

The Bahn Stormer

Volume XXVIII Issue IX -- October 2023



Waterford Hill's DEs are done for the yeear -- but there is still GingerMan as a season's wrap-up.

Photo Unknown

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

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Check out the latest news on our website rsp.pca.org
Check out images of RSR events at: <https://rsrpics.smugmug.com/>

The Bahn Stormer

For Information or submissions

Contact Mike O'Rear

bahnstormer@rsp.pca.org

(Please put Bahn Stormer in the subject line)

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

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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The Official Page

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From the Front Seat

By RSR President Peter Grant



Confessions of a serial automotive collector...read all about it!

The saga continues. Having finally come to terms with the fact that I'm obsessed, addicted, afflicted, crazy nuts about cars, I've finally given up wondering "what's wrong with me" when (like clockwork) somewhere between 2-3 years of ownership, I start thinking I need a different car. Has nothing to do

with how much I love the one(s) I have, or how much love and money I've poured into them to bring them up to spec. Some switch goes off in my head that starts a fire burning inside. Must be there's truth in the answer George Gilligan gave my wife Melanie one day when she asked what his favorite car was. His answer..."THE NEXT ONE"! indeed.

My affliction has wandered all over the automotive map through the years, and started very early in my driving life. But, as you know, for the past two-plus decades, my focus has been German cars, and most especially Porsche. Now, if I had a very large pole barn and endless resource (I have neither!), rather than sell one and buy another (thus "collecting" them in serial fashion), I could just stash away the old for another day and buy something new...and so it would go.

But hey, serial "collecting" has its advantages. For example, I don't have to house more than one or two (maybe three) cars at a time, and I support our state economy by providing it with an ongoing supply of tax money with each transaction. Additionally, the hopefully increased value of the "old" car helps pay for the "new" one (at least, that's what I tell Melanie!).

Why, you may wonder, do I bring this up now? Those who know me know perfectly well why...there's another turnover in the works. What started this one? Funny you should ask! For those that follow my articles, you know that a few months ago I started getting the itch for a BMW...the excuse being that I'd not owned one for a long time and it was a BMW that got me started on my obsession with German cars. The result was a flip of my excellent 1989 944 S2 and the purchase of a great driver quality E46 330Ci. The devil here is in the details, and the "small c" in that BMW descriptor is the culprit. The E46 is a convertible. So is my current Porsche, a lovely 2009 Macadamia brown 911 cabriolet. But two cabriolets?

The fire glowed softly at first with the subtle whisper... maybe it's time for a 911 coupe? How can you take a cabriolet to a DE? Green group? The glow burst into flames when I spotted (yes, I started cruising the internet listings again!)

a 2009 Macadamia brown 911 Targa. OMG...I loved my 996 Targa, and here it was in 997.2 form. And it's a coupe! Discussions started and ended without resolution. The dealer was not willing to move from his price point, which I thought was just too high. Surprisingly, though the fire was now raging, logic stepped into the picture and said "HEY! Wait a minute here! 997.2s are really desirable cars and perhaps the sweet spot of the water-cooled cars. Or not? What about a 991. Aren't they great cars too? Ohhhh...and what about an "S". I've never had one of those. Now there's an idea!"

Do I have to say that by the time you read this article, I'll have a 2013 C2 911S in the garage? Texas/Florida car with low miles and good provenance. It's in Ft. Lauderdale. Road trip! EEEEEYHAAAAAAA.

And can you believe that my wonderful wife, Melanie, puts up with all this!? OMG, can it get any better than this? Well, maybe if I had that pole barn and unlimited resource?

Nah!

And That's the View From the Front Seat.



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Rally Sport Region Polar Bear Run Sunday November 5th, 2023

Rally Sport Region members are invited to take that one last drive before putting your babies away for the winter. The beautiful driving route through the country roads west of Ann Arbor takes about 1 1/2 hours.

Maps will be provided to all but if you have any questions please contact sebastian@arbormotion.com

**THE STARTING LOCATION IS SKYLINE HIGH SCHOOL
2552 N Maple Rd, Ann Arbor, MI 48103**

Meeting time is 10:00am at Skyline High School's main parking lot - Please note, there are NO public rest room facilities open at the high school.

