

The Bahn Stormer

Volume XXXVIII Issue VII -- August 2023



Photo by Phil Kish

Porsches In The Park -- 2023

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
Porsches In The Park	10
Around the Zone	15
944 Chronicles	17
Caymans & Commentary	19
Ramblings from a Life With Cars	23
Meeting Minutes	25
Classified Ads	26



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Advertisers

ARESCO, Inc.....	6
AutoMark Collision Center.....	18
Automotive Techniques	8
Copyrite Printing	2
Finn's J M & J Insurance	8
Fred Lavery Porsche	24
Key Realty.....	27
Michigan Community Insurance Agency.....	21
Munk's	22
Orion Automotive Services	12
Porsche of Ann Arbor	14
Porsche of Farmington Hills	28
Rennstatt Racing (of ArborMotion).....	16
Road-Keepers with GPS.....	27
Stadium Auto Service.....	4
www.sellyourssportscar.net	6

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Check out images of RSR events at: <https://rsrpics.smugmug.com/>

The Bahn Stormer

For Information or submissions

Contact Mike O'Rear

bahnstormer@rsp.pca.org

(Please put Bahn Stormer in the subject line)

Deadline: Normally by the end of the third week-end of the month.

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

The Official Page

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From the Front Seat

By RSR President Peter Grant



I always love it when I see the email from our Bahn Stormer illustrious editor, which usually arrives a couple of days after the “deadline” for the current upcoming issue of the RSR monthly Bahn Stormer. Mike is such a gentle soul, and he always softens his message along the lines of “should I save you some space in this month’s issue, or would you like to pass?”

What he really should be saying (and is very likely thinking) is “are you going to get an article to me for this month’s Bahn Stormer, or do I have to cover for you again?”

I really don’t mean to be late, and I even had the fleeting thought last week that I had an article to do in the coming weekend (now last weekend). The proverbial question “where does the time go” remains the “proverbial question”...and I have no idea! But the time is gone and my post for this month is now two days overdue. Good grief! And I have no idea what to write about this month. Things within RSR seem to be clicking along on all six horizontally opposed cylinders. Under the new leadership of Kevin Kral, our DE program this year has so far been an amazing success, with no reason to think that our last two DEs (Waterford and the new one at Geringman) will not be equally successful. And while attendance was down a bit and the weather was less than cooperative, this year’s Porsches in the Park was a terrific success for all who attended, thanks to the leadership of Jon Heidorn and a host of dedicated volunteers. Porsche life is good!

So sitting at my desk, I’m thinking about my comments from last month about our (RSR) being a “car club”...a Porsche Car Club. We are reputed to be the largest single marque car club in the world. While I think that’s great, my personal belief is that it’s even greater that no matter what you favor as your “favorite” car...there is almost guaranteed to be a car club supporting your interest. How about the “Pinto Car Club of America”? Or the “Plymouth Valiant Club and Registry”? Or...“Vega Nation, aka: Chevy Vega Owners Club”? And the beat goes on. (BTW...where did that list of cars come from you might ask? All played a roll in my early driving days...along with many others).

Being a member of PCA has a host of offerings/features that many of us do not take advantage. In looking for inspiration for this month, I picked up the June issue of Panorama. The magazine speaks for itself as a first-class publication. There are always interesting articles about different members experiences with their Porsches, from how the car has served

as a bridge for multiple generations of a family, to restoration experiences/challenges, to how the car represents a childhood dream come true.

This month’s issue had an article discussing the Porsche Experience Centers (did you know about these?)...one of the newest and busiest ones is in Atlanta. The article sent me off to my computer where I googled Porsche Experience Center, Atlanta. WOW! Try it...you’ll like it. Most likely you’ll like it more if you plan a trip there...700 miles, 10 hours or less straight south from Ann Arbor. Hmmm. I feel a road trip coming on. Get 90 minutes of track time in a (very wide) choice of Porsches with a Porsche instructor in the seat next to you. Or sample multiple Porsches on one of their two tracks for comparison purposes. There is a restoration (pure Porsche) facility, hotel, and a restaurant. Probably more. And there are Porsche Experience Centers around the country and the world. WOW!

