

# The Bahn Stormer

Volume XXVIII Issue VIII -- September 2023

## A Drive to Lake Superior



Photo by Mike O'Rear

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

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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](mailto: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.

Material from the The Bahn Stormer may be reprinted (except for ads) provided proper credit is given to the author and the source.

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

# The Official Page

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\* 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



The Rally Sport Region (RSR) celebrated its 25th anniversary a couple of years ago. The founding members, many of whom are still active with the club today, decided to split off from the Southeastern Michigan Region (SEM) due to some differences in what some thought the focus of the Region should be (for those who were part of that split, please excuse the over-simplification!). RSR is now a robust and successful Region (part of the PCA's vast network of Regions nationwide) featuring a driving season calendar full of well attended social, touring, and track events.

For most of us, the workings of the organization that keep the club viable run behind the scenes, and we partake in RSR sponsored events of our choosing and enjoy both the cars and the companionship of like-minded people. I suppose that is as it should be, but there are real “workings” that go on behind the scenes that are important in keeping the club organized and compliant with various rules/regulations imposed on us by both the National Organization, and the state and federal governments.

RSR is governed by a Constitution and set of By-Laws drafted by the RSR founding members 25+ years ago. In that period of time, the Constitution has been amended only three times...dare we compare the forward thinking of our founding members with the founding fathers of our country? Perhaps a bit of a stretch, but bottom line...they put together a pretty good set of rules/regulations/definitions that have kept us going forward.

It's important to keep in mind that the club does not run by itself, and all of the “behind-the-scenes” stuff, from keeping track of the finances, organizing our events, keeping track of our membership, organizing our required board meeting, all is done by volunteers. When decisions need to be made, they are made by a vote of the Members of the Board. These decisions could range from deciding on whether or not to commit to an event (where a financial commitment is made) to whether or not to invest in a new piece of equipment (like a new printer for all the printing needed for a DE, or our Porsches in the Park event). Some of these decisions are trivial, some not. The point is the direction of the club is determined by these decisions...and they are all made by a vote of the members of the Board.

Why bring this up right now? Good question. We are approaching our annual elections for our Board Members and

President, and historically most of us have adapted a bit of a “ho-hum” attitude toward these elections. Referring back to the wisdom of the founding members, board and the president's position have term limits of two 2-year terms. This was put in place so that there is (or should be) a continual influx of “new blood” to these positions. But what we see is that the current Vice-President is elected as the new President. Existing Board Members who have another term before reaching their term limit are pretty automatically voted back in for another term, and volunteers willing to step up to run for election for an expiring board position are scarce, often with someone running un-opposed. This might be perfectly fine. Or not.

I'd like to suggest that this year, and in the years to come, we look at these elections as a much more important function...one that ultimately determines the club's direction going forward, and that we make choices in our voting that reflect our own personal views. Come to our board meetings...they are always open to the general membership...and make your voice heard. Better...vote in our election and make sure you have made your voice heard. Best...run for an elected position!

This year in particular, we have the unusual circumstance in that our current vice-president, Jon Heidorn, will not be able to run for election as president due to a change in his work-related responsibilities. So, the office of President is open. Want to make a difference? Been thinking of getting more involved in club activities? Well polish up your Porsche oriented resume and send it on to Kevin Kral or Mike O'Rear. Don't want to be president, but would like to have more of a say in the goings-on of the club? Run for the board! This year we have one open board position and two board members running for re-election.

Get involved, and help guide the club as it moves forward. The pay is awesome!

And That's the View From the Front Seat



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## The Gathering



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## New Ad -- Same Great Guy

Beginning with this issue you'll see the ad on the left. Member Conrad Zumhagen has rebranded his business, which was previously "SellYourSportsCar," now "Specialty & Sports Car Advisor." Conrad has many Rally Sport Region members as satisfied customers and will undoubtedly have many more in the future.



