

The Bahn Stormer

Volume XXX Issue V -- June 2025



Photo by Dan's Chelsea Tavern

The happy crowd at Dan's Chelsea Tavern after the Spring TSD Rally.

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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bahnstormer@rsp.pca.org

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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 John Thomson



At the end of our TSD rally last weekend, I was talking with a couple of our newest members, Josh and Jordan Stollfuss. Diane and I already know Josh and Jordan (and Fiona) from autocross, but this was their first event with PCA. As we were talking about the route, Jordan mentioned that we had used a lot of roads from “the Car & Driver route” which we definitely had. What struck me about this was that Jordan, who is only 19, had even heard of “Car & Driver”—always nice to recognize that there are some of the younger generation who realize that car magazines are a thing!

I’m sure I have a biased point of view, but I feel like I was lucky to grow up in and be exposed to a golden age of automotive journalism. There was always a wide collection of car publications around, especially at my dad’s. Long before the internet, and when a lot of even the big races were on tape delay, I used to follow along with all the action in Speed Sport News—it amazes me to think now of all the local, regional, and national race action that they covered there. I’ve never been to a World of Outlaws race, and couldn’t pick Sammy Kinser out of a lineup, but for years I’d read about the action (particularly once my dad got an RV—great way to kill time during a long tow!).

We had AutoWeek to keep up with industry news, and Car & Driver, Road & Track, and (later) Automobile for reviews and feature-length articles about cars and the people around them. We were lucky in Ann Arbor to be the “hub” of a lot of the journalistic action, and quite a few of my favorite columnists and authors are still around the area today.

And then of course we had the club publications—SCCA had theirs, and we got the 356 Registry newsletter, PCA Panorama, and Southeast Michigan’s P4. We never subscribed to the marque-specific stuff, but I’ll admit to picking up more than a few copies of Muscle Mustangs and Fast Fords and similar stuff—not quite the journalistic level of the flagships, but pretty cool information and build info nonetheless.

While a significant amount of print journalism has been decimated by the availability of free web content and short-form videos, I do think we’re lucky that automotive publications have been spared a lot of the damage. Yeah, we’ve lost a lot of those big publications and some of the remaining ones are an awful lot skinnier, but we’ve had some more

targeted ones step up in their place. Hagerty Drivers Club is really good—even if you don’t insure with Hagerty, joining their Driver’s Club might be worth it for the magazine alone (plus you don’t have to pay the \$2 fee on Motorsportreg!).

I really like Grassroots Motorsports—it’s pretty focused on (you guessed it) amateur motor sports, but the enthusiasm almost leaps off the page and can be really useful for autocrossing, track days, or wheel-to-wheel racing.

Specific to our Porsche community, Excellence has lots of great information and some good features on unique builds. 000 is stunning—it’s in a whole other league both in ambition and pricing relative to these others, but if you get a chance to pick up a copy I highly recommend it. Christophorus is shameless promotional material from Porsche, but the artwork is incredible, and who among us doesn’t love some shameless promotion once in a while!

And I’m extremely proud and appreciative of our club’s content. Panorama has really stepped up the artistic and journalistic content—it’s still a club publication and not every page is a professional masterpiece, but the feature content and overall design is really great. And I think we should all be really proud of our regional publications. Of course I think Bahn Stormer is the best, but if you get bored sometime, check out some of the other regions content—they’re all available on line. Just looking at our closest neighbors, the aforementioned P4 from SEM is really good, and Mau-mee Valley’s der Ruckspiegel is also great.

Anyway, so much for my walk down magazine memory lane! If you’ve got any favorites that I missed, let me know. Summer’s off to a great start with lots of club activities already completed and many more coming up—hope to see everyone at board meeting, track, or social events this summer!



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Wednesday RSR Brunches Launching

2nd & 4th Wednesday Every Month

This event is for anyone who has the second and fourth Wednesday of every month to fill with car talk. Politics and religion are strictly forbidden due to the divisive and polarizing nature of both topics. This meeting is not meant to solve world issues.

The initial brunch will be at 9 AM at Whitmore Lake Coney Island,
9457 Main St. Whitmore Lake.

