

The Bahn Stormer

Volume XXX Issue VII -- August 2025



Summer Dinner Cruise Porsches enter the Eagle's Nest Bar & Grill Parking Lot.

Photo by Burghard Linn

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

Contents

The Official Page	3
From the Front Seat	5
Calendar of Events	7
Membership Page	9
Dave Finch: How I Ended Up With The Car.....	10
Ramblings from a Life With Cars	17
Porsches in the Park.....	22
Summer Dinner Cruise	23
Meeting Minutes	24
944 Chronicles	25
Classified Ads	26



PORSCHE®, The Porsche Crest®, CARRERA®, and TARGA® are trademarks of Porsche AG

Advertisers

ARESCO, Inc.....	19
AutoMark Collision Center.....	13
Copyrite Design & Print Services.....	2
DRH Professional Services.....	25
Finn's J M & J Insurance	19
Fred Lavery Porsche	16
Michigan Community Insurance Agency.....	27
Munk's	20
Orion Automotive Services	18
Porsche of Ann Arbor	14
Porsche of Farmington Hills	28
Rennstatt Racing (of ArborMotion).....	8
Stadium Auto Service.....	12
Specialty & Sports Car Advisor.....	5

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

bahnstormer@rsp.pca.org

Advertising Rates (Per Year)

Full Page: \$650

Quarter Page: \$225

Half Page: \$375

Business Card: \$100

Copy is the responsibility of the advertiser.



"YOUR PERFORMANCE PRINTER"



DESIGN & PRINT SERVICES

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

The Official Page

2025 Rally Sport Region Officers

President

John Thomson*
Dexter 48130
president@rsp.pca.org

Vice President

Sebastian Gaeta*
Ann Arbor 48108
sebastian@arbormotion.com

Immediate Past President

Peter Grant*
Ann Arbor 48104
petermgrant911@gmail.com

Treasurer

Burghard Linn*
Brighton 48116
treasurer@rsp.pca.org

Secretary

Kevin Kral*
Auburn Hills 48326
secretary"at"rsp.pca.org

Sponsorship Chair

Diane Thomson*
Dexter 48130
diane.b.thomson@gmail.com

Membership Chair

Glenn Trapp
Brighton 48114
membership@rsp.pca.org

Tech Chair

Nick Bleau*
Dundee 48131
tech@rsp.pca.org

Advertising Chair

Vacant

Track Chair

Kevin Kral*
Auburn Hills 48326
track@rsp.pca.org

Events Registrar (Social)

Charlie Brown III
Livonia 48150
social_registrar@rsp.pca.org

Events Registrar (Track)

Vacant

Chief Driving Instructor

Christian Maloof
Ann Arbor 48104
cmmaloof@gmail.com

Insurance Chair

Doug Finn*
Dexter 48103
Doug@finnsins.com

Archivist / Historian

Glenn Trapp
Brighton 48114
membership@rsp.pca.org

Bahn Stormer Editor

Mike O'Rear
Ann Arbor 48103
bahnstormer@rsp.pca.org

Der Cranky Webmeister

Emmanuel Garcia
South Lyon, 48178
web@rsp.pca.org

Community Outreach Chair

Dennis Huibregtse*
Ann Arbor 48108
dennisa2@icloud.com

Porsches In The Park Chair

Jon Heidorn
Ann Arbor 48103
jonheidorn@comcast.net

TSD Rally Chairs

John & Diane Thomson
Dexter 48130
president@rsp.pca.org

Social Media Chair

Vacant

Events Chair

Dru Huber
Brighton 48114
911huber@gmail.com

Other Board Members

Alex Green*
ahgreen2012@aol.com

Conrad Zumhagen*
Ann Arbor 48104
zumco@mac.com

Zone 4 Rep

Dave Stetson
Zone4Rep@national.pca.org

* Denotes Board Member



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

Saturday, September 20th | German Park, Ann Arbor, MI
Main event is from 3 - 7:30 pm (Concours, Dinner, Social, Dancing)
Arrive early for driving tours (1:30 - 3:00)

Porsches In the Park Agenda

- **Concourse People's Choice Awards** - voting from 4:00 - 5:00
- **Evening Festivities** - 5:00 - 7:30-ish
 - Catered dinner from Satchel's BBQ / Michigama Brewery
 - Music, Dancing, socializing, and fun



*Event Info
Register*

Arrive early for Driving Tours and Rally

- **Time, Speed, Distance Rally w/prizes** - 1:00 (depart at 1:30)
- **Staggered driving tours** - departing @ 2:15, 2:30, 2:45

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



Premier Sponsor

Porsche Ann Arbor

<https://rsp.pca.org/bs/events/pip2025/>



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

From the Front Seat

By RSR President John Thomson



Well, a very busy summer season is upon us! As I wrote last month's column, we were packing up for Parade in Oklahoma City—we're now back and (mostly) unpacked! Rally Sport Region was well represented—the Kishes and Thomsons are regulars, but this year Jon Heidorn made it as well. Jon drove down with his son Daniel and then enjoyed Parade with his mom who lives in OKC—was really fun to meet her and hope they all had a great time!