# RSR Calendar of Events

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

October 15 (Sun.) 10:00 AM: The Fall Color Tour --  
Host: Charlie Brown III (See ad on page 20)

October 28 (Sat.): RSR Time-Speed-Distance Rally  
Hosts: John & Diane Thomson (Details to follow.)

November 5 (Sun.): Polar Bear Run -- Host: Sebas-  
tian Gaeta (Details to follow.)

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

## Other Events of Interest

Third Saturday of every month, 9:00 AM: The Gath-  
ering At Rennstatt (669 State Circle, Ann Arbor)  
(see page 6)

Third Saturday of every month April thru October,  
7:30 AM to 9:00 AM: Ann Arbor Cars and Cof-  
fee. Zingerman's Road House, Ann Arbor (see ad  
below)



All Cars & Enthusiasts Welcome!  
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## 3<sup>rd</sup> 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**  
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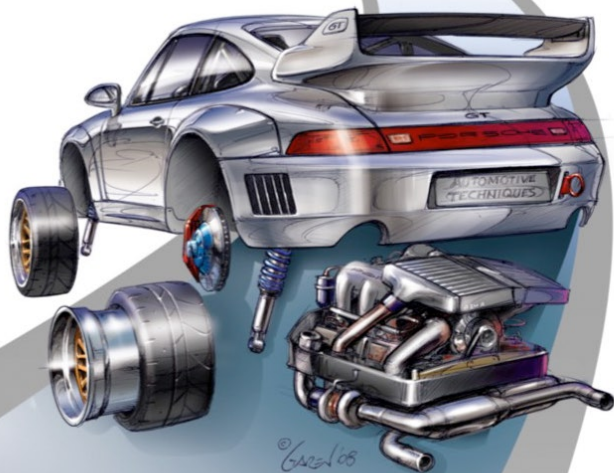
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# Membership

Current Membership 566\*

*\* Includes 345 Primary Members*

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## New Members

Michael Mackenzie  
Brighton, MI  
2013 911 Carrera

Steven K. Snider  
Ann Arbor, MI  
2018 718 Cayman S

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## Member Anniversaries

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Oliver & Jo Dillard.....8  
David & Jennifer Dixon .....6  
Bill Buie.....5  
Christopher & Lindsay Conlin .....4  
Barry Malatesta & Mitzi McMahon .....4  
Oleh & Deni Ann Szekera.....4  
Eddie Russell.....2  
Christopher & Missy Deangelis.....1  
John Reynolds.....1  
Leon Ringl & Barbara Schueler .....1  
David Stone .....1  
Douglas Warner & Ann-Marie Seabolt .....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](mailto: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](mailto: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.



**WE NEED YOU!**

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**DUTIES INCLUDE**

- Attend Monthly Board Meetings
  - Attend Club Events
  - Uphold the club's name in good rapport
  - Contribute to the club and its activities
- 
- If you are interested in becoming a boardmember please complete a profile (2-3 sentences 250 word max) about yourself and how you can contribute to the club
  - All profiles must be received no later than October 20
  - Please email your profile to: [kevinjkral@gmail.com](mailto:kevinjkral@gmail.com)



# Tires at High Speed

Story and photos courtesy of Pedro Bonilla & [Pedro@PedrosGarage.com](mailto:Pedro@PedrosGarage.com)

Tire inflation specs are based on what the manufacturer considers “normal” driving conditions.

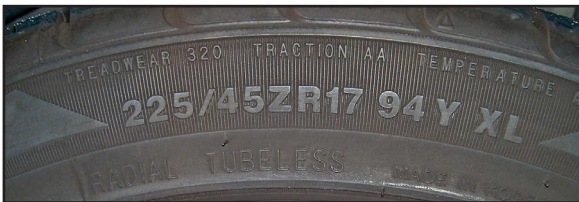
But, because of the cars we drive and the Club we belong to, many of us have the opportunity to go beyond “normal” driving conditions at the track during the Driver Education events organized by our PCA and other auto clubs in the area. Let’s try to put it in perspective.

