

The Bahn Stormer

Volume XXX Issue VI -- July 2025



Photo by Burghard Linn

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.

For Commercial Ads Contact Mike O'Rear

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The Official Page

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From the Front Seat

By RSR President John Thomson



I'm writing this column at a bit of an emotional time for me. First, Diane and I are packing up and getting ready to leave for Porsche Parade at the end of the week. The 911 is all shined up and ready to go thanks to Doug and his team at Total Detail—saw Jon Heidorn's 911 there as well looking spectacular, and I know Phil and Francie Kish have been shining up their Cayman so regardless of what happens in the driving events, Rally Sport will at least be looking good!

Parade is pretty personal for me—my first one was in Traverse City in 2013; had no idea at the time but it would turn out to be last fun event with my dad before his passing about a month later. It was also at Parades that Diane and I got to know the Kishes and Michael and Lisa Soriano from MVR—besides being great friends, those relationships are a huge reason that Diane and I both got more involved in volunteering for the club. We did our first autocross and our first TSD rally at Parade, both of which hooked us enough not only to participate but also to organize and plan events.

We also did our first Concours at Parade—while we do enjoy doing that once a year I'm not sure we're totally sold on that as a lifestyle yet! So to say that Parade has been important to me personally, and to Diane and I together is an understatement—it's a major part of our annual calendar that we always look forward to, and can't wait to head out there in a few days.

By the time you're reading this, Parade will be behind us, but it's never too late to plan for next year—June 14-20 in Lake Placid, New York. Should be an absolutely spectacular location, climate, and drives—if you're curious at all I highly recommend saving the date for next year.

On a much sadder note, I just got word that Dave Finch, 30-year PCA member and active member and contributor to Rally Sport Region, has passed. My memories of Dave go way back—as a kid growing up at Waterford Hills seeing my dad and his buddies running 356's, in a paddock full of Mini's, Sprites, and C3 Corvettes, Dave's 914 with its radically raked windscreen looked like a spaceship from another planet. And then seeing his 944 GT2 car being built at Raetech opened my eyes to a whole different world of what a fully engineered purpose-built race car looked like. Being able to reconnect with Dave through the club has been a really

great experience, and I will definitely miss him now that he's gone. Look forward to an in-depth autobiographical column from Dave himself in future issues; I have read the unedited version and while it wasn't ready to make this month's issue it will be a really good read about a truly amazing life.

Turning back to our usual programming, our HPDE track program is already halfway done—the June Grattan event with Ross Bentley was a great success. Due to a series of mechanical issues I only completed 80% of one of my planned three days on-track, but that gave me more time to spend in Ross's educational sessions which were really fantastic.

I also want to give an enormous thank you to Nick Bleau and Jim Glenn (who were there as members, but also do a great job representing our fantastic sponsor Stadium Auto!) for all the help and assistance with my issues but also with a whole lot of other folks as well. And of course thanks to Kevin, Christian, Arnie, Dave, Charlie, and all the track committee members, instructors, and volunteers that make these events happen—these are big events and the team manages to always deliver a great time for everyone. If you haven't already, time to register for the second round of events—back to Grattan August 8-10 before wrapping up the season at Waterford on September 16. No matter your experience level, there is a run group and instructor for you—come out and join us!

Also, looking forward to the upcoming social and drive calendar—I won't try to run through everything (see the calendar located in this issue!) but between the Summer Dinner Cruise, the August TSD Rally, the Member Garage Tour, and of course Porsches in the Park, there is something for just about everyone! If you're on the fence, pick one event and come out—these are really great fun events with a very friendly crowd.

Enjoy the 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

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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

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

July 9 (Wed.) 9:00 AM RSR Brunch at Whitmore Lake Coney Island -- Hosts Dru & Matt Huber

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

July 23 (Wed.) 9:00 AM RSR Brunch at Whitmore Lake Coney Island -- Hosts Dru & Matt Huber

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

August 2 (Sat.) 9:00 AM - 3:00 PM: 2025 RSR Garage Tour -- Save the date, 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 17)

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 22)

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

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)

'Tis the Season!



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Adam Smith
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2018 718 Cayman

Derek White
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2024 911 Carrera 4 GTS

Demetrios Eleftheriou
Ypsilanti, MI
2025 718 Boxster GTS 4.0

Hans Schulz
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riolet

Nicklaus Suino
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1999 Boxster

Peter Wisniewski
Adrian, MI
2012 911 Carrera

Member Anniversaries

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Robert & Sharon Curry 28
Elliott & Wendy Wagenheim 28
Steve & Jean Howorth 21
Tom Bloom & Beth Trollman 20
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Al & Claire Utter 19

Nick Priest 17
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Jeffrey & Paige Mahakian 3
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Claudio Bruning 2
Amy Rocklin 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 \$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.