Rally Sport was well represented in the trophies—Phil and Francie's won 2nd with their gorgeous Cayman in Concours, Thomsons won 2nd and Kishes won 4th in the TSD rally, and I won 2nd (by 0.04s!!) in my class in Autocross. More importantly we saw a ton of friends, made some new ones, and had a lot of fun with the cars. Next year is in Lake Placid—if you skipped out on this year (or last year in Birmingham, or the year before in Palm Springs) due to the summer heat, I don't blame you, but that's no excuse in 2026! Lake Placid is really beautiful and it should be a fantastic site—I really encourage everyone to do a Parade at least once just to see the scope of the club and the diversity of its members.

The region has been very busy as well, with the summer evening drive and (by the time you read this) the Garage Tour already in the books. We then have the HPDE weekend at Grattan (register at msreg.com/2025-RSP-Grattan-2), the Ann Arbor Cars & Coffee / Gathering and summer TSD rally (msreg.com/2025tsd2), and a fun new Cars & Coffee at J2 Protective Films/RM Motorsports on August 23. And don't forget the new Rally Sport Brunch Meetings the 2nd and 4th Wednesdays—a really great way to spend time with friends if your weekday mornings are free. And if you haven't registered for Porsches in the Park yet, get on it (msreg.com/pip2025)! Registering before August 15 saves you \$20 per person—you know you don't want to miss this great event!

Sadly, this is the second month in a row that we are dealing with the passing of one of our members* —Dave Walker passed unexpectedly earlier this month. I did not know Dave very long—I really only got to know him in the last year as he joined the Rally Sport board and as the registrar for the track program—but he made a quick impression with his positivity, friendliness, and enthusiasm. I don't know how obvious this was outside the group that plans and executes the track

events, but it's fair to say that Dave did the marque proud in how fast he went from 0-60 in his registrar role. I'm not sure he'd finished saying "I'm happy to help if Charlie wants to step back a bit" before he'd researched and signed us up for a new student/driver instruction system, written drafts for all of our event postings, and found a new way to do our car numbers (and I'm certainly forgetting multiple other improvements he made before we even started the season). He was always positive and engaged in the board meetings, and was always a friendly and smiling face at our events. I am very happy to have had the chance to get to know him, and he will most definitely be missed. I have no great wisdom or words for this occasion, other than to remind everyone to cherish the time we have together— hopefully the club helps provide some of those great experiences and memories for you as it does for me.

Looking forward to seeing you this summer---

* Last month the world of Porsche lost David Finch, a talented and successful racer and entrepreneur who launched and led RAETECH for many successful years. Dave submitted an article for the Bahn Stormer (page 10) but unfortunately passed away before this issue. Read the article to understand the talents he had. As a long-time member of Rally Sport Region, and Southeast Region before that, he will be missed very much.



SPECIALTY & SPORTS CAR ADVISOR
Helping You Sell Your Porsche and Other Fine Automobiles

Conrad Zumhagen	+1.734.645.5778
The Zumhagen Company LLC	zumco@mac.com
Ann Arbor, MI USA	www.zumhagen.com

Java Time With RSR

9 AM at Whitmore Lake Coney Island,
9457 Main St. Whitmore Lake

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.

**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

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 16 (Tues.): Waterford Hills HPDE

September 20 (Sat.): Fourth Annual Porsches In The Park -- Event Chair Jon Heidorn (see page 4)

September 27-28 (Sat.-Sun.): Hankerd Road Cleanup (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

Recurring Event

Second and fourth Wednesday every month, 9:00AM: Java Time with RSR -- Whitmore Lake Coney Island (9457 Main St., Whitmore Lake) -- Hosts Dru & Matt Huber (see ad on facing page).

We Need Your Help

No body gets paid, but things need to be done — you can volunteer in any number of ways — at the present time we have an urgent need for a Track Registrar, an Advertising Chair and a Social Media Chair. Don't wait for someone else to step up — VOLUNTEER!