**RSVP to Dru or Matt Huber — Text or Call 810-588-0629
or email at 911Huber@gmail.com**



Cars & Coffee With

J2 Protective Films & RM Motorsports

29165 Wall Street, Wixom, MI 48393

Saturday, August 23, 9:00 am to 12:00 pm

Haven't had enough Cars & Coffee? J2 Protective Films along with their sister company, RM Motorsports, are hosting a Cars & Coffee at the RM Motorsports facility in Wixom. Bagels and doughnuts will be provided. There will be a small art show (Motorsport art). Tours of the RM facility are included with potentially some education on Paint Protection Films. There is capacity for approximately 20-30 vehicles so RSVPs are important.

RSVP to Dru Huber — Text or Call 810-588-0629

RSR Calendar of Events

June 4 (Wed.) 7:00 PM: RSR Board Meeting -- Sidetrack Bar and Grill in Ypsilanti

June 6-8 (Fri.-Sun.) Grattan Raceway HPDE

June 11 (Wednesday): RSR Wednesday Brunch 9:00 AM (ad on facing page, check email for future locations)

June 25 (Wednesday): RSR Wednesday Brunch 9:00 AM (ad on facing page, check email for future locations)

July 9 (Wed.) 7:00 PM: RSR Board Meeting -- Sidetrack Bar and Grill in Ypsilanti

July 19-20 (Sat.-Sun.): Hankard Road Clean-up (1/2 day event with date depending on weather)

July 26 (Sat.): Summer Dinner Cruise (details to follow)

August 6 (Wed.) 7:00 PM: RSR Board Meeting -- Sidetrack Bar and Grill in Ypsilanti

August 8-10 (Fri.-Sun.) Grattan Raceway HPDE

August 23 (Sat.) 9:00 AM: Cars & coffee with RM Motorsports (29165 Wall Street, Wixom, MI 48393) -- Host J2 Protective Films (see ad on facing page)

September 10 (Wed.) 7:00 PM: RSR Board Meeting -- Sidetrack Bar and Grill in Ypsilanti

September 20 (Sat.): Fourth Annual Porsches In The Park -- Event Chair Jon Heidorn (see page 20)

September 27-28 (Sat.-Sun.): Hankard Road Clean-up (1/2 day event with date depending on weather)

October 1 (Wed.) 7:00 PM: RSR Board Meeting -- Sidetrack Bar and Grill in Ypsilanti

November 2 (Sun.): Polar Bear Run (details to follow)

November 5 (Wed.) 7:00 PM: RSR Board Meeting -- Sidetrack Bar and Grill in Ypsilanti

December TBD: Holiday Party & Annual Meeting

Other Events of Interest

Editor's Note: This list is taken from a comprehensive compilation of car/motor related area events by member Steve Gross. You can contact Steve for the complete Excel/pdf file.

Second Saturday of every month (April-October)
9:00 AM: ECC Cars & Coffee -- 15702 Technology Dr., Northville

Third Saturday of every month, 9:00 AM: The Gathering At Rennstatt (669 State Circle, Ann Arbor).

Third Saturday of every month, (April-October)
7:30 AM: Ann Arbor Cars & Coffee -- Zingerman's Roadhouse, Ann Arbor (see page 20)

Fourth Wednesday of every month (May-September) 6:30 -- 8:00 PM: Lake Street Cruise-In -- Downtown South Lyon

June 13-15 (Fri.-Sun.): Eyes on Design Car Show -- Ford House (1100 Lakeshore Dr, Grosse Pointe Shores)

July 11 (Fri.) 2:00 - 10:00: Rolling Sculpture Car Show, Downtown Ann Arbor

July 12 (Sat.) 9:00 - 3:00: DeutscheMarques at the Gilmore Car Museum (6865 Hickory Rd, Hickory Corners, MI)



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Taesoo Kim
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2022 911 Carrera GTS

Jeffrey Spoon
Ann Arbor, MI
2025 Macan 4 (EV)