Getting back to the Panorama, there’s also a great article in this month’s issue talking about the Porsche Driver Education track events host by PCA regions across the country (and the world). Lots of good information on how to get started and what to expect. Here at RSR, we are blessed with just about the best DE program in the country, and a cadre of a bunch of the finest instructors you’ll find anywhere. Add in that here in the Ann Arbor area we are within a few hours’ drive from some of the country’s finest closed course race tracks, and you have the makings of the best possible DE experience ever!

Also in the Panorama...have you ever wondered who you might talk to about a question or issue you have about PCA? Find the “Any Questions” pages in the magazine to identify phone numbers and email addresses of PCA folks at the National and/or Regional level. How about Club Racing, or a special interest Porsches (944s?). it’s all there. Looking for a particular Porsche? Try the classified ads...always fun to browse even if you’re not in the market for a new (used) Porsche.

The moral to this month’s story? Enjoy your Porsche. Enjoy the people and their Porsches in the club who share your passion. Life is good!

And That’s the View
From the Front Seat.



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THE GATHERING



AT RENNSTATT

The Gathering at Rennstatt

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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RSR Calendar of Events

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 12 (Tue.) HPDE at Waterford Hills

September 30- October 1 (Sat.-Sun.): HPDE Week-
end 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 Ar-
bor) (see page 6)

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
15)



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

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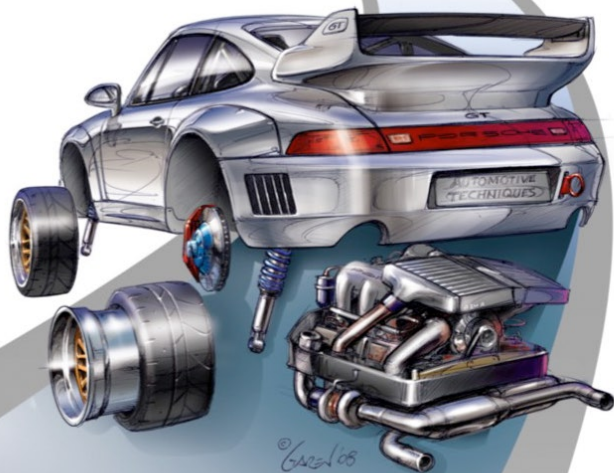
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Membership

Current Membership 566*

** Includes 345 Primary Members*

New Members

Andrew Drake
Brighton, MI
2000 Boxster S

Prasad Phatak
Ann Arbor, MI
2023 911 Turbo S

Member Anniversaries

Andy & Nancy Sasyk	38	Mark Nestor	6
Doug & Joanne Ash	25	Craig & Joyce Ritchie	6
James & Susan Reynolds	23	Richard & Rebecca Ross	5
Kelly & Susan Roberts.....	22	John & Cathy Snyder.....	5
William Beitz & Gail Sherman	18	David Walker	5
Michael McGarry & Tom Casciani.....	18	Todd & Jennifer Cooperider	4
Ben Ludy.....	12	Christine & Robert Patterson.....	4
Larry Dupuis & Sue Robach	11	Jason Angus.....	3
Andrew & Terrie Thompson	11	Gregory Schomer.....	3
Estella Woo & Michael Goebelbecker	11	Daniel Parker & Jennifer Radamis	2
Sean Lundberg.....	9	Andrew Groat.....	1
Garrett & Nicole Roberson	9	Christopher Herter	1
Charlie Brown III	8	Brian Hogue & Jim Glenn	1
John Decator	7	Riley McKeown	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.

Porsches In The Park -- 2023

Story by Mike O'Rear, photos by Burghard Linn and Phil Kish

Rally Sport Region's second Porsches In The Park is now history. While rain greeted folks who came for the early events, Mother Nature turned kindly shortly afterwards and the event turned out to be a great gathering of great cars, people and sunshine.