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

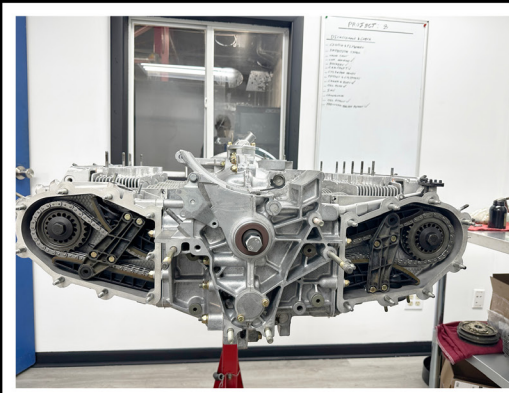


Rennstatt



EXPERT SERVICE

ENGINE & TRANSMISSION REBUILDS



Rennstatt is the Performance Division of ArborMotion

669 State Circle Ann Arbor, MI 48108 • (734) 761-1088

Membership

Current Membership 605*

** Includes 380 Primary Members*

New Members

Olivia & Matthew Beck
Ann Arbor, MI
2012 911 Carrera 4S
Cabriolet

Charles Cash & Susan
Czajkowski
Ann Arbor, MI
2022 911 Turbo S Cabriolet

Gary Pai
Monroe, MI
2024 Cayenne

David Polidori
Dexter, MI
2011 Panamera 4S

David Sims
Grosse Ile, MI
2023 911 Carrera T

Robert Thompson
Howell, MI
2018 718 Cayman GTS

Glenn & Mary Zimlich
Northville, MI
1996 911 Carrera Cabriolet

Member Anniversaries

Andy & Nancy Sasyk.....40
Doug & Joanne Ash.....27
James & Susan Reynolds.....25
Kelly & Susan Roberts24
Michael McGarry & Tom Casciani20
Andrew & Terrie Thompson.....13
Estella Woo & Michael Goebelbecker.....13
Sean Lundberg11
Garrett & Nicole Roberson.....11
Hans Schulz11
Charlie Brown III.....10
John Decator.....9
Mark Nestor8

Craig & Joyce Ritchie8
John & Cathy Snyder7
David Walker.....7
Todd & Jennifer Cooperider.....6
Christine & Robert Patterson6
Jason Angus5
Andrew Groat.....3
Christopher Herter.....3
Brian Hogue & Jim Glenn.....3
Andrew Drake2
Michael Mackenzie2
Prasad Phatak2
Davey Jung1

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.

How I Ended Up With a 2022 Porsche 911 C2 — and the 50+ Year Road That Led There

By David Finch (Long time member of Rally Sport Region who passed away shortly after submitting this article.)

In January 2022, I was asked to bring my Audi A4 to Ann Arbor Porsche-Audi for an unexpected recall. It was strange that the A4 needed a corporate service inspection. But they offered a loaner, so I agreed. Upon arrival, I ran into Peter Grant, John Heidron, and Burgard Linn of our RSR region. What a coincidence, I thought. To my absolute astonishment, they held up the “2022 PCA 911 Raffle Winner” poster. It took a few moments to understand that I was the winner — something I never expected.

Service Manager Mike Davis apologized for the ruse. I told him I thought something was fishy, but I still wanted the Audi inspected and the oil changed. While that was being done, Porsche specialist Eric Gedeon, a racer himself, helped define the specifications for my new C2.



Driving my prize at a Waterford Hill HPDE in the spring of 2023.

The Long Road to a Porsche 911

My journey with Porsche began in 1971 and expanded into the 1980s and early 2000s, initially through PCA. From 1987 to 2005, our unique RAETECH 944 chassis and engines won six national championships, five second-place finishes, and one third-place. We qualified in first place nine times. We were honored with the SCCA President's Cup (presented by George H. W. Bush), the US Road Racing Drivers Club “Mark Donohue Award,” and Germany's Porsche “Al Holbert Memorial Award,” symbolized by Al's 962 steering wheel. Racing with Porsche led to three top finishes in the Porsche Cup North America, four trips to Stuttgart, and race driving in South Africa at Kyalami.

Starting Line: 1968

This story didn't begin with me randomly buying a Porsche and entering the PCA raffle. It goes back more than 55 years. In winter 1969 at the Alta, Utah ski resort, I was one of about 75 volunteer ski instructors. At the end of the season, a Ford

Mustang would be awarded to one of us. On the final day, while waiting in line, an associate asked to cut ahead. I hesitated, then let him. That afternoon, ticket number 11 won. I had ticket 12. I never heard from that guy again. Had I won, I might have replaced my MG Midget and never started on this convoluted Porsche journey.

Turn 1: First Sports Car

In 1968, I bought my first sports car: a 1967 MG Midget. It was fun when it ran. In 1969, I left the University of Utah to pursue track and field in Southern California, where I hoped to test into a better university. After suffering knee injuries and surgeries, I ended up at UCLA. There, during spring finals, I injured my right knee in practice. That meant more surgery and lost competition time. Southern California weather was great, but I transferred to the University of Michigan's outstanding engineering school. My father, a U-M Law grad, advised against it. Maybe I should have listened. Summer was spent hitchhiking and doing rehab.



Turn 2: Trying to Dump the MG

The MG wasn't fit for Michigan weather so I considered a VW Beetle. I had my MG to trade and cash in hand. At the dealership, no salesperson would assist. After waiting 20 minutes and flashing cash, I walked out.

Turn 3: Sports Car Temptation

Out of frustration, I visited the Porsche dealership to look at the new 914-4. The salesman offered a deal on a 1970 model. With my MG as a down payment and affordable financing, I took it home that evening. I got the flu the next day and could only stare at it. My dad thought I was crazy until we took a 200-mile trip. Then he changed his mind.

Turn 4: The “Fake Porsche”

At work, a coworker mocked my 914 as a “fake Porsche/VW.” (The 914 was a joint venture between Porsche and VW, but anything but a fake Porsche.) His father gave him a 911S which at the time cost \$10,000 more than my pile of..... His taunts annoyed me, but my 914 was fun to drive and all I could afford.