Member Anniversaries

Dawn White & Jay Fash.....	49	Dan & Christopher Vargovick.....	13	Chuck & Michelle Crampo	2
Gene & Susie Goodson	45	Richard & Corbin Dickerson	12	Richard Finger & Eileen Parker.....	2
Dan & Mary Ann Kantrow	38	Craig & Carol Sable.....	12	Margaret Kelly.....	2
Andy & Jill Bacon.....	31	Brad & Chad Miller.....	11	Kwaku Osei.....	2
William & Katrina Guttrich.....	26	Andrew Morrill & Marie Knoerl	9	Justin Scott	2
Michael & Marcea Metzler	21	Ian Scott	9	Claude Shelton	2
Ulf Maier	19	Tomas & Maribel Fernandez.....	8	Ryan Roney	1
George & Linda Boreczky	16	Jeffrey Thomas.....	8	Mark Rushing.....	1
Michael & Suzanne Salasky.....	16	Robert & Brenda Walker	8	Matthew & Wesley Teel	1
Ron & Lauren Silva	16	Alex Chebl & Rita Coram	6	Stewart Thornhill	1
Danny & Michelle Young.....	16	Brent Kolb	6		
Kevin & Valerie Kral.....	15	Mauricio Moraes & Crystal Guerard ..	3		

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 \$56 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.

'Tis the Season!



3080 Huron St. (M-59)
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RSR's 2025 New Member Party

By club Vice-President Sebastian Gaeta with photos by Burhard Linn and Glenn Trapp

On Saturday May 17th Rennstatt hosted Rally Sport Region PCA's Annual Member Party. There was a lot going on that day; both the Rennstatt shop and our parking lot were filled with our favorite cars, Doug Cunningham from Total Detail was demonstrating his skills under the lights in his detail shop, there was a track simulator thanks to one of our Porsche specialists Ethan Hartmeyer, Gary Hibler had a great swap table with lots of memorabilia and the sit down catered lunch was delicious.

More than 50 members enjoyed the festivities including several new members. It was great to meet all of them and have them come and see what a great group this is.

The track simulator was set to the Spa Circuit and the winners of the Hot Laps contest were Austin Crampo in 1st

place with a time 2:27.178, Anthony Magagnoli in 2nd with a time of 2:32.415 and new member Matt Teel with a time of 2:38.676. They won Rennstatt Gift Certificates of \$100, \$75 and \$50 respectively.

The sit down lunch was catered by The Chicken Shack on Ellsworth Rd in Ypsilanti and the consensus was that the BBQ ribs and the broasted chicken were a big hit. Next year we will have a line going on both sides of the buffet table so everyone can make it through the line quicker, I promise!

If you were not able to make it this year please mark it on your calendar for next year and look for even more activities we have planned for 2026!



Rennstatt Racing's Owner and RSR Vice-President Sebastian Gaeta welcomes members, new and old to a real party.



<--- (Left to Right)
Manuel Tenorio-Rios
and Glenn Trapp admire
Gary Hibler's collection of
Porsche memorabilia.



Member Dennis Huibregtse (seated) and coached by Rennstatt's Ethan Hartmeyer, and entertaining his wife Pat (just behind Dennis).



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The 944 Chronicles

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

Last month I wrote about ÜnStock and the trend to personalize our Porsches to suit our own esthetics and taste. But what about performance modifications for your 944? Internal modifications that may not be seen by the casual observer. Something beyond wheels, body mods, and interior bits. I'm talking about "Big Brake" kits, engine chips, suspension mods and such.

Of course, the most effective all around "performance" modification you can make to your early 944 is to make it lighter. Less mass means better braking, better acceleration, and better handling. I managed to take another 100 pounds out of my racing 944 over the winter and it is now down to a svelte 2375 pounds with a full cage and a half tank of fuel. But it's a race car now, with no interior trim, window glass, or heater and its sporting European composite bumpers. Your daily 944 isn't going to get there and if it did it would no longer be a daily driver.

Tom, my supervisor in the engine development group at Ford always emphasized that if we wanted to make design changes to our engine to improve "performance" it would only be worth the time, effort, and cost if the customer could feel the improvement through their butt dynamometer or measure it in with their pocketbook. Does the car accelerate harder and/or achieve demonstrably better fuel economy? For example, while the customer won't notice three additional horsepower on the top end, if you add enough additional torque to the low end to make the customer brag to his friends about how "hard" his car accelerates it may be worth the effort.