We push off at 10:30am with an expected drive time of 1 1/2 hours.

Please make individual lunch plans; the end of the route goes through Chelsea and Dexter and there are terrific restaurants to choose from in both towns.

RSR Calendar of Events

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.), 10:00 AM: Polar Bear Run --
Host: Sebastian Gaeta (See ad on page 6.)

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

December 9 (Sat.) 6:30-9:30 PM, Porsche of Ann
Arbor -- Host: President Peter Grant (See ad on
page 15.)

Other Events of Interest

Second Saturday of every month, 9:00 AM (starting
November 11th): Stadium Auto Tech Talks (see
page 13)

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)

November 4 (Sat.) 10:00 AM: Porsche Tech Session,
Munks (See ad on page 16.)



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3rd Saturday of Every Month (May – Oct)

April 15, May 20, June 17, July 15, August 19,
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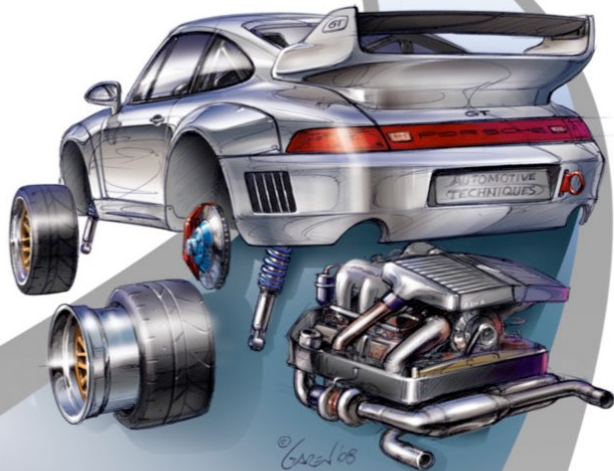
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Kevin Brandt
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1995 911 Carrera

Jaime Williams Quintero &
Diego Williams Balli
Ann Arbor, MI
2003 911 Turbo

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Nick & Andrea Cocciolone25
Rob Diegel21
Paul & Harry Grusche18
Roger & Lisa Shultz14
Kirk & Julia McCardell.....13
John & Kelly Shoemake8
Curtis & Diana Yanoski.....8

Manuel & Ruth Tenorio-Rios7
Chris Callison5
Jay Kukor & Nancy Harris.....5
Steffen & Annika Preg.....5
Dave & Michele Callanan4
Dennis & Pat Huibregtse4
Erik & Danielle Herman2
Tom & Liz Neil.....2
Thomas Skelly & Monika Jelic.....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.

Final 2023 Waterford Hills DE

Story by Mike O'Rear and photos by Burhard Linn & Mike O'Rear

Rally Sport Region's final track day at Waterford Hills was lightly attended but those who came had great conditions and lots of room to explore what they and their cars can do. Kevin Kral and the track committee did their usual fine job of organizing the event and assuring that everyone had a fun and safe time

Once more Eric Gedeon and Porsche of Ann Arbor provided donuts, bagels and lots of hot coffee. Rennstatt Racing, Bloom Roofing, Stadium Auto and Porsche of Ann Arbor

need to be recognized for their financial support throughout the track season.

There is one more chance to attend an RSR Track event. That's on September 30 & October 1 (Sat. & Sun.) at the famous GingerMan Raceway near South Haven. Bring the family and let them enjoy the wonderful West Coast of Michigan while you try a track that RSR hasn't visited in several years.



Left to Right: Track Committee members Kevin Kral, Charlie Brown & Arnie Spieker review the flags at the Drivers' Meeting.



Tom Skelly and his 2013 Carrera S



Dave Walker in his 1985 Carrera

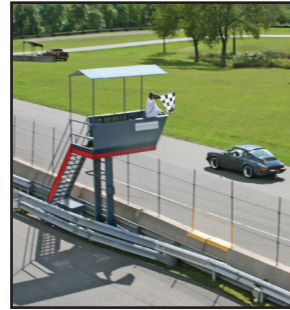


Nick Bleau and his 1999 Carrera

(Continued on facing page.)