Even though we tend to think that properly inflated tires are perfectly round, they truly aren’t.

Because of the weight they carry (vehicle, fluids and passenger(s), the bottom half of the tire’s sidewalls bulge and the tread flattens where it contacts the road.

But on the top half of the tire, the sidewalls straighten out and the tread curves back into its molded round shape. This difference in shape between the top and bottom halves of a tire is known as “deflection”. This deflection will occur with every revolution of the tire, so picture this:

A 225/45ZR17 tire could be considered a standard front tire in a Boxster, Cayman or Carrera. This particular tire has a 25 inch overall diameter and after doing the math we know that this tire will turn approximately 807 times every mile. At 25 miles per hour this tire will roll 5.6 times per second, at 70 mph (speed limit on the Interstate) it will roll 15.7 times per second and at 140 mph (speed right before braking for turn 17 at Sebring) the tire will roll a daunting 31.4 times every second. This means that the tire is changing its shape from its unloaded to its loaded state and back every 3/100th of a second.



This constant tire deflection plus the friction of the tire against the road (track) generates tremendous heat build-up in the tires. Since the tires are filled with air (or nitrogen) which is a gas, Boyles Law demonstrates that if the volume of gas is maintained constant, its pressure is directly proportional to its temperature, therefore your tire pressure will go up as the tire gets used, and the faster the tires spin, the faster the temperature and therefore the pressure will build up.

The rule of thumb is that the tire’s pressure will increase by 1 psi for every 10° Fahrenheit increase in temperature, or 1 psi for every 4 minutes of use during the first 20 minutes of operation. All of the above to basically say that the faster you go, the higher your tire pressure will be.

So, when we’re at the track or Auto Cross we must keep in mind that we will have a tire pressure increase as soon as the tires start to heat up. This will alter our car’s handling, so we need to carefully monitor the pressure throughout the different sessions during the day.

But how do we know what the ideal pressure is? We should generally start with the recommended pressures from the car’s manufacturer. Then, the tires will tell us if they need more or less pressure.



Most modern high-speed rated tires have special markers to show us the optimal tire patch.

This triangle tells us where the edge of the optimal tread wear should be. As you can see above, the wear is a little short of the marker, meaning that we have too much pressure. Dropping a couple of pounds of pressure and then hitting the track again gives us the optimal patch, as seen below where the edge of the wear is right to the tip of the marker.



*(Continued on page 13)*



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(Tires from page 11)

Also, always keep in mind that you should never inflate beyond the tire's maximum pressure, stamped on its sidewall.



Keep an eye on your tire's pressures and ...

*Pedro*



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# The First Car...Make It Personal and Fun

By RSR Member and regular contributor Jeremy Goddard

*(Editor's Note: Another reprise from 10 years ago -- and a good one.)*

I have a couple of friends who have each determined that their children will learn to drive, and will be safest doing so, in the largest vehicles they can find for them: one a Suburban, the other a Dodge B-Van. I find this most unfortunate: how any new driver can learn anything meaningful of the art while maneuvering such a living room around town is beyond me. If having "lots of sheet metal around you" means "the safest vehicle for my child is the largest he can drive," the sooner these guys matriculate into their commercial licenses and get to driving Class 8s, the better.

There are other factors which mitigate against such a selection. Whenever there is a high-school car crash, it is most usual that the car was packed with four or five friends, all having a great time until things went wrong. And, while the new driver will soon get used to the daunting challenges of negotiating the beastness with its vague steering and inadequate brakes around the curbs and cars, the School of Hard Knocks will likely have its input, and there may be repair and even insurance effects.