My supervisor was also interested in any features or changes we could make that improved reliability of the engine. Minimizing dealer service trips was always a priority that every customer appreciated.

To that end there are two things you can do for your 944 that will certainly make it more reliable but also provide you with the opportunity to add more performance focused modifications down the road should. Both of these come from Focus 9 Technology. (Disclaimer I bought this stuff with my own money more than once, so no they are not sponsoring me. Geesh, I wish...)

The first purchase should be a solid state DME relay with built in diagnostic lights. If you own a 944 then you probably know about the 3-legged jumper wire you will need to start your car when the DME relay goes bad. That is... not if it goes bad, but when it goes bad! No more carrying a spare relay around in the glovebox just in case. Old

Mopars had the same issue with ignition ballast resistors. The upgraded version of the solid-state relay also has a pump prime feature, so you have fuel pressure in the rail at key on before the engine starts.

The second performance/reliability modification you should invest in is a modern freshly engineered Focus 9 Sport DME. It's expensive at over \$500 but the likelihood of the electronics your 30+ year old Bosch DME failing increases as the unit ages and buying a used one from eBay may only be delaying the next failure. If you have an early 944 (pre-1985.8) you will also need to install a late 944 Air Flow Meter (AFM) and fuel injectors. Have the fuel injectors rebuilt before you install them and if it's in the budget buy a refreshed late AFM from 944Online. A new modern DME is not only more reliable, but it also allows you to use an aftermarket chip and Mass Air Flow meter if you are looking for some added engine performance. I have these units installed in both of my cars and they truly are plug and play no hassle upgrades to your 944. A more reliable 944 is one that gets driven and enjoyed more often and driving is what Porsches are about.



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Season Opener and Beginner's Day at Waterford Hills

By Editor Mike O'Rear with photos by Treasurer Burghard Linn, Cranky Webmeister EMan Garcia and Membership & Historian Glenn Trapp

Rally Sport Region's season opener at Waterford Hills was held on Tuesday, May 13th. While the day opened with a damp track by the time driving started it had mostly dried out and

allowed for a day of great driving for 24 instructors and 52 students. Thanks to all the volunteers and generous sponsors who make our top-flight HPDEs possible.



Membership Chair Glenn Trapp and Track Registrar Emeritus Charlie Brown III with the new sponsor signage now displayed at all track events.



Greg Bowlby driving his 2010 911 Turbo



Gray skies and wet asphalt greeted the instructors early in the morning.

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Larry Butterfield driving his 2009 Boxster S

(Continued on page 21)

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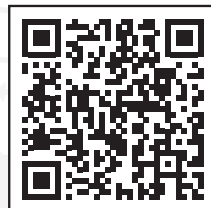
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Porsche Travel Experience and the Porsche Club of America are proud to announce a brand-new travel opportunity: Treffen Stuttgart/Leipzig 2025. This incredible new Treffen event is hosted by Porsche Travel Experience. There are only 20 spots available (10 couples). Treffen Stuttgart/Leipzig happens July 13-18, 2025.

This event includes private guided Porsche factory tours in Stuttgart and Leipzig, a Porsche Track Experience on the Porsche Leipzig circuit, and four guided tours on exciting German country roads and highways in a mix of provided Porsche models, including 911 Carrera 4 GTS, 911 Carrera 4 GTS Cabriolet, and 911 Targa 4 GTS.

Unforgettable moments await you. In addition to spectacular driving fun in fascinating destinations and the latest Porsche vehicles, Treffen Stuttgart/Leipzig 2025 offers you a comprehensive program with enchanting stays, exquisite regional cuisine, and captivating accompanying activities that promise excitement.