Turn 5: The Challenge

One day this coworker suggested that I bring my “fake Porsche” to a PCA autocross event at the University of Utah stadium. I entered and beat him by two seconds and finishing second overall to Larry Moulton, a PCA member and future SCCA National Champion. That was the beginning of my racing career.

Turn 6: Racing and Engineering



Autocross trophies from the first summer 1971.

After moving to Ann Arbor, I continued in competition events almost every weekend. I got involved with Howard Cooper’s VW guys and joined the Southeast Michigan Region - PCA. Autocross and driver’s schools at the Waterford Hills Road Course became part of my life.

With college friend Bob Mitchell, I formed F&M Performance to make spoilers. It was great fun for a while but west coast guys figured out that they could make the parts for less than our shipping costs. At the time, it seemed California was home to half of world-wide Porsche sales. While our business didn’t last I gained valuable experience.

Turn 7: Break from College

In 1974, I ran low on money and I took a year off to work at a Porsche-Audi dealership. I was a service manager and later in sales. I continued to race until I broke the motor. That, plus the fact that the economy tanked in ’75, meant it was back to U-M for Engineering Grad School for studies, research and teaching. I also had access to tools for race car development including tools for building suspension and motor parts. I instructed labs and was encouraged to stay for a PhD but chose to go racing and become a glider pilot instead.

My pilot solo flight was accomplished in the snow on December 21, 1986. This was after the race season and three months of intense training at the Sand Hill Club. Soaring taught me to be a much better race car driver. The vision, feel, planning and execution that it takes to soar 200 miles or ride the air waves to an altitude of 22,000 feet and all without a motor clearly applied to car racing. It took two more seasons to become a commercial glider pilot and to win my first SCCA National Championship. Eventually I earned high performance airplane and instrument ratings. I also conducted glider ride picnics for our RSR PCA group.

Turn 8: National Competition

In 1977 after grad school, I worked for a contract engineering company, but that ended after eighteen months of commuting two hours a day. I went out on my own with existing and new engineering clients. Most interesting was Peter Bryant designer of the UOP Shadow Can-Am car.

It was also time to start racing at the national level. My first race at the Road Atlanta SCCA National Championships was extremely challenging, resulting in a seventeenth place start and a ninth place finish. The next year I adapted better by starting and finishing third.

In 1980 a new car build became necessary to competitively race in SCCA D Production against the Porsche Factory Racing 924s. Our first outing was the National Championships. We worked hard on the car all week and led the first three laps until the engine crankshaft failed. The next few years we were very competitive but never earned the desired results. It was very tough being an amateur in the series because many of the competitive drivers and teams were professional.



Leading the 1980 SCCA National Championship at Road Atlanta

Turn 9: Robert Kirby and the RAETECH Porsche 914

In 1982, I sold our EP class 914-4 to Robert G. Kirby a wealthy business executive. He subsequently drove it to a 1984 SCCA National Championship. RAETECH prepared the 914 for most of Mr. Kirby’s national championship attempts.

In 2005, after Kirby’s passing, I bought the 914 back from his estate. His family asked me to race in his honor with pro



Mark Hotchkis on his way to the 2005 SCCA F Production National Championship in honor of Mr. Kirby

driver Mark Hotchkis. Following an overhaul and modernization of Kirby/RAETECH Porsche 914, we won the 2005 F Pro-

(Continued on page 15)

ANN ARBOR'S GERMAN AUTO REPAIR!



Trusted, quality auto repair
in Ann Arbor since 1980.

2405 W Stadium Blvd • Ann Arbor, MI 48103
734-369-6787 • www.stadiumautoservice.com



WARRANTY

A Performance Sports Car Deserves a Performance Collision Center.

That's Why There's AutoMark.

AutoMark specializes in body work for virtually every brand of sports car.

Whether your Porsche needs collision work, paint repairs or any other cosmetic changes, AutoMark is there to accommodate you.

Our technicians are the best in the industry – providing timely turnaround, guaranteed workmanship and exceptional customer care.

When your Porsche's appearance isn't meeting expectations, bring it to our state-of-the-art facilities for the quality care your car deserves – and you expect. Don't forget to stop by and check out our new, cutting-edge, Celette Frame Machine, which will return your vehicle to factory specifications.



AutoMark
collision center

24750 North Industrial,
Farmington Hills, MI 48335

P (248) 473.8100 • F (248) 473.0800
Hours: Mon.-Fri., 7:30 am – 6:00 pm

www.automarkcollision.com



Soul, electrified.

The new Taycan Turbo.



Porsche of Ann Arbor
2575 S. State St.
PorscheAnnArbor.com



(Dave Finch from page 11)

duction National Championship and became the only 914 to win two national titles.