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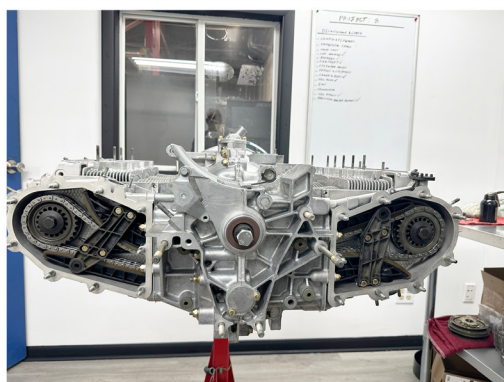


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Three-Day HPDE at Grattan Raceway

By Editor Mike O'Rear with photos by Club Historian & Membership Chair Glenn Trapp

Rally Sport Region's annual three day Grattan Raceway event was held on Friday, Saturday and Sunday (June 6-8). Friday was for instructors and advanced drivers while Saturday and Sunday provided lots of track time for people of all skill levels.

Ross Bentley, driving Coach to the pros and author of "Speed Secrets," again joined the event to help students with tips and tricks for better performance on the track. Forty instructors sixty students turned out for a weekend with good weather and safe driving. Thanks to all the volunteers and generous sponsors who make our top-flight HPDEs possible.



Stadium Auto's Nick Bleau handled technical inspections for all participants cars.



---- Mandatory Drivers' Meeting hosted by Chief Instructor Christian Maloof



Nobody went hungry Saturday night.



(Continued on page 19)

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Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

Sight Lines

A very popular saying in driver's education is that your hands will take the car where your eyes are focused. Another way to interpret this advice is that you need to keep your eyes up and observe your situation at all times. Of course this is dependent on what you can see from the driver's seat. It may seem obvious but in fact the view out the windows varies greatly from car to car. Some cars sacrifice outward vision for styling or for aerodynamics. In my years of driving I have seen it all and experienced both the bad and the good of sight lines from the driver's seat.

I didn't realize it at the time but my first Porsche, a 914-6 had about the best sight lines of any Porsche made past or present. The car was very low to the ground and the seating position just inches from the ground. But the dashboard was very low as were the door sill tops while the window were relatively tall and the windshield posts thin and unobtrusive. It had wide rear sail panels but they created almost no obstructed vision because they were just inches from the back of the seats and the rear of the seats as was also the flat back window. Compare this to any other Porsche interior and the sight line advantages are obvious.

My 356 was almost the exact opposite. I would compare it to a pillbox with gun slits for windows. It was a sleek and stylish design that followed form over function. But it was the best we had at the time. If you ever saw a Speedster with the top erected you had to wonder how it could be driven at all. The Cabriolet had much taller windows for a much improved sight line. But even latter model 356 cabriolets faced the same problems.

Moving on to my 911 was only a small improvement. We think of the sharply sloped hood as a huge improvement but the dash itself blocks much of the forward vision. The side windows have a high door sill combined with a low seating position which leaves the driver feel like sitting in a hole. The windshield posts are obtrusive as well as the rear roof posts with its sharply sloped window. I managed to compound the problem when I swapped the original low mounted seats with a set of even lower mounted bucket seat intended for a 914. The intent was to lower the center of gravity by lowering my mass in the car. I am sure it worked but my sight lines in the car were greatly diminished. Much later I swapped seats again for a set of Sparco sport seats in order to meet the requirements for pass through slots for five point seat belts. The immediate

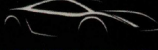
benefit was that the Sparco seats had much thicker bottoms and I could finally see the tops of the fenders again!

The other Porsche with relatively good sight lines was my 944. It still had compromises with high door sills and a sharply sloped back window. Plus the high dash meant that I never did see the corners of the hood. I don't think I ever really saw an apex past the windshield pillars and the rear quarter view was all post and the rear quarter window was useless. But it was a reasonably easy car to drive in traffic as it was not particularly low.

Of course the absolute optimum cars I ever drove on the track were Formula Ford, Formula 3 and the absolute best was a TAG go-kart. There is something magical about being able to see the front wheels and suspension in action. In contrast the NASCAR stock car was a near disaster. Not only did I sit low and surrounded by thick roll bar tubes but the windows were small and door sill and dashboard high. I was amazed at how the racers could drive these cars at the speeds they achieved all while being surrounded by other racers inches away from the fenders which they could not see. Not to mention that the vibrations shook my eyeballs and the rear view mirrors to a constant blur.

I can say that the Cayenne sits tall and has great visibility. But I can also say that the Carrera, Boxster and Cayman sacrifice visibility for style. Of course it is a sacrifice I would gladly make to own one.

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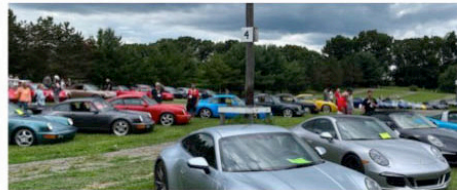


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(Grattan HPDE from page 13)



Nick Bleau drove this 944 Turbo supported by two RSR sponsors, Stadium Auto Service and Finn's J.M. & J Insurance.