For more info: www.pca.org/news/treffen-stuttgart-leipzig-2025



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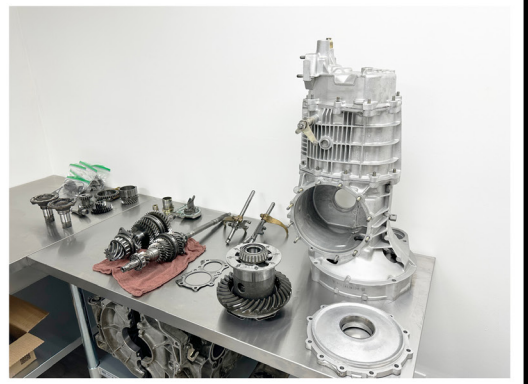
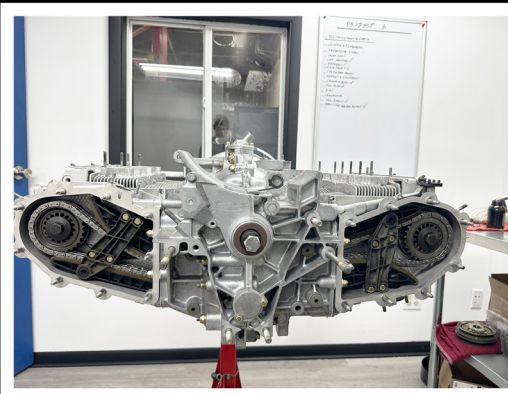


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Around The Zone

By Dave Stetson
Zone 4 Representative

Jump in! The water's fine!

With the active driving season upon us, I am taking this opportunity to talk about a topic of significance now and forever more: volunteerism. Porsche Club of America and its regions are tax-exempt organizations, most of which are categorized as 501c7 organizations (Social Clubs). Quoting from the IRS' definition of a 501c7 social club, "The organization's net earnings [may not inure](#) to the benefit of any person having a personal and private interest in its activities." Some regions are 501c4 organizations, Social Welfare organizations, that also may not apply income to the benefit of members.

That is, all members contributing to the activities of the club must be volunteers. All members of regional and national boards are volunteers, all regional and national committee chairs, newsletter editors, webmasters, etc. are volunteers, and all zone representatives are volunteers. These folks may receive reimbursements for expenses, but let me assure you, from personal experience, those reimbursements do not compensate for the entire costs of supporting PCA.

At the risk of belaboring a point, why do we all do it? "... It's the people!" I am certain that all of you have marveled at the variety, skills, and talent of the membership of PCA. There are so many people with extraordinary talent or specialized skill sets within the regions that they can be recruited (or they volunteer!) to create and support the outstanding activities of the regions and nationally. Solid friendships are built by being a member of PCA but even stronger relationships are built when we work together on a goal. This value added is close to immeasurable. We can learn new skills from our colleagues, we can ask them about issues we are having with our car(s), we can ask them financial advice, on and on and on. Personally, I have not previously in my life been in such a rich, supportive environment, not even at the university.

I encourage you to value the contributions the other members of your region and the national officers bring to your experience. Please be a bit patient with them; they are volunteers after all. I cannot encourage you strongly enough to join them in building the great experience that is PCA.



"Ann Arbor Cars and Coffee"

Zingerman's Roadhouse
7:30am – 9:00am

"Ann Arbor Cars and Coffee"

Zingerman's Roadhouse
7:30am – 9:00am

All Cars Enthusiasts Welcome!

3rd Saturday of Every Month
(April – Oct)

2025 Dates: April 19; May 17; June 21; July 19; Aug 16;
Sept 20; Oct 18

Zingerman's Roadhouse: 2501 Jackson Ave, Ann Arbor, MI 48103

Parking lot, coffee and pastries are open from 7:30am – 9:00am

Restaurant opens at 9:00am (join us for breakfast)

For more information on Cars and Coffee –
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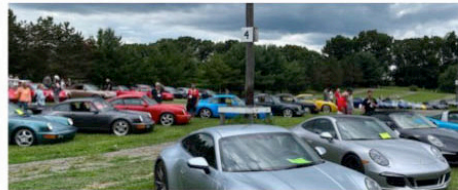


Gathering of 100+ Porsches – Time Speed Distance Rally
Driving Tours – People's Choice Car Awards – Dinner – Socializing

Saturday, Sept 20th, 2025 German Park, Ann Arbor, MI

Porsches In the Park

- **Concourse People's Choice Awards**
- **Evening Festivities** - Catered dinner
 - Music, Dancing, socializing, and fun
- Arrive early for Driving Tours and Rally*
- *Time, Speed, Distance Rally w/prizes*
- *Staggered driving tours*



All Porsches are welcome from classic to the latest, cars to SUVs to tractors, water - air - electric, rear - mid - front engine.