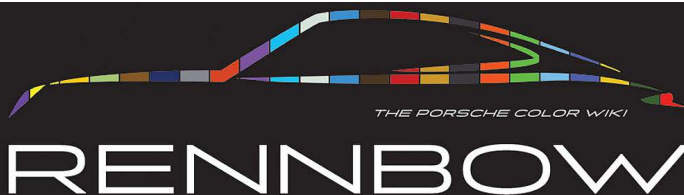
When my children got to that magical age, I wanted them to experience fully the whole joy of driving, and to open

them up to the enjoyment and sensations I had found with cars. We bought a silver Miata: rear-wheel drive handling; responsive steering and powerful brakes; no back seat and the distractions of friends behind; manual gearbox, for the mastery of up- and down-shifts and hill starts; inexpensive to buy and to run; and as a bonus, it's a convertible. I like that it's a nimble machine able to turn an accident into an incident.

When we had three drivers learning, we bought a second Miata, a red one. Over the five probationary years, we had but one front-wheel casualty when a little extra enthusiasm on wet leaves led to understeer and a curb. The School of Hard Knocks did its best.

Are all three superb drivers today? Not completely, but they all take driving seriously, are fast and smooth, have good car control, are situationally aware in the main, and are mechanically sympathetic and courteous. One is excellent; one shifts too often and too early; one tends to push a little hard. I'm happy with that.

I wonder how they would have done learning to drive in a behemoth. I know they had more fun in Miatas, and I know they had much better primary safety on their side.



By Mike O'Rear  
with photos from  
Rennbow.com

Want to go down another Porsche "Rabbit Hole" -- then try [www.rennbow.org](http://www.rennbow.org) -- the website for exploring the amazing range of Porsche vehicle colors. What's more you can

choose any of the hundreds of historic colors if you'd like your new Porsche to be extra special.



Top Row Colors (Left to Right):  
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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'm not sure where I read this, but the observation was you are a regular track day addict/participant if your household budget includes line items for tires and brake pads. I have come to the realization that I fall firmly into that category. My local Belle Tire, who by the way, can get any tire you want including track oriented tires, now sells me tires wholesale. His logic for doing this was that I buy a lot of tires, and fairly frequently at that. Of course, this is a consequence of me spending too much track time wearing out tires and also my penchant for buying project cars which all need new tires to make them road worthy. As for brake pads, well I buy a lot of those too. Part of it is due to experimenting with different brands and part of it is due to accelerated track time wear. Either way I'm changing brake pads more often than I change the oil.

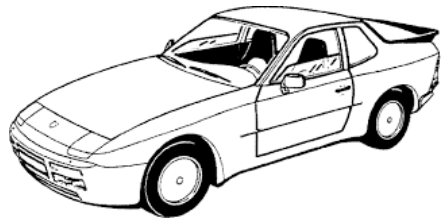
So back to wheels and tires. The MGB GT has its original rostyle wheels but a second set of VTO Minilite replicas is in the shopping cart. All my regular drivers, except for the truck, have more than one set of wheels and tires. That includes the 944, it has two. Both the Si and the Type R have three, a daily, a winter, and a track day. This is normal right? How anyone gets by with just one set of wheels and tires is what I find puzzling. In my mind just living in Michigan requires you to at least have a dedicated set of winter wheels and tires to go along with your dedicated 3 season set. In fact, a friend and I were just having the discussion about storing our wheels and tires and the amount of space it consumes in our garages. His wife, who was listening to our conversation, observed that our real problem is not a lack of space. Our real problem is we have too many sets of wheels and tires. Too many? Not a chance. She might as well have said we have too many, you know, cars.

This is not to say that you will have this same problem if you want to track your 944. When I first started taking the 944 on track, I ran good high performance all season tires and the stock Porsche brake pads. The tires held up well throughout the track season and the pads exhibited very little wear when running Waterford Hills and Nelson Ledges. If you plan to track your 944 occasionally this is a great combination that let's you drive the car daily as well as back and forth to the track without having to swap in special parts just for track days. You won't be pulling massive cornering or braking G-loads but this set up is reliable, predictable, and fun to drive. Especially if you are new to DE's and track day driving. High performance summer tires could be an

option using stock cookie cutter wheels. However, the only ones I can find in the stock P215/60 R15 size for an early 944 are Pirelli P6000's at over \$350 each. With a wear rating of (UTQG) of 180 they will be grippy, but they will also wear relatively fast depending on how much time you spend on track.