Jeff Thomas and his 2015 Cayman S



Thomas Wittkopp in Stadium Auto's Cayman

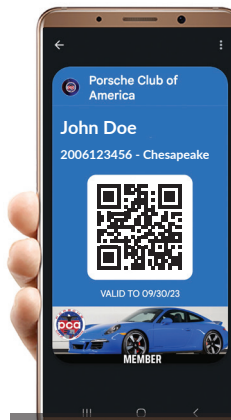


Gary Egbert leads Michael Goebelbecker into Turn One



Joe Fialka provided classroom instruction.

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Annual Rally Sport Region Holiday Party & General Membership Meeting— 2023

Date: Saturday, December 9th

Time : 6:30-9:30 PM

**Where: Porsche of Ann Arbor
2575 S. State Street, Ann Arbor**

Dress: Business Casual

RSVP by December 1st to mor734@gmail.com

Please join with fellow members and friends for an in-person evening of Holiday Cheer brought to you by Germain Porsche of Ann Arbor and the Rally Sport Region. The evening will feature multiple dining stations, a cash bar, and lots of opportunities to mingle with friends old and new.

There is no charge for the party, but as in past years we are asking you to support two worthy charities. As we did last year, in addition to C.S. Mott Children's Hospital we are including the Southern Michigan Chapter of the United Spinal Association (USASM) in our charity efforts. We hope you can support either or both. We are suggesting a total value of approximately \$50/person.

Wish to contribute to Mott Children's Hospital?

Bring an unwrapped toy(s), gift certificate, or check made out to UMHS Child & Family Life.

Remember Mott Hospital treats children from infants to age 18.

For more information on C.S. Mott Children's Hospital's UMHS Child & Family Life fund go to: <http://givetomott.org/ways-to-give/mot-t-wish-list/>



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The 944 Chronicles

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

In the land of 944's, unicorn parts are of course "the parts" that the internet muses have deemed sufficiently rare and desirable to be worthy of a proper quest in the best Indiana Jones fashion. Of course, in a modern context, that quest involves wasting endless amounts of time surfing the net on Craigslist, Ebay, and numerous other 944 associated sites. These parts usually involve converting some powered system of a 944 into its simplified manual equivalent. Never mind that your 944 runs perfectly well just the way it is, you need these parts. Of course, my logic for finding and installing these parts includes the fact that the same unicorn parts also address and correct the reliability of some known 944 power system weaknesses. These include the somewhat notorious reliability of the powered window regulators and switches, the intermittent performance of the powered sunroof, and last but not least the leak prone power steering rack system.

If you have ever owned a 944 you are familiar with a power steering system leak of some sort. The P/S system will, at some point, drool like a large dog waiting for a treat to come its way. The only exception to this rule is the 1983 model which was the only year Porsche offered the 944 in the US market with a manual rack and pinion unit; power steering was optional (yes it was internet sources I own one, I know). Its many virtues of simplicity, road feel (as postulated/described on the internet), lack of drooling potential, and of course reduced overall system weight place it in the pantheon of 944 unicorn parts. Of course, the most desirable unit is the "015" sport unit which came with an optional ratio of 3.5 vs 4.0 which you know already if you too are a true 944 aficionado. You also know that the manual steering rack requires unique tie rods and a unique intermediate shaft which, being made of some type of unobtainium, has rendered it permanently in the "no longer available" category. Acquiring a complete used system, end to end, without having to buy the rest of the car to go with it, is not a trivial task. It wouldn't be a "unicorn" search if it was, would it.

Unfortunately, my 1984 car came equipped with the optional power steering system. This simple mistake, obviously made by the original owner, had left my 1984 944 lacking, dare I say deficient, not only in its fundamental design simplicity but in the purity and feel of its overall steering experience (or so I was told by the powers that be online.) So many moons ago, in the name of steering feel, lighter

weight, and no more drools, I set about procuring one of said elusive manual rack and pinion steering systems for my 1984 944 aka "The Brown Car". Fortunately, I like wasting time searching for things on the internet and in 2018 I found an ad on Detroit Craigslist for just such a system. One email, some impatient waiting, and one phone call later I appeared to have one in the bag, from of all places Royal Oak.

I was a tiny bit bothered that my Google maps already knew the address of the seller. It took me a good portion of the drive there to realize that I had already purchased some 996 wheels and tires from the same seller about one year prior. They were the "winter" wheels for his LS V8 swapped 944. Do not be judgmental, he was young man with mechanical skills and the need for speed.