Turn 10: Creating the RAETECH Corporation

In 1982, Ken Castle, a young certified auto mechanic began working for me as a volunteer. He soon became the first full-time paid employee of RAETECH (Research & Applied Engineering Technologies), and he subsequently became Vice-President of Engineering. RAETECH was incorporated in 1984 to do automotive consulting and to develop a “ground up” design Porsche 944 for racing in the United States. Soon my partner, Beverly Seifert, joined RAETECH as a corporate officer. With Ken, Beverly and several others we developed eight SCCA National Championship winning cars. Ken is now RAETECH’s president and at some point will be the 911 Carrera beneficiary (hopefully much later!).

A quick departure in this article from Porsche. In 1996, I and RAETECH were contracted by Chrysler as race engineers for their Super Touring Car program, eventually having de-



David’s SCCA National Champion GT2 car as 1988, 89, 94, 95, 00, and 04 and second Place GT2 1990, 96, 01, 02, and 05.



David, in the middle, as 1st Place SCCA National Championship GT2 at Mid-Ohio with on the left and Duane Davis on the right.

sign responsibility for the Touring Car and a future Viper race car. At times I also was race engineer for the Viper endurance cars. Mark Donohue’s son David was brought on as the number two driver by team leader Dominic Dobson. In 1997 I was chief engineer for David Donohue’s championship win. For some years to come David and I crossed paths

with the Viper programs. In 2001 David Donohue presented me the National Road Racing Driver’s Club Mark Donohue Award.

Turn 11: Special People

RAETECH helped many aspiring engineers and technicians. One day Owen Balduf, a young helicopter mechanic just out of the Navy stopped to ask if he could work on the 944 project. I had known Owen since he was in high school. He is a most interesting, undisciplined character and unique violinist who, for example constructed his own electric violin. Owen required a thumb on him now and then but he made significant contributions to RAETECH projects.

Another “walk-on” was Keith Andrews, who was newly employed by BOSCH North America. Keith somehow found out about the 944 project and stopped by to see if he could help. We decided to give him a chance and he spent a few years in development, eventually building a Formula V race car at our facility. In 2022 Keith retired as the president of BOSCH Automotive North America.

Turn 12: Finishing Line

From the mid-’90s to 2024 our motorsports attention focused more on race engineering and sensor products for teams and vehicle manufacturers in IMSA, FIA, and NASCAR: Porsche was losing interest in the 944 configuration.

Between 2005 and the present, RAETECH’s focus has been on engineering, sensors and electronics. These sensors went international as well as into space travel. Our electronics are used in every recent Michelin tire manufacturing facility worldwide. Our racing engineering services and products included two wins at Le Mans and the overall win at the Daytona 24 hr. race.

A Final Note

I didn’t do anything special to win the 911. It was random. But if I had won the Mustang in 1968, bought that VW Bug, or skipped the autocross challenge, none of this would have happened. I thank the PCA community and people like Lori Schutz, whose father Peter saved the 911 and supported our 944 program.

Maybe it was divine. After 50 years of Porsche loyalty, perhaps it was the Porsche gods who rewarded me with a new 911. Had I designed it, it would be a manual, AWD, soft suspension, and quiet. Maybe that’s what age does to us.

It’s worth donating to the PCA raffle. A portion supports PCA events and volunteers. My path to the C2 911 was filled with amazing people and unexpected turns. Thanks to all who shared the journey.

PORSCHE

NOTHING EVEN COMES CLOSE



PCA Specials

10-YEAR OR 100,000 MILE CLUB DISCOUNT

20% DISCOUNT ON SERVICE FOR
PORSCHEs OVER 10 YEARS OLD
OR OVER 100,000 MILES *

WITH COUPON
*SOME
EXCLUSIONS
APPLY

10%
Off

Valid only at Fred Livery Porsche. Must present coupon when
order is written. Not valid with any other offer. Tax, shop supplies
and environmental charges are extra. EXPIRES 9/1/07.

PORSCHE WATER- COOLED OIL CHANGE

We feature Mobil 1 **Mobil 1**
(1995 and newer)

INCLUDES: Porsche oil filter, engine oil,
drain plug washer (where applicable), tire
pressure adjustment

With Coupon

'05-'08	'09-'15
\$289.95	\$329.95

Valid only at Fred Livery Porsche. Must present coupon when
order is written. Not valid with any other offer. Tax, shop supplies
and environmental charges are extra. EXPIRES 9/1/07.

**Present Coupons to
Service Advisor**

**FRED
LIVERY**
COMPANY

34350 WOODWARD
BIRMINGHAM, MI 48009
248-645-5930

*For Your
Convenience...*

Our Service
Department is
Open

7 AM - 7 PM
Monday thru Friday



CRM 1 TD 348-722-1144

Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

Cutaway

There is a specialized type of automotive art that I find fascinating. The art is called the cutaway which depicts the inner working of the automobile or specific parts such as the engine or transmission. I realize that this kind of art isn't for everybody. It doesn't depict the sleek lines of a design or the artistic curve of a shape. Yet it can captivate my interest just as much as the traditional automotive art. It is just as skilled to produce as traditional art if not even more difficult to achieve. Few artists have the skills to produce cutaway drawings. An even more difficult cutaway to produce is not a drawing but a physical sectioning of actual cars or parts such as an entire engine often called a skeleton. This sort of automotive sculpture is not to everyone's taste but I can be totally captured by the details that are exposed which would normally be hidden by the skin of the automobile. It truly reveals the effort achieved by the engineers to clad the mechanical bits in tightly draped sheet metal.