Steve Gross and his wife Suzanne organized the People's Choice Car Contest and participants were seen spiffing their cars after arriving in the rain. It was a varied and beautiful collection of Porsches although Boxsters and Caymans dominated the collection.

The Time, Speed & Distance Rally started the day's events with ten cars participating. It was a challenging almost two hour drive that kept participants thoroughly occupied. Results are shown in a box on the facing page but the bottom line was that first time participants, members Jeremy Goddard and navigator Jay Fash, finished with an astounding only 38 point penalty.

While the TSD Rally was going on Dennis Huibregtse, Peter Grant and Charlie Brown III led other attendees on an hour and forty minute tour through the country roads of Washtenaw and Livingston counties. As the weather cleared it became a topdown event for those with cars so equipped. Once the drives were over and votes were being tabulated for the People's Choice Awards, Satchel's BBQ put on a delicious spread of barbeque, side dishes and desserts. No one went away hungry or doubting that Satchel knows meat.

United Spinal Association of Michigan was present with a booth again this year. Billy Vickers spoke to the group about the work of United Spinal and thanked the club for its past support. The local United Spinal chapter has directed the Funds donated by RSR to helping its members with mobility challenges. The booth was staffed by several other United Spinal members anxious to show off their vehicles and aids.

The evening finished up with awards presentations and music, conversation and dancing with music by DJ Don West.

As always an event like Porsches In The Park takes organization and volunteers. Club Vice-President Jon Heidorn led the Porsches In The Park event again this year providing needed enthusiasm and organization to a group of member volunteers including: Phil & Francie Kish who provided help with overall planning and setup; Monika Jelic aided by partner Tom Skelly handled registration; and club President Peter Grant provided lots of help with sponsorships and general support.

We can't forget the sponsors. Rennstatt/ArborMotion was the Platinum sponsor with Stadium Auto Service, and Porsche of Ann Arbor who provided critical financial support. Both Rennstatt and Stadium Auto had booths providing an opportunity to get to know their staffs and to become familiar with their services. Thanks to the many others who helped make this event possible.



John & Diane Thomson put on another great Time, Speed, Distance Rally -- If you haven't tried it, you really should.



VP Jon Heidorn, the guy with the original inspiration for the event and the energy and organizational skills to pull it off.



Michael and Lisa Soriano, both ex-Presidents of the Maumee Vally Region attended our event. Michael was a past Zone 4 Rep and both he and Lisa remain active in the National club.. Here Lisa touches up their Cayman GT4 before the People's Choice Award judging.



Two casual dudes who won the TSD Rally on their first try!



Tyler Berry, Porsche Technician at Rennstatt/Arbor-Motion answered various Porsche maintenance questions including Porsche IMS Bearing issues.

People's Choice Awards

Best Aircooled 911/912: Richard Zarbo, 1971 911
 Best Watercooled 911/959: Francis Quigg, 992
 Best Boxster: Mauricio Morales and Crystal Guerard, 2015 Boxster S
 Best Cayman: Dave Renner, 2019 Cayman S
 Best Other 2-door: Rick and Rita Christian, 1985 944
 Best 4-door: Bob and Marilyn Amano, 2020 Macan GTS
 Most Unique: Greg and Kristin Konopka 2013 Cayenne (Overlander)
 Best Color in the Rennbow: Nick Priest, Mint green 964
 Fastest Looking While Standing Still: Michael and Lisa Soriano 2016 Cayman GT4
 Best Prepared: Richard Zarbo, 1971 911
 No Time to Detail--Too Busy Driving!: Dave Stetson, (Zone 4 Rep), Boxster S



Billy Vickers of United Spinal thanks the crowd for RSR's support.



Brian Hogue, owner of Stadium Auto Service attended in spite of an injured wing.



Steve Gross announcing the People's Choice Awards.