Another option for the early 944 is to source a set of 16 inch wheels with the correct early 23.3 mm offset. It's not impossible but it is pricey. However, the selection of 16" tires is much larger than the selection of tires which fit onto a stock early 944 cookie cutter wheel. The P225/50 R16 size works well for an early 944 and the variety of tire types is not only large but relatively inexpensive. Of course, now you have just bought a dedicated set of track wheels and tires that are going to live in a corner of your garage when you aren't taking the car on track. Not only that, but if you happened to buy that nice grippy set of 200 UTQG tires on 16 inch wheels you probably want to look into more performance oriented brake pads that can take advantage of your track day only tires capabilities.

And a rolling tire rack for your garage of course. You'll need it for the third set of tires and wheels that your 944 uses for SCCA Rally Cross events.



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# Caymans & Commentary

By member Randy Beikmann

## Do Not Share This

It's almost the end of road trip season, and although we haven't been able to take advantage of it as much as we would have liked this year, Tara and I have still managed to roam around a bit.

Like many folks around here, one of our favorite places to travel is the Mackinac area. Tara grew up in Michigan, so the Mackinac Bridge holds a special place in her heart, going back to when her family would travel up to see that tribute to human ingenuity and determination. At the time there weren't enough places to stay, so families would park their cars along the Mackinac Highway and sleep overnight. America was a different place at the time!

Although Mackinac Island is the main draw for the area, we usually stay on the mainland and use Mackinaw City as a staging point. Not only is it about one-half the price of staying on the island, but it gives us flexibility in our plans, which is always a priority for our road trips. If the weather is marginal, we can put off going to the island and go somewhere else for the day, since a lot of interesting places are within day-trip distance. And if the weather is too bad even for that, we can go to a movie downtown. This year we saw *Oppenheimer* (a must-see) on the rainy day.



One favorite place that we'll let you in on is the Riviera Hotel, definitely an odd name for a hotel located on the straits of Mackinac. We took my Cayman up there two years ago and stayed there as sort of a last resort, but right away we were taken by it. The rooms are accessed from the outside of the building, so it's more of a motel than a hotel. If you're looking for luxury, look elsewhere. But if you're looking for an honest, well-run, and well-kept place, this is it. It's become our go-to lodging.

Though the rooms were fine then, they have steadily redone different portions of them over the last couple years, so they keep getting better. Word is getting around, so it isn't the cheapest place to stay, and not the easiest to get into, so don't post about this where hundreds of people might read it.

The best part: the view. We were back there this year in Tara's Cayman, and I made sure to get a better picture of it this time. Being right next to the park by the light house museum, and near the water, it gives you the best view of any hotel in the city. It's nice to see the bridge at different times of day, in different weather, and at night when it's lit. The island is visible too in the distance.



Another feature of the Riviera is that it's only a few blocks from Shepler's Ferry or downtown. Tara and I are morning people and an early ferry ride to the island beats the rush, and lets us do our walking, biking, or shopping before it gets too crowded.

Of course you'll need a solid restaurant for your stay, which brings us to another favorite: the Keyhole Bar and Grill downtown. Again, it is not fancy, but is a genuine and friendly long-time local establishment. We usually sit at the bar, but we've never yet seen them use a shot glass. For instance, they'll pour gin into the empty glass until it looks right, put in a bunch of ice, and fill what room is left with tonic. It's always right. The food is better than most of the restaurants that have a higher-level atmosphere, and it's fairly priced. Their salmon is really good, but really everything is.

So these are our usual haunts, but we'll keep researching...