The cutaway art has been around for a while and spans almost every form of mechanical work from airplanes to boats, military machines to trains. It is produced in many forms from books to prints and computer graphics. I was familiar with the work of Jim Hatch who created his automotive art for Road & Track magazine for some thirty years. He was taught by Kevin Hulse who had various books on different cutaway subjects. One of the most famous cutaway artists is David Kimble who for over 50 years has produced cutaway art on many subjects. He has authored several popular books by the title of Techniques and Stories behind the Art, available from several sources including Amazon for around \$94.

Perhaps even more spectacular to produce are the skeleton cutaways of actual cars and other automotive machinery like engines and transmissions. Almost any mechanical device can be found sectioned off in spectacular fashion to reveal the inner workings and relative positions of parts. Porsche has produced several cut away cars over the years some of which have found their way into car shows like the Detroit International Auto Show. Some of the subjects have been the 2005 Cayman S, the 2008 997 Carrera and the 2018 Tecno Clasica Carrera. It almost seems a shame to see such awesome cars reduced to works of art rather than running cars. Many other manufacturers showcase their products with skeleton cutaways. They always attract

a crowd wherever they are shown.

There is a practical side to cutaway drawings as well. Parts catalogues are often illustrated with so called exploded diagrams. These pictures not only illustrate the shape of the parts but also their relative position to other parts or assemblies. This can be a very useful guide to working on a project or trying to identify a part that might be missing or damaged.

One of my favorite hobbies as I grew up was building car models by Tamiya. The attraction for me was their 1/20 scale size and great detail. I collected every Formula 1 car they produced over several years as well as a 934 Turbo. Each kit consisted of several hundred parts and a detailed assemble book. It was almost like working on the real car. I built about one car per year as they were released and as my budget allowed me. Other models I built as the subject caught my interest. Like many modelers I built the visible V8, a clear engine block with operating internals. I remember building a radial eight cylinder aircraft engine and also a Harley Davidson Twin just because I could not understand how a pushrod twin could be called a twin cam.

Of course the computer age has redefined cutaway work. Software such as Computer Aided Design (CAD) and Computer Aided Modeling (CAM) can create and modify drawings with the click of a keyboard. What used to be laboriously drawn on paper is now depicted on a computer monitor and saved digitally. The biggest advantage is being able to share work with teams of engineers. Even more amazing is the ability to test parts and assemblies using computer modeling. Building on that technology we have 3D digital printing which can take drawings and turn them into real operating parts saving hundreds of hours of machine work and prototype creation. Best of all is the fact that all of this computing power is available to the average skilled enthusiast.

This newsletter couldn't be brought to you without the considerable support of our advertisers

Please patronize them and thank them for their support of The Bahn Stormer.



Orion Automotive: Your Dealership Alternative Ann Arbor's European & Import Auto Experts

Lovin' Ann Arbor Cars Since 1994



Vintage: Porsche, Mercedes, VW, Jaguar etc.
Custom Alignment & Corner Balancing Available

101 Parkland Plaza
Ann Arbor, MI 48103

www.oriona2.com
734-995-3188



Trust your car insurance
with a company named
for those it serves.

FINN'S J M & J INSURANCE

ANN ARBOR • 734.668.4050
finnsins.com

Auto-Owners
INSURANCE

LIFE • HOME • CAR • BUSINESS

ARESCO

Take your garage to the next level!!



Designed for a standard garage the FP8K is the solution to your storage needs.

Professional Installation and Service

Call us for more detailed information or stop by our showroom and see our products.

ARESCO: 877-227-3726 or (248) 335-5438
22150 8 Mile Road, Southfield, MI 48033

Quality AC Work since 1969

(That's one cool dog, eh?)



3080 Huron St. (M-59)
Waterford, Michigan
service@munks.com
248.681.8081

!!Help Wanted!!

As a result of the recent very sad passing of HPDE (track) Registrar Dave Walker, Rally Sport Region needs your help, **again**, as a registrar for our HPDE (track) events and more if you're willing. The Porsches in the Park events and TSD rallies are handled excellently by Monika Jelic & Tom Skelly and John & Diane Thomson respectively.

Bottom line: WE NEED YOUR HELP! I am available to train someone(s) to eventually take over the events after the 2025 season. You can shadow me at Waterford September 16 to become familiar with the intricacies of the MotorSportReg (MSR) app, get to know the most-excellent MSR support folks and learn the ropes for the Driving Evals website for instructor/student evaluations and beyond – great tool!!

Highlights:

- You'll get to interact with hundreds of this region's enthusiasts, see their shining faces in the early morning sunshine and see all the pretty cars – not just Porsches as we are generally pretty ecumenical.
- We've got a brand-new region-owned high-speed printer/scanner that prints and scans QUICKLY!
- You become the first line of contact, but it's fun/challenging to figure things out and help people have a good time.