Time, Speed & Distance Rally Winners

	Driver	Navigator
1st	Jeremy Goddard	Jay Fash
2nd	Chuck Schenk	Elise Schenk
3rd	Monica Jelic	Tom Skelly
4th	Michael Soriano	Lisa Soriano
5th	Jim Glenn	Angela Glenn
6th	Anne Bruienne	Pep'in & Jack Bruienne
7th	Tim Pott	Mike O'Rear
8th	Ted Badgerow	Bridget Bleau
9th	Robert Avery	Sandra Avery
10th	Carel Allen	Rich McCluskey



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Member Diane Thomson with part of the United Spinal crew who showed up to help at Porsches In The Park. Left to right -- Myron Dixon, Diane, Devin Allen and Rob Henry.



RELAX -- Francie Kish was not under arrest!!

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PORSCHE



Around The Zone

By Dave Stetson
Zone 4 Representative

Time flies when you're having fun! I expect that is true for you; it is for me. The driving season rolling along and we PCA members are getting out to enjoy our friends and our cars. I want to thank my hosts for some of adventures we have experienced. Lori and Bob Bryant gave me something to do early in May at Northern Ohio Region's HPDE. Mid-Ohio Region and Northern New Jersey Region PCA kept me entertained at their Club Race/HPDE combo later in May, after Stephanie and I attended Eastern Buckeye Region's New Member Social/Anniversary Celebration at McCann Racing. Thanks to Scott McSherry and fellow EBR-PCAers. In June, Staphanie and I trekked to Frankenmuth, MI to join Motor Stadt Region members, with Steve Lee and Joe Lavender, as they celebrated their 50th anniversary. In July, we attended Rally Sport Re-

We continue to fill out our dance card for the rest of the year. I had told you that IMSA is coming to Indianapolis Motor Speedway in September. That is still true but Porsche Cars North America has decided that there will not be a Porsche-Platz at that event, so we no longer have responsibility to staff the tent with volunteers this year. Next year, there are plans to make the Indy event a feature endurance event, so we will likely be called on to help then. Stay tuned. At this point, I know that Steph and I will be doing PCA events every weekend in September, even without Indy IMSA. We will stay aware of your calendars and try to join you for some of your activities.

If you have any sort of feedback, requests, ideas that you'd like to pass on to me, please do not hesitate to email me at zone4rep@national.pca.org or call me at (614) 286-5988 (Please leave a message if I don't answer. I will call you back).



Motor Stadt Region's 50th Anniversary

gion's Porsches in the Park and Allegheny Region's activities at Pittsburgh Vintage Grand Prix. It's been a pleasure to get to know the officers and members of these other regions.



Allegheny Region's gathering at the Pittsburgh Vintage Grand Prix



Photo by Burghard Linn



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The 944 Chronicles

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

My youngest son Adam is 23 now and seems to spend a lot of time trash talking with his buddies about what cars are quickest in a straight line and who would be sending who to “Gapplebees” in a drag race. Huh, sounds like me and my friends when we were in high school. Funny how that has not changed. In the past I’ve written about the automotive themed experiences that I’ve exposed Adam to. These included racing go karts, Drive a Tank (he got to crush an unsuspecting minivan), and driving European supercars around the MIS infield road course. So after listening to enough of their “Gapplebees” trash talk, I found another experience for him, the Frank Hawley Drag Racing School.

The Hawley school is a travelling circus that sets up shop at various drag strips around the country. Our class was at Summit Motorsport Park in Norwalk, Ohio just south of Sandusky near Cedar Point. Attendees get to make three passes down the ¼ mile in a big block Chevy powered rail. Attendees that pay a bit more get to do that and then participate in a round robin elimination competition to determine who is King or Queen of the Mountain for the day. The main requirements are that you must be 16 years of age or older and hold a current valid state driver’s license. You also have to give them your height and weight measurements. No judgements here, they need to outfit you with a properly fitted fire suit.

Twenty students showed up and shared four basically identical cars. Most of the students were older than Adam (think middle aged guys and gals) except for one young woman who was probably just out of high school. Students were placed into groups of four (one for each car) and sent down the track one at a time. Every run started with a brief burnout before staging at the timing lights aka “tree.” Once at the tree they would receive the yellow pre-staged and staged lights then the green light. After a car completed its run, the next car would roll into the burnout box. Each driver stays in their car for three consecutive runs. Once the first group of four is finished the next group of four gets

their turn. Needless to say, the last group of 4 did a lot of sitting around before they got their turn.