And so, for \$200 I had a complete, with intermediate shaft, manual steering rack system which was in fact one of the 015 sport racks so cherished by the internet muses. I know Mr. Spock said the having is not always so pleasing as the wanting, but in this case the having was just superb. I found that unit about 5 years ago in 2018. It was not worn and in really good condition for only \$200. I installed new tie rod ends, rack boots, and gave the rack a good regreasing. I had the rack installed into the brown car and it's been providing excellent service ever since both on and off the track.

So I did a little follow up research to see if a) I could find another one, and b) what does it cost? The thought was to do the same manual rack conversion on the red car. Did I find one? Yes, yes, I did, several in fact. Do they cost \$200? No, a complete system now costs \$870 on eBay for a Meyle aftermarket LHD rack complete with tie rods and intermediate shaft. Paragon Products offers a manual system on its website for \$930 but it is currently listed as "unavailable." The 944Store offers a refurbished original Porsche rack on their website for \$742 but that doesn't include the tie rod ends or intermediate shaft. Talk about inflation. As for manual window regulators, forget about it, not even eBay has them. I'm glad I bought that second set some years ago.

By the way, not wanting to waste the opportunity to acquire yet another early 1983 944, I asked the seller of my "new" manual steering rack about the car it came from and whether or not he had that laying around too. He did, it was in the corner. He had used a Sawzall to cut the entire body structure up into bite size chunks. Apparently, that was the easiest way for him to haul it off for scrap. Such a shame.

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Caymans & Commentary

By member Randy Beikmann

September Finale

September is our track season's last gasp, so I decided to do a couple of events during the month. At press time (I've always wanted to say that), I had been to just the one, so I'll have to discuss the other next time.

In mid-September I went to Mid-Ohio with the PCA Allegheny Region. When I got there I made some new friends by parking near Ethan, Patrick, and Matt, who had a GT3, a Boxster, and a Cayman. And a pop-up canopy. They made me feel very welcome and shaded. We had varying careers and varying cars, so we had a lot to talk about.

Every region has a different flavor, and I'd say the most notable one with theirs is the proportion of high-end cars that attend. I had never seen so many GT3s and GT4s in one place before, and a good amount were the up-level versions of those. There was also a recent Ford GT, and a Mercedes-AMG GT. But there were also "normal" Porsche and non-Porsche entries.

My instructor was Sean, who had a GT4 ClubSport. He was extremely friendly and just an overall good guy. We were exchanging emails and joking around even before the event, so he sort of knew me, personally and driving attitude-wise, when I got there. So even though I was going to Mid-Ohio for the first time, there was a bit of familiarity from the start.

Mid-Ohio is roughly composed of two sections, one where curves are cleanly separated by generous straights, somewhat like GingerMan, and another where things happen in close succession with plenty of elevation changes and blind curves, like Grattan. I had been told that driving at Grattan is good experience to have before Mid-Ohio, and I completely agree. But like Grattan, it takes a little experience to string those curves together in a way that keeps your speed up as much as possible, while maintaining a margin of safety. That's the challenge, right?

Saturday's first session was wet with dew, especially on the slopes facing away from the morning sun. We had to be mindful of Mid-Ohio's reputation for being treacherous in the wet, but it was a good chance to familiarize myself with the track at a lower-than-normal speed and test the traction a bit.

Sean stayed in the car with me for two more sessions while I continued to pick up the pace and learned to deal with the transitions that become necessary as more speed in one curve influences your approach into the next. He gave me more verbal instructions on each lap than I would normally want, but it was always well timed, useful, and need-

ed, so it worked very well.

He said he was confident in me at that point, mainly because I kept the car balanced, and I was developing at a reasonable pace without jumping headlong into overdriving it. I don't like skipping the fundamentals.

On the fourth session I ran solo and was able to put together three clear laps at a decent time within 0.2 seconds of each other, so whatever mistakes I was making were consistent, or else they were statistically cancelling each other out. I know I never follow the same line twice.

I considered skipping the first session on Sunday because it would be dewy again (it was actually even wetter), and I accidentally followed through on that plan. Either my alarm didn't go off, or I slept through it! At any rate, I had a ten-hour sleep and went into my 10:55 session well-rested and unhurried. I felt great.