If this piques your interest please contact me, **your** region's HPDE registrar.

Charlie Brown, III, registrar.rsr@gmail.com or Cell 734.358.2393



🚩 **Registration is NOW OPEN for Porsches in the Park 2025!** 🚩

Register here: [Porsches in the Park 2025](#)

Saturday, September 20 · German Park, Ann Arbor, MI



Join fellow **Rally Sport Region, Southeast Michigan, and Maumee Valley** with other **Zone 4 PCA members** for our **4th annual “Porsches in the Park”** for another great day of Porsche activities in the Ann Arbor area. Start your **Saturday morning, September 20th**, with **Ann Arbor Cars & Coffee** and then make your way to **Porsches in the Park 2025** that afternoon.

About Porsche in the Park:

- 🕒 **Time-Speed-Distance Rally:** Drive a rally course with fixed checkpoints measuring your average time competing to win prizes (**leaves at 1:30 pm, requires 2 people**)
- 🚗 **Scenic Driving Tours:** There will be three scenic driving tours through the rolling hills west of Ann Arbor. (**1st tour departs at 2:15**)
- 🕒 **Gates open for everyone at 3:00pm** (for those not participating in TSD and driving tours)
- 🏆 **People's Choice Awards:** Vote for your favorite category of Porsches including some traditional and unexpected categories (**4:00 – 5:00pm**)
- 🍽️ **Catered Dinner** by [Satchel's BBQ](#) appetizers, entrées, desserts, sodas & water included (beer & wine available, [Michigama Brewery](#)) (**5:00 – 7:00pm**)
- 🎵 **Live Music & Socializing** : DJ will be spinning tunes and there will be great opportunities to socialize (**3:00 – 7:30pm**)
- 👤 **Special recognition to [Porsche Ann Arbor](#)** for their **Premier Sponsorship of Porsches in the Park 2025!** Their continued support helps make this event possible!

Why September?

This year we've opted to move the event to September in order to enjoy cooler temps, fall foliage, and a perfect backdrop for driving and socializing.

Registration is NOW OPEN!

Lock in your spot early with early bird pricing (Motorsport registration is required)

- **Early bird pricing before August 15 = \$60/person**
- **\$80/person** on or after **August 15**
- **\$100/person day of event** – limited availability (due to advanced planning requirements)

The Summer Dinner Cruise

By editor Mike O'Rear with photos by Burkhard Linn and Mike O'Rear

Not every Rally Sport event can be perfect, but all can be fun. For example this year's Summer Dinner Cruise held on Saturday, July 26. Recent storms and overcast skies made way for pouring rain as the hardy members gathered for the drive to the Eagles Nest Bar & Grill on Clark Lake, Michigan. While the roads were wet for the beginning of the drive, just as host Dennis Huibregtse predicted, the rain stopped as the drive progressed. It was a great route

through lovely Michigan forests and farm land. By the time the group arrived at the restaurant it was dry, pleasantly warm with a soft breeze off the lake. It made a fine setting for our outdoor dinner under the Tiki patio roof dining area.

Ten couples enjoyed fine food and beverages and as always, good conversation. Thanks to Dennis for hosting this event.



Above -- Yes it was wet at the start.



Nothing makes a Porsche shine like good roads.

Right -- Who couldn't enjoy a fine meal lake side.



Below -- A happy group. From left to right -- oh never mind.



Porsche Club of America

Rally Sport Region -- Board Meeting Minutes

Wednesday July 9th, 2025

John Thomson: President.....Absent
Sebastian Gaeta: Vice-PresidentPresent
Peter Grant: Previous Past PresedentPresent
Burghard Linn: Treasurer.....Present
Kevin Kral: SecretaryPresent
Nick Bleau: Tech Chair.....Present

Members & Visitor Present: Glenn Trapp, Dru Huber, Matt Huber, Mitzi McMahon, Mike O'Rear, Charlie Brown, Jim Glenn, Barry Maladesta

Call to Order: Sebastian called the meeting to order at 7:15 PM at Sidetrack Bar and Grill, Ypsilanti.

President's Report: Sebastian reported that John is in OKC at Parade.

Meeting Minutes: May meeting minutes were reviewed. June Meeting did not meet quorum. Motion: To approve meeting minutes passed unanimously.

Treasurer's Report: Burghard reviewed the May and June reports. Motion: To approve the financial report passed unanimously.

REMINDER: The Treasurer's Report is available to club members. Email Burghard Linn at burghard.linn@gmail.com

Insurance Report: All up to date. Insurance is pulled for the remaining two track events and for the dinner cruise. Tech process that goes with insurance was discussed for Red and Blue drivers at DE's.

Sponsorship Report: No Report

Social Committee Report: Events are listed in the Bahn Stormer.
"Java with RSR" has been a good event so far. It will con-

Doug FinnPresent
Alex Green.....Present
Dennis Huibregtse.....Present
Diane ThomsonAbsent
Dave WalkerAbsent
Conrad Zumhagen.....Present

tinue as a standing event.