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## Fall Color Tour - 2023

When: Sunday, October 15th., Meet @ 10:00 AM,  
Depart: 10:30 AM

Where: Chelsea Carpool Lot (1629 S. Main St. — East  
side of M-52, immediately across from I-94 exit 159 ramp)

Let's take a nearly 100-mile trip with RSP-PCA amongst S.E. Michigan's fall colors from Chelsea the Highway to Hell then west and south first to a pit stop in Grass Lake then on to our new-for-2023 lunch destination, Chateau Aeronautique Winery/Blue Skies Brewery in Onsted, just east of M.I.S.

Registration through MotorsportReg is **required**: the drive is FREE, but lunch will be \$20/head, payable via MSR. Lunch will be a lasagna buffet, both meat & vegan, with salad and breadsticks.

Chateau Aeronautique Winery website: <https://www.chateauaeronautiquewinery.com/>  
MotorsportsReg link for registration and lunch: <https://www.motorsportreg.com/events/2023-rsp-pca-fall-color-tour-chelsea-carpool-lot-rally-sport-148847>  
SpeedWaiver link: <https://rsppca.speedwaiver.com/cppbz>

Host: Charlie Brown III, C: (734) 358-2393, [registrar.rsr@gmail.com](mailto:registrar.rsr@gmail.com)



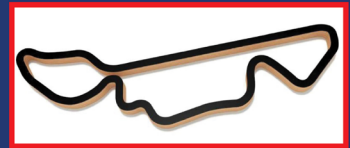


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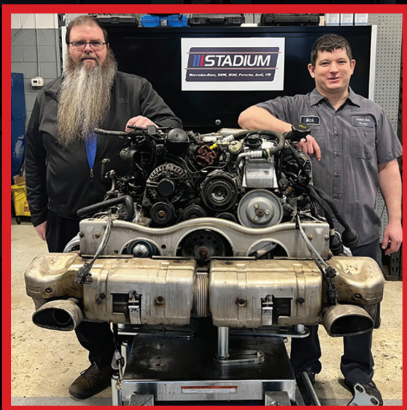
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# Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

## Seeing and Observing

Many people believe that the power of observation is seldom fully realized in most of us. By that I mean that while images are processed by our eyes absorbing a constant stream of images, our brains often lag behind or even skip by the interpretation or processing the data that we have seen. This is something that we can be conscious of and can improve.

One aspect of our power of observation comes into play in driving our cars. We think that we take our driving very seriously when in fact most of us experience moments of lapses in concentration and we are just fortunate that it doesn't result in some serious consequences. How many of us can finish a trip of almost any length and can recall every aspect of what we saw and experienced? As we process life experiences only a small portion of those memories are retained and only an equally small portion are processed or interpreted by our brains.

At a PCA Instructor School held at Barber Motorsports Park our group of instructors received an odd challenge by the Chief Instructor. Barber is a beautiful facility that is made unique by a large number of sculptures scattered throughout the facility, most of which are observable from the track surface. Of course the sculptures are just decoration and that have nothing to do with navigating the track layout. You may notice one or two sculptures in your peripheral vision as you blast past them. I am told there are more than a dozen but I can only recall one or two. The instructors challenge was to note as many as we could find in our next driving session. Preferably we could find the sculptures while still focusing on our driving of this winding, challenging and rather fast race track. The point was that the data was there to see in plain sight but even knowing the challenge we were not able to observe and process what we saw. We all failed miserably. The other point made was that we probably also failed to process all of the details of the track as we drove it even though it was our sole point of focus and concentration. Factor in all of the observations of driving instruction and the challenge of providing sound instruction becomes apparent.

As drivers we can become more observant. One important aspect is to not let other thoughts interfere with our focus. The most obvious distraction is the cell phone. But there are a myriad of other controls and dash data that surround us. The point is not to ignore all other inputs but instead not let it draw away our attention for too long of a

period. The other aspect is external or extraneous activity that can draw away our attention. Things like signs, other traffic or any other distracting activity can cause a reaction in our driving. One thing we emphasize in driving school is that our hands take us to where our eyes are looking. If you want to avoid an obstacle the worst thing you can do is focus on it.