In that session the track was drying, so there were light gray, dark gray, and shiny patches all around the course. It was the perfect time to experiment with taking curves in the off-line dry areas and the wetter on-line ones. I tested the traction periodically by suddenly adding more steering. I pointed a lot of people by, but I learned a lot about judging traction levels in changing conditions.

I soloed in the dry my last two sessions and became more comfortable with the transitions in the more complex areas, and I was doing more things correctly. It felt like I was getting steadily faster. But oddly, I was running consistent times almost exactly the same time as Saturday! I'll have to look at my data to see what was happening there.

One thing I've noticed in my Cayman T is that after a while the car's straight-line performance feels "flatter", but based on my top speed numbers (around 133 mph), the power was consistent. It could be that my driving improves to the point where I could use more power but it's not there. Not sure.

As always, one of the most exhilarating times of the weekend is seeing the checkered flag wave on the last run. Yes, it's sad that it's over, but it feels good to have learned a lot and to have a car that I can still drive home in.

Between the track, my instructor, the people, and the perfect weather, this event was near the top for me in terms of enjoyment. Mid-Ohio will definitely be on my list again next year, maybe in May to kick off the year and again in September. My late-April trek to Putnam Park may have to give. It was a great place to learn, but Mid-Ohio is so much more challenging and fun, and besides it's closer.

For now, thanks to the folks at ARPCA for a great time!

The Gathering



RENNSTATT

669 State Circle
Ann Arbor, MI 48108

All Porsche friends are invited to The Gathering at Rennstatt, now held on the 3rd Saturday each month.

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

Another RSR TSD Rally (Time - Speed - Distance)

Navigate Your Way to Fun!!!!

**Saturday, October 28, 9:00AM at
Porsche of Ann Arbor**

(2575 S. State St., Ann Arbor)

Another fun event hosted by Rally Masters

John and Diane Thomson &

Chuck and Ruth Schenk.

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

To register go to msreg.com/tsd1028

\$15 fee/car



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

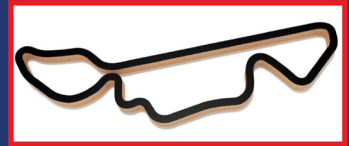


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ORION WELCOMES YOUR PORSCHE'S BEST FRIEND: TIM!

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!



101 Parkland Plaza www.oriona2.com
Ann Arbor, MI 48103 **734-995-3188**

Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

Fast Learners

One of the big motivating factors of being a Driver Education instructor is the feeling of satisfaction when a student makes rapid progress in improving their driving skills. Vanity might lead me to believe that my skills as an instructor have something to do with that result but perhaps other mitigating circumstances make more sense. The other motivating factor is the opportunity to ride in the latest offerings from Porsche. The 992 that appear more often at our schools is an awesome car by any measure and an amazing advancement compared to any past model. The features both standard and optional are all geared to making the Porsche owner not only very competent but also more confident in their driving. I think I have to give more credit to the car for superior driving and less to my own instructing. I still believe my style of instruction is very effective in turning out superior drivers, but I am beginning to give some of the credit to the superiority of the 992.

It still takes the skills of the student to apply all of the factors of great driving. But driving a car like the 992 is the perfect platform to showcase and sharpen those skills. A driving mistake is still a mistake with the accompanying consequences. But even in those situations the computers work hard to step in and smooth out the errors in an almost seamless manner. I can usually detect the intervention but it now seems to step in earlier and less dramatically. It certainly makes the job easier for student and instructor. The student thinks nothing happened and the lack of drama is due to their driving skills. That is fine by me and it all leads to more confident driving and more rapid sharpening of driving skills. As Ross Bentley likes to explain, the difference between a professional driver and an amateur isn't that one makes driving mistakes and one doesn't. Both make mistakes but the professional recognizes the mistake sooner and corrects it quicker. Think of the computers and engineering of the modern 911 as giving the average student driver an advantage in interpretation and quick response to driving errors.