For more information, please contact jonheidom@comcast.net or 734.239.2942 - cell

(Waterford Hills from page 15)



David Dixon and his 2008 911 Turbo Cabriolet



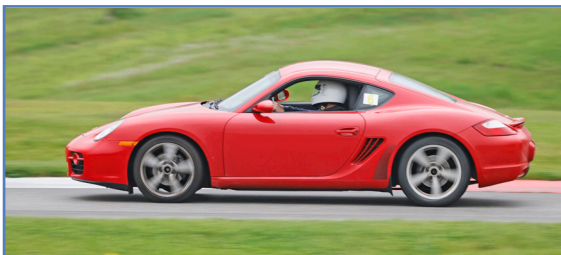
Past President Peter Grant and his instructor Dave Winston in Peter's new (to him) Cayman track car.



As with every HPDE the day starts with a mandatory Drivers Meeting.



Tomas Fernandez and his 2009 Carrera 4S



Puneet Manchanda returns after a year missing in action with and his 2007 Cayman



Chief Instructor Arnie Spieker and Track Registrar Dave Walker made everything work smoothly.



Chief Instructor Arnie at the Drivers' Meeting displaying the "Hard to believe but there is a faster car behind you that you should let by" flag.

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WARRANTY

Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

The Best Generation

Every Porsche enthusiast has their own idea of the best generation of both racing and production cars. Maybe it is their favorite because they were there to experience it and have vivid memories. Maybe it is a favorite generation of production car because they once owned one or even still own one. Libraries of books have been written about such generations of Porsche. Movies have been produced documenting the various generations of cars. We each can tell our own stories or can show our own favorite pictures. It certainly makes for a lively discussion and debate point to defend what we believe was the pinnacle of Porsche history. Personally, I have experienced several of these epic moments and have owned several epic cars.

The best generation of Porsche racing begins for me with the early Porsche F2 and F1 cars when Porsche tried to establish their mark as a builder of serious race cars. The ultimate epic car would have been the F1 car driven by an equally legend of a driver, Dan Gurney. But that effort stalled out as Porsche stepped back into sports car racing. The ultimate sports car of that era for me was the 904. It was the last of the street capable race cars that had success in endurance racing as well. My other favorite was the 906 because I remember watching a 906 race at Waterford Hills and dominate feature races regardless of where it had qualified. Two brothers used to trailer their white 906 on an open trailer. But my local hero had to be Vic Skirmants who played giant killer with his EP class 356 beating all the large displacement pony cars and Corvettes in the feature races at Waterford.

This was the beginning of the 917 era which greatly influenced my purchase of my first Porsche, a green 914-6. That car introduced me to PCA but more importantly to driving on the Mid-West race tracks from Waterford and Grattan, to Mid-Ohio and Watkins Glen. The movie LeMans glorified the 917 but my focus was on the white 914-6 GT that could be glimpsed from time to time in the film.

The next big era was Can Am racing, which was the open rules sports racing series that pitted Bruce McLaren and his cars against Jo Siffert and his 917 PA. I saw it first hand at MIS and that screaming day glow red 917 never could quite match the pace. I followed the racing to Mosport to see the debut of the 917-10 turbo car painted Penske white finally turn the win to Porsche. Mid-Ohio was more of the same now with the 917-30 driven by Mark Donohue. By this time I had moved on in my personal car to a

911 E which gradually morphed into my epic car, a Carrera RS which I still own. Stepping back into F1 racing, Porsche developed the TAG Porsche V8 which at the hands of Alain Prost and Ayrton Senna would dominate F1. In fact on my wall is a framed picture autographed by Alain Prost of a MP4 McLaren with TAG power.