The cars are big block Chevy powered rails with two speed automatic transmissions which are set up to run around 10.50 seconds in the quarter mile. That is the NHRA threshold for requiring drivers to attend school and have a formal NHRA license to compete. As a reference Car and Driver clocked a manual equipped 2022 911 GT3 at 11.5 seconds in the ¼ mile. The PDK equipped version clocked in at 10.9 seconds. The class’s cars are a bit of a tight squeeze to get into, but they have adjustable pedal sleds so Adam and his 6’4” frame had no problem getting comfortable. Adam ran two back to back 10.49 second passes at 126 mph. Not bad for consistency. His reaction times were consistent too, hovering around 0.33 seconds for all of his runs. Not competition level yet but like anything else it requires practice, practice, practice. On our drive home Adam’s takeaways from the class were “that was fun” and “I want to go quicker.” Apparently, sending him to the Hawley school was a good plan. And no, I did not let him drive home, too much red mist clouding his vision.



So, if you ever wanted to know what its like to strap into a rail dragster and run the quarter mile, I would highly recommend considering the Hawley school. For the \$450 entry fee you get to run a few 10.50 quarter mile passes, (quicker than a GT3) you also get to do the whole fire suit thing (very hot in the summer), tire warming burnouts (no smoke allowed though), and make lots and lots of big block Chevrolet noise. What’s not to like?

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Caymans & Commentary

By member Randy Beikmann

We've all "fallen in with a fast crowd," given that we're in the track-oriented Rally Sport Region of the PCA. And each of us has a batch of stories charting our course here. Talk to anyone in the club and it's amazing the range of experiences people have. The only risk is that you may not be able to stop talking.

My first big fall into a "fast crowd" was in 1981. After my junior year in engineering at Kansas State, I was looking for a summer job. At K-State they were mostly in oil exploration and production, agriculture, and the like. I wanted a job that would be both challenging and fun, i.e., automotive. Fortunately, Amoco was interviewing for summer jobs at their research center in Naperville, Illinois. And one was for their auto lab, where they tested their fuels and oils. I must have had enough experience with cars to convince them I was right for the job, because I got it!

The place was awesome. The facility was new and beautiful, on a broad grassy campus with bright white buildings and a pond next to the cafeteria with a big fountain in its center. It was like I had gone from Kansas to the Emerald City (but skipped the tornado part).

My job was testing cars for their octane requirements, to see if their fuels met market needs. If a test car knocked on 88 octane and didn't on 90, we'd try 89 and find its knock threshold.

It's doubtful OSHA really knew what we were doing, given that we ran our tests on a public road with up to ten two-gallon "safety cans" filled with fuels of various formulations and octane ratings - in the back seat. But I was testing cars and getting paid over \$8 an hour! The most I had gotten before was \$3.35. And it probably wasn't any more dangerous than farming or fixing truck tires on split-rim wheels.

As you might expect, gearheads gravitated to the lab, engineers and technicians alike. It was amazing how much I learned from them, that summer and the next, that prepped me for the future: instrumenting the car, testing it, recording data, sense-checking it, reporting out, etc. My supervisor was a character named Norm (Grumpy) Esau. He owned a bright red Dino 246 that he kept immaculate. When I said I'd love to have one someday, he said I could have that one for \$30,000. That looks cheap now, but for me it might as well have been \$30 million. He threw a summer "champagne and hamburger" party that may have been a little too much fun.

Lucky for me, Norm had raced in SCCA and was their chief steward at Road America, and he gave me tickets for their events. I went up there a couple of times both summers.

Another summer student was Chris, who was a certified mechanic and was working on his engineering degree. He had a Sunbeam Alpine with Vega GT coil springs and Torino shocks, and it handled like nothing I'd experienced. He let me drive it once and when I was slowing down to turn right at an intersection he said, "Oh you don't need to slow down!" He was right. He liked to embarrass much "faster" cars at solo events at Road America.

