading about every month in my favorite magazines. At that point in my young life that was the most exotic car I had ever seen in person. It was fantastic and I went looking for any and everything I could about the racing version, including its design, its development, and the engineers involved. Later on, when I came to work for Chrysler out of college, I had an interview with Gary Romberg, the aerodynamic guru who developed the Chrysler wing cars. I knew who he was before we even met because of that one blue Superbird I had met in person in a dealer showroom. Not long after my Superbird meeting I finally convinced my Dad to take me to my first professional automobile race, the 1973 Pocono 500. I was 11 years old and just in awe of the noise and the cars. I even managed to get a distant and mostly in focus picture of David Hobbs and his Carling Black Label Gurney Eagle. That picture stayed pinned on my bedroom bulletin board for a very long time.

In High School I discovered photography and was fortunate enough to have neighbors who liked to park what I knew to be really unique cars in their driveways. A purple Mini, a Boss 429 Mustang, a Pantera, and a classic green 1960's Rolls Royce to name a few. All of the neighbors tolerated my car affliction and granted me photographic privileges of any car I deemed worthy of attention, especially my neighbor Johnny Knox who owned a body shop. He owned a brilliant green Duesenberg that he kept in the detached garage at his house. He understood my car affliction and made a point of encouraging me to come check out not only his Duesenberg but any of the other cool cars he would occasionally bring home from work. He was an authentic car guy who always had time to share his enthusiasm and encourage mine.

Fast forward a few decades and not surprisingly, my 23 year old son Adam also has the car bug. The bug didn't emerge until high school but when it bit it bit hard. His favorites are imports of all nationalities including Porsche

(Continued on page 25)



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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Caymans & Commentary

By member Randy Beikmann

War Wounds

It's so aggravating coming out of a grocery store and seeing a ding on your door because someone banged it with their door or a shopping cart. The worst part is that you weren't even involved in it happening.

On the other hand, if I take my car on the track and do something that leaves a mark, it doesn't bother me so much. Why is that? Because it means I used the car for what it was designed for.

Back in 2014 I went to Waterford Hills with RSR for my first HPDE. I took my 2007 Cayman S, a very clean CPO I found in Texas, with a flawless Arctic Silver body. At the driver's meeting, Christian Maloof told us that if we put two wheels off the track we could stay out, but if we put four off, we had to come into the pits for inspection.

Somebody jokingly asked what to do if we put three off, and Christian said we'd figure that out when the time came. My first run went without a hitch. A few laps into my second run, the rear end slowly started coming out in Swamp Turn. I thought I had it easily caught, but the car came around about 130 degrees anyway and went over the curb on the inside of the curve, facing the swamp. Only the left rear wheel stayed on the track, so I succeeded in performing the "three wheels off" maneuver! We came in.

When I looked at the right-side rocker, there was about a shallow three-inch long crease in it. It was down low where you could hardly see it, and wasn't a structural loss. So it had a war wound, and it was hard to notice. No real harm.

A couple of weeks ago at Grattan I got one on my Cayman T. The first Sunday session started off a bit damp, but felt pretty good. With the second session a light rain started, which makes whatever oil and debris loose from the track and makes it slick. It can catch you off guard.

Knowing this, on my first lap I was testing the traction all the way around the track, taking the curves slower than I could have and deliberately jerking the steering wheel toward the inside of the curve to see if it would break loose. It wasn't too bad, even though most of the turns are coated in sealer.

Entering the front straight from Turn 12 where it is plain pavement, I was surprised to feel the car was drifting out more than on the sealer, so I figured I'd better test the traction in the braking zone at the end of the straight. Good idea, bad execution.

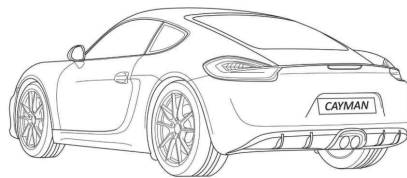
I probably got up to only 115 before braking (I usually get to a touch over 130). Then I got on the brakes fairly hard. The car got a little squirrely, which wouldn't have been a big deal if I hadn't been so close to the left edge of the track. I was probably still doing 90 when I put the left two wheels off. I kept it straight as I approached the four cones marking the braking zone for Turn 1. I went four-for-four, with lots of banging coming from under the car. (I didn't look to see where they ended up!)



After it slowed down I brought it back onto the track and headed toward the paddock. I was told that the spoiler lip was dragging. It was in two pieces, so I borrowed an Allen wrench that happened to fit the Torx-head screws that held it on. I made it back out to the pits just in time to see the checkered flag come out, so that was that.