In sports car racing the development of the 935 dominated endurance and sprint races both here and in Europe. I watched several Daytona 24 hour races as a pit crew member of Jay Kjolter and his GT class 911. I shared the excitement on pit lane at the Lumberman's 500 with Jay as we were pitted right next to the John Paul 935 which caught on fire at a pit stop! The 935 evolved into the 962 and the domination was complete. The Indy Car era was intense but short with Danny Ongais in the Interscope Porsche 940 followed by Teo Fabi in the Quaker State March until Indy banned the Porsche motor.

I also spent several years on the pit crew of Heath Hurlbert and Bob Boffi racing their FV at various tracks. Ultimately Bob Boffi moved up to Super Vee professionally racing against Al Unser Jr. and Michael Andretti. That inspired me to attend the Jim Russell School at Mt. Tremblant followed by several FF school races until I got married and switched to driving instruction for over a decade with the Track Time School. When that school finally closed I switched over to instructing for our SMR and also the RSR regions.

The racing era of Porsche evolved from support of customer Porsche Carreras to the 919 Hybrid Evo and finally to today's 963 program. It also followed into the all electric formula E class of racing.

Production supercars also spanned many eras. It could be said it began with the Abarth Carrera as a custom built car. No doubt the Porsche 959 ushered in a supercar generation with all of its innovations. Personally I favored the Carrera GT as a combination of street car and F1 motor. The 918 opened the electric car era. Trends and guesses are saying the next supercar will be all electric. Which of these racing eras was your favorite, and which classic cars hold the best memories?



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Join us for the 2025 Porsche Parade in Oklahoma City

Porsche Parade is PCA's crown jewel event. This week long gathering of 1,200+ Porsches and 2,000+ Porsche enthusiasts from all PCA Regions across the US and Canada enjoy many events and activities. This ultimate Porsche vacation includes competition, camaraderie, and, most of all, FUN for all ages.

This year at Porsche Parade, PCA has plans to celebrate the club's 70th anniversary, including a special PCA History Museum in the hospitality area.



Phase 1 Registration is Now Open



PORSCHE CLUB OF AMERICA

www.porscheparade.org

Spring TSD Rally

By Sponsorship Chair and Board Member Diane Thompson with photos by the staff at Dan's Chelsea Tavern

It is always a good day when you can have fun with your car. Twenty members did just that on May 10 as we kicked off the season for the time speed distance (TSD) rally. If you are wondering what a TSD rally is, you are provided with instructions on where to go and the average speed you need to maintain and you drive a route with checkpoints throughout. There is a perfect time to the checkpoint and for every second you are early or late, one point is added to your score. A perfect score is zero. If you ask the rallyists, you would probably also be told the directions are sometimes very clear and sometimes vague. You leave approximately two minutes apart from the car in front of you so you are mostly on your own for the drive. The rally masters set up a driving route with fun roads and good scenery while making a challenging route to encourage the fun competition.

So back to May 10...We had a beautiful day, fun roads and good competition. Eight cars with their drivers and navigators as well as the four rally masters (Diane Thomson, John Thomson, Francie Kish, and Phil Kish) met at Porsche of Ann Arbor to begin the day with pastries and coffee. There were four cars that had rallied in the past with four new cars. The drivers and navigators were made up of significant others, husbands and wives, parents and children and long time friends. Everyone was anticipating the start of the season and the fun they would have. The first car out left, and the competition began. The roads led from Ann Arbor to Unadilla ending in Chelsea. We were even able to use the freshly cleaned Hankerd Road where all the rallyists got to notice the shiny new Rally Sport Region Adopt-A-Road sign. The rally ended at Dan's Chelsea Tavern where we were greeted by the staff and provided

great service. The food was fabulous, and everyone was excited to talk about what just happened. Dan's even posted about us on their Facebook page. Monika Jelic and Tom Skelly took the win with Jim and Angie Glenn coming second and Nick and Bridget Bleau in third.