The thing that strikes me the most in riding with students in the most modern iterations of the 992 is that the capabilities have more than kept pace with technology. Driving situations that can be easily managed in the current 911 are well beyond what could have been achieved in previous models. I am not complaining but I often point out to my student the huge gap in limitations between my

1972 911 and their 992. The superiority doesn't just extend from track models such as the GT3 but all across the range. I even believe that the gaps in performance across the range of models have shrunk dramatically. Riding in a GT3 Touring demonstrated an amazing combination of civility and raw performance. Even a technically advanced Carrera 4S can be almost shocking in how well it performs on a track.

Consider that a 992 is only the eighth generation of the 911. The base model is a 3.7 liter twin turbo with 385 horsepower, 10:5 compression ratio, Pizeo fuel injectors, 16 psi of boost, and variable valve timing. Backing up that power is a chassis that weighs only 3,770 pounds and has either 7 manual gears or 8 PDK automatic gears and rides on 8.5 front and 11.5 rear wheels in 19 and 20 inch diameter wheels or even optional 20 and 21 inch wheels. The top of the line Turbo makes an astonishing 640 horsepower. The electronic technology is equally spectacular and would go on for several pages to describe. In short this is a remarkable supercar that has evolved rapidly over the past few years. They may seem to be very expensive cars but nothing in their past history of 911 models can compare to what they have become. What is it worth to drive a car that can make the driver look competent and confident in all situations both on road and on track?

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Porsche Club of America

Rally Sport Region -- Board Meeting Minutes

Monday, September 11, 2023

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

Members & Visitor Present: Glenn Trapp, Gary Hibler, Nick Bleau, Jim Glenn, John Thompson, Tim Boertman, Conrad Zumhagen, Tom Neil, Mike O'Rear, Steve Gross, Jeremy Goddard, Steven Snider, George Gilligan, James Kirby, Jay Fash

Call to Order: Peter called the meeting to order at 7:02 PM at the NCMS Building, Ann Arbor.

President's Report: Peter covered that we are getting close to the end of the season and encouraged participation in the events that we have coming. Peter brought up if we are splitting proceeds between Mott and the Spinal Association.

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

Treasurer's Report: Burghard reviewed the August 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

Insurance Report: Insurance has been secured for all upcoming events.

Sponsorship Report: Sponsorship will be starting up for 2024. Looking to keep sponsors from 2023 and add more in 2024. Kevin and Jon will discuss how to better improve sponsorship support.

Social Committee Report: Jon discussed upcoming events and passed around sheets with upcoming events.

Advertising Report: No Report

Membership: Glenn Trapp confirmed our status is at 345 members.

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

Track Report: Discussed the upcoming events. Looking for people to sign up for GingerMan.

Newsletter: The deadline for the next Bahn Stormer is September 17th.

Website: No Report

Events Committee: Jon discussed the number events and what we have done over the past few years. This data is to go along with the discussion that occurred in the August meeting.

New Business: Motion: to approve to split of the proceeds from the Holiday Party between Mott and the United Spinal Association in line with how we split proceeds last year (allowing the choice to those attending where their donation goes). Non-specified funds (cash) will be split 50/50. Motion approved unanimously.

Kevin discussed the upcoming election. To run for the board, please email Kevin at kevinjkral@gmail.com with a 250 word max statement on why you want to run. Election will take place at the Holiday Party.

Nick brought up running tech talks starting in November. Additional details will be published in the Bahn Stormer.

Old Business: Sebastian has provided membership encouragement cards with QR codes for the club website to pass around to perspective members. Thank you Sebastian!

Motion: To adjourn the meeting passed unanimously at 7:48 PM. Minutes taken by Kevin Kral, Secretary.



CLASSIFIED ADS

CARS FOR SALE

1993 Porsche 911 (964): Guards Red/Black. RSR Member's car. Please use this link to see the complete description and photo gallery: <https://conta.cc/3BUgkM8>
Contact Conrad at 734-645-5778 or email Conrad@SellyourSportsCar.net. (10/23)



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.SellyYourSportsCar.net
Call Conrad at 734-645-5778 or email 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 (07/23)



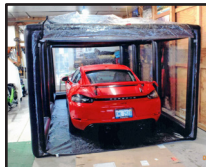
OTHER ITEMS

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 Call David Glenn at 248-437-3872. (03/23)



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@ (11/22)



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)



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 (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 (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.



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

**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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For more information: **Bill Stevens** 614-214-9732
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