August is a very busy month. Garage tour is being finalized. Events calendar for the year is very full.

Advertising Report: No report

Community Outreach: Hankard Road Cleanup is July 20th. We need volunteers to make the event go smoothly.

Membership: Glenn Trapp confirmed our status is at 376 members.

Track Report: First two DE's went very well. Both were profitable. Sign ups for Grattan next month are going well but we need more to sign up. Kevin is transitioning Track Chair duties to Joe Fialka. Nick will be taking over from Alex as quartermaster for the track equipment.

Newsletter: Deadline will be July 27th

Website: No Report

Events Committee: See social report.

Old Business: None

New Business: None

Motion: To adjourn the meeting: Passed unanimously. Minutes taken by Kevin Kral, Secretary.

The 944 Chronicles

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

How about the brakes? Actually, the brakes on a 944 are quite good and its doubtful that any modifications you may want to make are worth the effort unless you plan on going full race. Even then, race specific pads and fluid will take care of the heat in most circumstances. That is what I discovered last year running around Waterford Hills in the Improved Touring class. I considered adding brake ducts like some of the other cool kids, but I never ran across any fade or heat issues. Of course, had I run at some faster tracks that may not have been the case. Brake heat and pad wear certainly can become an issue running at higher speeds. They certainly were an issue on my Civic Si when I ran that at Waterford.

I lump brake ducting “kits” in with other so called performance mods. Do they serve an actual purpose, i.e., resolve a performance issue or are they just for image? Running brake ducting on the street is pointless. If you are generating that much brake heat (driving way too fast) during normal driving, you should probably keep a pair of handcuffs in the car for when the police do catch up with you and put you in the back of their car to explain the pitfalls of reckless driving. If you track drive your 944, brake ducts may provide a benefit on track, if they are designed right.

Our 944's are equipped with vented rotors front and rear. Vented means that they have internal vanes between the inboard and outboard braking surfaces. These vanes act as air pumps to pull air from the center inboard side of the rotor, through the interior of the rotor, and out through the perimeter holes on the rotors edge. This interior airflow increases the cooling capacity of the rotor to better dissipate heat. Effective brake cooling ducts provide airflow to the center of the rotor (inboard side) to increase the flow of cool air to the interior of the rotor. Any aftermarket brake cooling kit that directs air only onto the exterior surface of a vented rotor won't provide that benefit, period. Those types of kits are intended for use on solid brake rotors which do not have interior venting or airflow. You want some or all of the ducted air flowing into the center of the rotor.

So how am I so smart? Experience and education maybe but I did make a point to study how Porsche did front brake cooling on the 944 platform. I discovered two things. Number one is that the backing plates or “dust shields” are vented in various forms to facilitate airflow into the center of the rotor. Remember, those internal vanes act as fans or pumps to move air across the internal surface of the rotor. This is what those vents look like on your garden variety early 944 NA:



Both these openings facilitate airflow to the interior of the rotor. If your aftermarket brake kit does not direct some, most, or all of the airflow here it is not designed correctly. In fact, if you look at the Porsche factory M030 brake cooling parts for the 968 (the later 944) the duct guides air directly into the center of the rotor.

So are brake cooling ducts on an early 944 useful? Yes, if they can move air into the center of the rotor. But do you need brake cooling ducts on your early 944? It depends. For normal street driving, no. Properly maintained factory brakes will easily stop your car from triple digit speeds. For track driving, maybe. Start with track oriented pads and an appropriate high temperature brake fluid and go from there. If you still find that you need some extra brake cooling for the track or tracks you frequent, do it right. Not all brake cooling kits are created equally.



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 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/4cSDROs> Contact Conrad at 734.645.5778 or email zumco@mac.com (06/25)

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)

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.



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

Cars can be complicated...



...SELLING yours doesn't have to be!

DRH Professional Services LLC

Helping You Sell Your Sports Car or Other Fine Automobile

Dennis Huibregtse

www.DRHprocars.com

Email:dennis@DRHprocars

Voice/Text: 734-834-5521

SPONSOR SPOTLIGHT



CALL FOR A FREE INSURANCE REVIEW

"I can protect more
than just your Porsche"

Will Rogers
Insurance Agent
RSR MEMBER



Proud to offer:



Frankenmuth
INSURANCE



RAMSEY
Endorsed
Local Providers

AUTO HOME LIFE BUSINESS
248-974-2455

wrogers@MichiganCommunity.com



**Michigan
Community
Insurance Agency**

The Bahn Stormer

2686 Parkridge Dr., Ann Arbor, MI 48103

CHANGE SERVICE REQUESTED

PRSRT STD
U.S. POSTAGE
PAID
PERMIT 63
SOUTHFIELD MI



©Porsche Cars North America, INC. Porsche Recommends seat belt usage and observation of all traffic laws at all times

A feeling first. A power source second.
Experience the Porsche Taycan.
Starting at \$82,700.*



Porsche Farmington Hills
Porsche Farmington Hills.com



PRINCE OF GEORGES

Porsche of Farmington Hills