Race drivers are often praised for their acute vision. Behavioral scientists studied a race driver's vision and found a fascinating pattern of behavior. By tracking the actual movement of their eyes and head they noticed a distinct pattern they labeled, "scan and focus". It seemed that they kept their vision in constant movement of taking in everything they saw from near and far focus to detailed focus on instruments and mirrors and key track markers that would indicate brake points, turn in points, apex and track out points. They could focus in just briefly on those details that affected their decisions but constantly shift their focus and concentration. It was all part of their skill set as successful drivers. And it is a skill that each of us can develop and seek to improve.

The take away is for each of us that what we see and what we observe are unique skills that we can improve. One trick that I employ when I find my concentration wandering is to mentally talk through a narrative. On the track I might call out my reference points. On the road I might look for traffic cues such as a traffic light changing color, a road warning posting or even a pattern of driving such as traffic flow or other drivers changing lanes or turning. The ultimate objective is to become so observant that I can use what I observe and can anticipate and not be surprised by what I see.





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# Porsche Club of America

Rally Sport Region -- Board Meeting Minutes

Monday, August 9, 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:** David Walker, Tim Boertman, Conrad Zumhagen, Denis Huibregtse, Dan Kantrow, Mary Ann Kantrow, Glenn Trapp, Mike O'Rear, Diane Thomson, John Thomson, Charles Schenk

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

**President's Report:** Peter discussed the stress on the budget over the past years due to the pandemic. Peter praised Kevin and Jon for the income and building the funds from the track events and Porsches in the Park (PiP).

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

**Treasurer's Report:** Burghard reviewed the July 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@rsp.pca](mailto:treasurer@rsp.pca)

**Insurance Report:** DE Tech Forms need to be scanned in color and stored for 95 months.

**Sponsorship Report:** No Report

**Social Committee Report:** Jon covered Porsches in the Park (PiP). Event was very profitable with entrants and sponsorships. Discussion surrounded the takeaways of the event. Group has significant discussion on events overall. Jon to work with PiP team to determine next steps for next year.

**Advertising Report:** No Report

**Membership:** Glenn Trapp confirmed our status is at 340 members.

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

**Track Report:** Kevin covered season and plans for upcoming events at Waterford and GingerMan.

**Newsletter:** The deadline for the next Bahn Stormer is August 20th.

**Website:** No Report

**Events Committee:** Events for the remainder of the season were presented. John and Diane are planning a Time-Speed-Distance Rally (TSD) on October 28th.

**New Business:** Peter brought up spam emails and the recent flurry of them. This is a reminder that no one will ask for money for the club.

Peter discussed that there are openings for the President Position as well as two incumbents running for re-election, and one for replacing David Finch who has had his two terms. Typically, Vice President would run for President. Jon cannot do that at this current time with his other responsibilities. Peter solicited for running for President, Mike O'Rear then jokingly suggested everyone look at their navel!

**Old Business:** Sebastian has produced a design for a club card. The cards will be printed and distributed to members that want them.

Dennis got an email from MDOT. The road we are looking at is the responsibility of Washtenaw County.

Motion: To adjourn the meeting passed unanimously at 8:09 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](http://www.SellYourSportsCar.net)



Call Conrad at 734-645-5778 or email [zumco@mac.com](mailto:zumco@mac.com) (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 [zumco@mac.com](mailto:zumco@mac.com) (07/23)



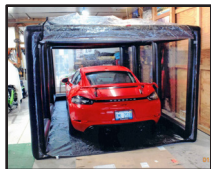
## OTHER ITEMS

**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)

**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](http://www.carcapsule.com) Call David Glenn at 248-437-3872. (03/23)



**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@](mailto:chbrown3@) (11/22)

## OTHER ITEMS

**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](mailto: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](mailto: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](mailto:T1143rk@gmail.com) (06/23)

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

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

Like to See your car on the cover of the Bahn Stormer? I know I would! Send your "arty" shots to [bahnstormer@rsp.pca.org](mailto:bahnstormer@rsp.pca.org) and improve your chances!!

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