Conveniently, the torn lip had a label with its name. Inconveniently, its name was Spoilerlippe. Whenever a part's name is German, it costs extra. So die Spoilerlippe lists for \$330, although one dealer has them for \$236. A little bit senseless, but a drop in the bucket compared to the cost of doing HPDE's, and compared to what else could happen when you go off the track at that speed.

Looking at the car once all the grime and grass were washed off, there is a small dent in the painted part of the spoiler, and the paint is lightly cracked on the bumper nose. It looks like I had a bad day parking the car. But it's a war wound.



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Watch for Enews blasts regarding possible changes.

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!



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April 15, May 20, June 17, July 15, August 19,
September 16, & October 21

(944 Chronicles from page 21)

911s. Watching his head swivel around when a cool car passes by reminds me of my much younger self. Several of his friends have the same affliction and love to talk “shop” with Adam and me about the cars we currently own and the cars they wished they owned. Sound familiar? That

was me, still is except now I get to talk about the cars I used to own and how I wished I still had some of them. In fact, most of my friends in the business and the hobby have their own stories and influences that they love to recount. You probably do too and should, that’s how we can help to keep the car obsession alive.

(More Grattan pictures from page 11)



Also hard to ignore.



Past Club President Jim Christopher brought his high performance camper to the event.



Notice how the track starter has used a “virtual” pop-up to provide shade from the sun.



Subtle



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Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

Drive by Wire

There have been some amazing advancements in automotive technology thanks to the progress made in computer management control. These computer augmented interfaces on controls for fuel system, brake systems and steering systems are often referred to as drive by wire. Quite literally this computer augmentation can totally alter the feel and feedback between the driver and the car to the point that it can be customized to drive like many totally different cars, from luxury smoothness to race car razor sharp precision all at the touch of a button. Let's examine how it all works.

Throttle by wire is actually common for all makes and models of cars. Thanks to electronic fuel delivery a fuel computer monitors and manages not only fuel flow but all operating parameters from warm up to idle to responsiveness to throttle input. What used to be controlled by rods connected from the throttle pedal to the engine mounted throttle is now managed by electro mechanical motors or as I like to call them potentiometers that sense the angle of the throttle pedal and match it to the angle of the throttle butterfly. In between the two sensors and valve adjustment motors is the connection to the engine management computer which supplies all of the minute operating sensors and engine control maps. This engine control gives the operator feedback in terms of throttle sensitivity and rate of throttle application. The default in case of failure is to return to idle.

Brake by wire retains the mechanical linkage to the brake pedal but the electro mechanical measurement energizes an electric braking pump that provides master cylinder pressure. Modulation of the pump can be modified by input from the chassis control computer which monitors parameters such as anti lock braking and even regenerative braking in the case of electric vehicle feedback. The default is to standard brake pedal rod to the brake master cylinder with standard ABS feedback.

Steer by wire is similar to brake by wire as it maintains a steering column but with a computer aided electro mechanical interface with variable rate assistance to the steering rack. In this way steering input can vary as well as steering feel and feedback. The default is direct unassisted steering.

There are no current vehicles that can be considered fully drive by wire and computer controlled but the devel-

opment of driverless vehicles is taking drive by wire in that direction.

In the mean time Porsche is currently delivering a very comprehensive computer aided and augmented driving experience. All of the ranges of Porsche models offer some sort of driver modified driving assist in the form of selecting different modes from Sport to Sport Plus, Sport Chrono and even Wet mode depending on model and options selected. There is a long list in terms of what effect these options can provide. While the standard default setting is perfectly adequate for all driving circumstances I encourage owners to experiment and select a driving option that may enhance your driving experience.

Selecting Sport Plus (+) may sharpen throttle response, raise the idle setting and the rpm limiter as well as hold shift points on automatics to higher limits and even hold open the turbo bypass to reduce turbo lag. On manual shift cars it may manage between shift throttle blips to match revs. It may also disable the auto stop start feature and open the muffler bypass valve. On certain models it may manage the dynamic engine mount feature. With the Sport Chassis feature or PASM it may dynamically adjust shock absorber settings. Rear wing settings by speed may be modified and of course responsiveness to steering rate and assist can be modified. With the simple deflection of a button you can change your Porsche from a boulevard cruiser to a stiffly set suspension with sharp and precise response to the controls in a version of track mode that is the match of any super car on the market today. And that is only the beginning of the performance options provided by the computer systems. Speed sensors on each wheel combined with yaw and pitch management sensors provide dynamic brake control that mitigate car control loss and provide almost imperceptible assistance to the driver in extreme situations. It can't suspend the laws of nature but it can come pretty close to making any driver seem to have superior driving skills.