Sam, a technician, was into drag racing, and had put a Boss 429 into his 1971 Mustang. One night we went up to Great Lakes Dragway in Racine, Wisconsin to see Don Garlits match race Shirley Muldowney. We also saw several jet-powered cars, and a jet-powered semi-tractor. I don't remember who won any race that night, but I do remember Sam explaining the importance of eating ten White Castles well into a long night out. I woke up about 1:00 PM the next day, in horrible pain.

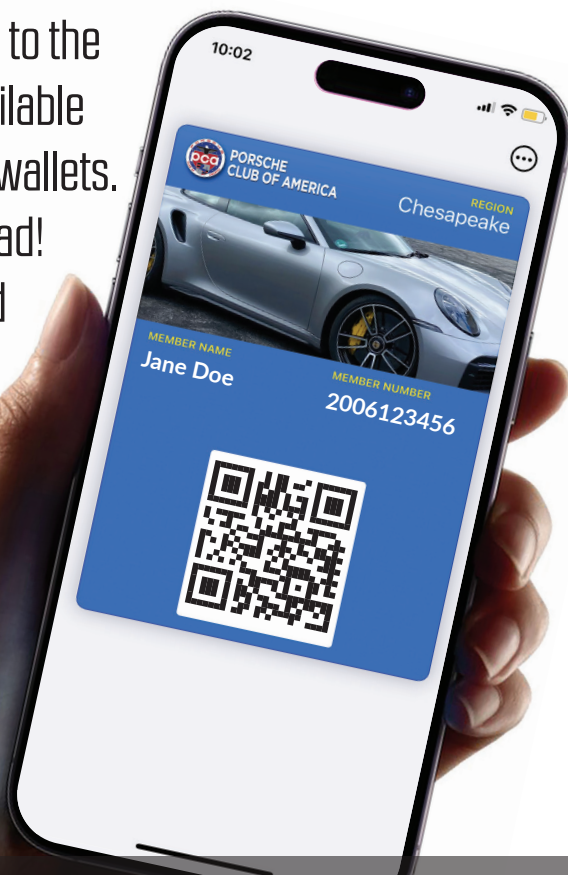
What you take from people like them sticks with you. In the mid-1980's I'd go back to Road America for the IMSA race or the BRIC (Brian Redman International Challenge). I remember the whoosh of a yellow 917/30, and of a Lowenbrau 962 that seemed to launch like out of a slingshot up the hill on the front straight.

Years later it became a tradition to take our son Aric to the BRIC to see the Can Am cars and other vintage racers. We also raced their go karts and did track touring in whatever vehicle I could borrow at GM, like the Pontiac Solstice pictured here going through Canada Corner. Since then, he has tracked his own Solstice coupe with our club, and now borrows Mom's Cayman when he visits for Grattan weekends. It's nice to have him as part of my fast crowd.



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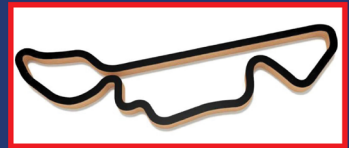


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Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

Communication

As the warden explained to cool hand Luke (Paul Newman); "What we have here son, is a failure to communicate." That is one of my favorite movie quotes but for a very different life lesson. The lesson I take to heart is that all meaningful human interaction is based on successful or at least purposeful communication. As much as it is true in everyday life it is specifically true when it relates to drivers education. I am only successful as an instructor if I am able to communicate my directions clearly.

As instructors we receive many hours of education toward how we communicate with our students. It starts with driver introduction, carries on through in car directions and ends with post instruction debriefing. Each step is essential and has unique purpose and measure of accomplishment. But the most significant realization is that each student and indeed each student interaction is unique. There is not one method of communication that will fit all situations.