Track Registrar Emeritus Charlie Brown and Official Track Registrar David Walker helped participants with sign-in for the event. Below: Charlie also was in charge of complementary event T-shirts.



Club President and long time "Track Rat" John Thomson powers through a fun Turn 3.



Camaraderie continues as the sun goes down. It's the people as well as the cars.





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



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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 a little bit about performance mods you could or would make to your 944 that would not only improve performance but make the car more reliable. But what about regular maintenance? Believe it or not 40+ year old parts don't always perform as well as they did when they were new. And some of these parts will drastically affect how your early 944 performs. Throughout last year's race season, I was constantly chasing problems with engine performance over roughly 5000 rpm. They were not only intermittent, but they had me short shifting the car just to avoid having the engine stutter and fall flat on its face during full throttle acceleration.

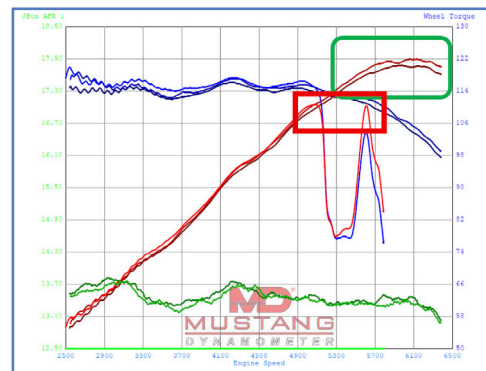
I blamed most of the problem on a variety of causes including fuel starvation in the tank when cornering, an old Air Flow Meter (AFM), and old fuel system filters. I changed the AFM, the filters, and kept the tank full, but the problem still occurred intermittently. Being a career vehicle development and test engineer I had to put the car on a chassis dyno to measure the actual power and torque curves. Sure enough, the curves showed the engine falling flat at 5000 rpm for no discernable reason. Obviously fuel starvation in the tank while cornering and fuel filtration were not issues on the dyno. So, the question became, were they the only the problems I encountered on track? What else might be going on?

Over the winter I decided to take a closer look at the fuel and ignition systems of the car for potential parts and/or issues that may be contributing to my engine performance problems. On the fuel side of things, I had already had the injectors rebuilt (Something you should consider if yours are original) and I had installed a new fuel pump and filters. I checked the fuel pressure at the rail and while it wasn't bad it wasn't entirely in spec. Experience said it was time to replace my four decade old pressure regulator. After some struggle and a few returned parts I was finally able to find an early fuel pressure regulator that actually fit. After some further struggle and the purchase of a 24mm impact socket (a biggie) the new regulator was installed. On to the ignition system.

The spark plugs were new at the beginning of the season. In fact, they looked terrific and did not indicate any in cylinder combustion issues. The Digital Motor Electronics (DME) was removed and tested in the 924S then reinstalled back into the 944. The plug wires were relatively new and in good condition as were the cap and rotor. That left me with the 40 year old factory original ignition coil. I've never been able to reliably test ignition coils (a personal shortcoming I suppose), so I decided to replace it. Should be a cheap

easy job, right. Well, from Pelican Parts the "Porsche" original part was \$210. The Bosch part was \$142. Kinda pricey for an ignition coil. Now our friends at Lindsey Racing offer the MSD Blaster 2 coil (part # MSD-8222) as an aftermarket alternative to the Porsche and Bosch ignition coils for only \$103. Splendid. I found the same MSD coil from Holley Performance for \$64. It definitely pays to check Google for the best price. The MSD coil is a little smaller in diameter than the Bosch part but with a little ingenuity and a small touch of MacGyvering it fits just fine.

The car now started well, idled better, and seemed to be happy with it's new parts. It was back to the chassis dyno to find out if my simple "Maintenance Mods" had made any measurable difference.



Sure enough, the engine now pulls cleanly through 6000 rpm on the dyno and registered a horsepower number consistent with the factory rating. I asked Aaron, the tuning wizard, to overlay this year's HP curve with last August's curve to show the difference. The green box (this year) shows the performance improvement over last year's best run (red box). I was pleased considering the only two changes were replacing the 40 year old fuel pressure regulator and the ignition coil. Old parts and maintenance, something to consider when working to extract the best performance from your old (I mean classic) 944.

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>
\$19,900 Call Conrad at 734.645.5778 or email zum-

co@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/4cSDROs> 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; Home-Link; 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)

OTHER ITEMS

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)

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)



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Zingerman's Roadhouse
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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 Car's and Coffee –
jonheidorn@comcast.net or 734.239.2942

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Blake Lehr
General Manager
Audi Porsche Volkswagen Ann Arbor
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Photo by Glenn Trapp

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