Some people claim to want to step back from the drive by wire technology but why not take advantage of the millions of lines of computer code that enhances every bit of our driving experience in all environments and situations.

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Porsche Club of America

Rally Sport Region -- Board Meeting Minutes

Monday, June 5, 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: Events Registrar Present

Members & Visitor Present: Jim Glenn, Nick Bleau, Mary Ann Kantrow, Dan Kantrow, David Walker, Tim Boertman, Dennis Huibrestse, Gary Hibler, Glenn Trapp

Call to Order: Peter called the meeting to order at 6:59 PM at the NCMS Building, Ann Arbor.

President's Report: Peter commented that opinions he has expressed relative to club topics are just that; his opinions. He does not make club rules or policies. Club policy is made at the direction of the board through these board meetings. If his opinions have been mistaken for club policy, he apologizes. Not his intention.

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

Treasurer's Report: Burghard reviewed the May 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
We now have a PayPal account – treasurer@rspcca

Insurance Report: All insurance has been covered for coming events.

Sponsorship Report: No DE Report. No PiP Report

Social Committee Report: Jon went to the Motor Statt 50th and promoted PiP. Full list of events coming up presented at meeting and will be included in Bahn Stormer. The car show at Gilmore Museum was brought up to see if anyone would want to attend July 7-8. Not a PCA Event. Sebastian is also opening up a drive to Mid-Ohio for the vintage grand prix the last weekend of June.

Advertising Report: Still have room for ½ page ad at \$375 for the year.

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

Membership: Glenn Trapp confirmed our status is up to 348 members.

Track Report: Waterford and Grattan have sold out and are exceeding financial targets.

Newsletter: Deadline will be June 18th

Website: No Report

Events Committee:

- Looking for Volunteers for leading a drive to go with the Grattan Entertainment Event 6/10.
- There will be a drive this Thursday ending at Sessions
- PiP is well underway and registrations are open

New Business: Dave Finch thanked the DE committee for putting on a great event!

Old Business: Dennis got more information for Adopt-a-Highway. Run through the state with safety meetings and gear. It is not easy to get more detailed information without making a formal inquiry. Dennis will still get more information.

Sebastian will redesign the RSR Business card to hand out. It should include a QR Code

Motion: To adjourn the meeting passed unanimously at 7:35 PM.

Minutes taken by Kevin Kral, Secretary.



CLASSIFIED ADS

CARS FOR SALE

2013 Porsche 911 Carrera 4S (991.1): 3.8L 400 HP Flat Six Engine, 7-Speed PDK Transmission & AWD, VIN: WP0AB2A92DS121808, 85,025 MILES, See the full description & photos at www.SellYourSportsCar.net Call



Conrad at 734-645-5778 or email Conrad@SellYourSportsCar.net (07/23)

2017 Porsche Cayman: PDK. Only 3,055 miles! VIN: WPOAA2A83EK172973. See description and photos at www.SellYourSportsCar.net, Call or email Conrad at 734-645-5778, Conrad@SellYourSportsCar.net (07/23)



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)



OTHER ITEMS

New Hard Dog roll bar for Miata: \$375. Please contact Jack at 810-923-0148 or jldatshannon@sb-cglobal.net (06/23)



2013 Porsche Carrera S 3.8L 400HP+ Engine: With 26k Miles. Includes a Fabspeed Cold Air Intake (\$895), an IDP Intake Plenum (\$995), ECU from this engine. \$15,500. Tom Green 734-417-0030. (6/23)

2016 Porsche 981 GT4 6 Speed Manual Transmission: With 18.5k miles. New clutch assembly. \$5,995. Tom Green. 734-417-0030. (6/23)

2013-2016 Porsche GT4 6 Speed Shifter: \$550. 2013-2015 991 911S Complete Wiring Harness. \$750. 2013-2015 991 911S Ignition Switch w/ Key Fob. \$250. Tom Green. 734-417-0030. (6/23)

4 Cayman/Boxster Wheels & Tires: \$500 OBO Fronts:



18x8J ET48; Rears: 18x10J ET, Porsche 130mm bolt circle, with barrel seats. Brand unknown. Painted

black, No dents, Some surface degradation/no corrosion. No center caps. 12-year-old Nitto tires, right at wear bars. Fronts: 245/40ZR18; Rears: 275/40ZR18. All 4 hold air. Contact Charlie Brown, III. Cell 734-358-2393 or chbrown3@gmail.com

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 aftermarket made in Italy. These wheels 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), 914 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

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

Got an Afternoon With Nothing To Do?

Well, we have routes to drive. Check out the archive of past RSR Tours at:

<http://rsp.pca.org/DrivingRoutes.html>



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