The first step is to realize that each person learns and communicates in their own way. Some people may be very literal in how they acquire knowledge while others require a different approach, perhaps learning more from example than from spoken or written word. The key is in observation and feedback from the student. Asking follow-up questions as well as listening and observing actions are critical for success. That brings out the point that communication goes both ways. The student shares in the responsibility to communicate with the instructor. Learning becomes a series of steps and not a knowledge dump of information. Students each learn at their own pace. Positive feedback is also critical to learning. Odd as it sounds, silence is also a form of communication. At some point in every instruction I will purposely stop talking and let the student perform the communicating either through their words or actions. Not overwhelming the student with information is often the most productive part of the instruction.

The demonstration or ride-along laps are usually only employed as a last resort. It is difficult to interpret what is happening on a demonstration lap and to apply it to the students own driving situation. It takes special instruction to make a ride-along successful. The instructor has to demonstrate specific behaviors but especially in a way that is achievable by the student. A thrill ride is specifically

something to avoid. If in car-communication is not getting absorbed by the student it may be that communication has reached a limit of absorption and another approach is needed. We often refer to this as the "light bulb" moment when the lessons are delivered by example rather than words. It is not a universal panacea though but rather a lead-in to further the communication process. The actual truth is that most people learn from a combination of communication approaches. Plus there is no substitution for real experience and repetition. It has been said that it takes at least three iterations or repetitions of learning in order for a student to absorb and understand the message.

This is all fine and good information when it comes to drivers education but how about the rest of our lives? The good news is that communication applies to every situation in our lives. Extra credit for those who remember that movie scene I described at the beginning and what message the warden was trying to communicate. Miscommunication often becomes the most pervasive problem we face in everyday life. Fortunately it is something we can recognize and address, if not avoid all together.



Two especially stunning Porsches at the Park -- above Nick Priest's Mint Green Porsche 964 and below Richard Zarbo's National PCA trophy winning 1971 911.



Photos by Burghard Linn

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Porsche Club of America

Rally Sport Region -- Board Meeting Minutes

Monday, July 10, 2023

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

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

Members & Visitor Present: Jim Glenn, Nick Bleau, Steve Gross, John Thomson, Tom Skelly, Tom Neil, Monica Jelic, Mary Ann Kantrow, Dan Kantrow, Dennis Hubregtse, Glenn Trapp, George Gilligan, Tim Boertman, David Walker

Website: No Report

Events Committee: Jon provided the events list for upcoming events. The Gathering has moved back a week.

Call to Order: Peter called the meeting to order at 7:00 PM at the NCMS Building, Ann Arbor.

New Business: Kevin proposed the motion to purchase a new printer for club printing purposes at the cost of ~\$2000. DE registrar will be responsible for housing the printer. Motion: To approve the purchase of the new printer.

President's Report: Peter recognized Tom Skelly and Monical Jelic for stepping up and supporting PiP.

Old Business: Dennis Huibregtse, following up on his "Adopt a Road" idea, said Hankard Road is currently not sponsored. Dennis will look to see if MDOT wants that road to be adopted.

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

No follow up on club business cards.

Treasurer's Report: Burghard reviewed the June 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 – treasurer@rspcca

Motion: To adjourn the meeting passed unanimously at 7:34 PM. Minutes taken by Kevin Kral, Secretary.

Insurance Report: Insurance is pulled for PiP

Sponsorship Report: No Report

Social Committee Report: Jon discussed the current state of PiP. Registration is open to Thursday night. You can come on Saturday as a walk in.

Advertising Report: No Report

Membership: Glenn Trapp confirmed our status is up to 344 members.

Track Report: Covered first two events of the season and covered dates for the next two events

Newsletter: The deadline for the next Bahn Stormer is July 23rd.



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)



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)



Engine from a 2013 Porsche Carrera S 3.8L: 400HP+ 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)

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

Other Porsche Parts: 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)

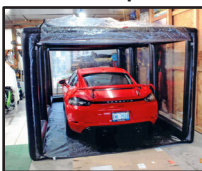
4 Cayman/Boxster Wheels & Tires: \$500 OBO Fronts:



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)

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.

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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