The TSD rally program holds three rallies a year; our summer TSD is on August 16 and the fall TSD is part of Porsches in the Park on September 20. There is a year-end trophy that will be awarded at the Christmas Party, based on finishing positions. You must attend at least two events to qualify for the year end trophy so there is still time to jump in. If you have any questions about the TSD rally, feel free to ask John or Diane Thomson, the TSD rally chairs. Can't wait to see everyone back on the road CASTing 42 and then 43 and then 42 again (if you know, you know)!



The "Ringleaders" who brought TSD to Rally Sport Region -- Phil & Francie Kish and Diane & John Thompson



Everyone had a good time!!

CLASSIFIED ADS

CARS FOR SALE

2016 Porsche Cayenne S E-Hybrid:



VIN: WP1AE2A27GLA62164
See the description and photos via this link:
<https://conta.cc/4kCkziK>
\$21,900 Call Conrad at 734.645.5778 or email zumco@mac.com (06/25)

2008 Porsche 911 Carrera S: VIN: WPOAB29998S731991



31,600 miles, \$49,500, For full description, photos & videos, see: <https://conta.cc/4cSDR0s> Contact Conrad at 734.645.5778 or email zumco@mac.com (06/25)

2015 PORSCHE PANAMERA 4 135K miles (mostly highway) \$25,900.



V6 - 310 hp EPA 18/27, Clean Carfax no accidents, 2nd owner, full maintenance history at Germain (both owners), new battery @119K,

water pump and oil change @134K. Premium Package Plus, Bi-Xenon-Headlights, 14-Way Comfort-Memory-Package, heated steering wheel, memory for driver and front passenger; heated and cooled 16-way power seats, rear heated seats with independent climate control; PASM electronically controlled damper system w Sport+; PDK; Burmester Sound; HomeLink; Navigation; Rear camera; Blind spot warning; Bluetooth, phone sync; Michelin Pilot Sport plus A/S. Contact Seth Penchansky 734-223-6768 (4/25)

1991 Porsche 928 GT: 5-Speed, 120,000 miles. One owner since 11/93. \$45k. 517-349-1745. (05/25)

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.

OTHER ITEMS

Two(2) New, Heat Cycled Toyo R888, 235/40ZR18 95Y TIRES:

Build Date: 156Y3023, Track Tires.

Price: \$150 Each. Current Price New: \$295 Each from Tire-Rack. and ..

Two(2), Used Heat Cycled Toyo R888, 295/30ZR18 98Y, Build

Date: 156Y3023. (Used Two Days at VIR).

Price: \$150 Each. Current Price New: \$327 from TireRack.

Contact Andy at 734-718-6432 (04/25)

FabSpeed Supersport X-Pipe Exhaust System for 991.1 911

and 911S: Gain 27RWHP and 38ftlbs-torque with this direct bolt on system. \$2500 new from FabSpeed, or buy this for \$750. In perfect condition. Contact Peter Grant at 734-604-1622. (10/23)

Car Storage: heated, secured \$650 up to 6 months. Call Clem Weierstahl 810-636-2840. (05/24)

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The Pedal Patrons is a premier destination for car enthusiasts, offering an exclusive private car collection and climate-controlled collector car storage club. Nestled conveniently off 8 Mile Road in Farmington Hills, MI, The Pedal Patrons boasts a unique space designed to cater to the needs of discerning collectors. With top-notch security measures in place, members can rest assured that their prized vehicles are safe and well-protected.

Membership at The Pedal Patrons comes with a host of benefits. In addition to secure storage for your classic and collector cars, members have access to private offices that can be reserved for personal or business use. This unique feature allows members to work or relax in a comfortable and exclusive environment, surrounded by fellow car enthusiasts.

The collection at The Pedal Patrons focuses on iconic Porsche models and high-performance Ford vehicles, making it a haven for fans of these legendary brands.

Whether you’re looking to store your classic cars, reserve a private office, or simply admire a stunning collection, The Pedal Patrons provides an unparalleled experience for automotive aficionados.

We are also thrilled to sponsor the Rally Sport Region this year. If any members are looking for extra storage, please don’t hesitate to reach out to us.

Join The Pedal Patrons today and become part of an exclusive community of car enthusiasts! Contact us through our website now to learn more about our membership options and secure your spot.

Regards,
Adam McCloe | Owner Enthusiast



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