

The Bahn Stormer

Volume XXXI Issue VIII — September 2025

Participants Cars At the RSR Garage Tour

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.

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The Official Page

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president@rsp.pca.org

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grahamagency@gmail.com

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
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Ann Arbor 48108
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ahgreen2012@aol.com

Conrad Zumhagen*
Ann Arbor 48104
zumco@mac.com

Zone 4 Rep

Dave Stetson
Zone4Rep@national.pca.org

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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.



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



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From the Front Seat

By RSR President John Thomson



The busy summer season continues—hope everyone has had a chance to do some of the great events that have been going on, and if not, there's still time and plenty more fun good-weather events left. Registration for Porsches in the Park is looking really good and lots of fun activity planned—if you haven't signed

up yet don't forget to do so (<https://msreg.com/pip2025>). We will also be celebrating PCA's 70th anniversary, so don't miss it!

This month I want to talk about learning and trying new things. One of the things that is so great about our club and our region is the ability to do things you've never done before, learn how to do them better, and then help get others involved and help them learn.

This month's Grattan HPDE event was a great example of this. We had two 3-day Grattan events this year and the track committee made a conscious decision to focus the Friday sessions of the June event primarily on driver development, and the Friday sessions of the August event primarily on instructor development. In June we had Ross Bentley as our guest driving instructor, and for August we had Chuck Tucker as PCA National instructor trainer. Both events were great, but this August event was particularly special—we had a great turnout of experienced instructors looking to refresh their skills and maybe pick up an additional certification, and a great turnout of new instructor trainees getting their first training on how to be a driver's education instructor.

In case you're not aware, PCA's DE program is outstanding, but it is entirely dependent on a core of exceptionally dedicated instructors who educate students in the classroom, in the paddock, and in their car, so that they can be safe and fast on the track. When existing instructors commit themselves to maintaining and improving their skills the whole program gets better. Bringing new instructors into the program is even more important—this helps continuously reinvigorate the program, helps reduce the workload on the existing instructors, and helps ensure the program continues as some of our long-time instructors step back. Our very own Tech Chair Nick Bleau went through instructor training on Friday and worked with a first-time student over the weekend—this was a really neat example of watching

the club revitalize itself in real time. Hats off to our veteran instructors, to our new instructors, and to everyone who challenges themselves by coming out to a track day. And our track season isn't over—there's still one Waterford HPDE day left! Sign up at <https://msreg.com/2025-RSP-Waterford-2> for one last chance to stretch out the car's legs before we start thinking about snow tires.

Another nice example is our Time-Speed-Distance (TSD) Rally program. The region used to run TSD's way back in the day (before we were members), but has only restarted in the last few years. In the beginning, it was just the Thomsons and the Kishes planning the rallies while we tried to get more people engaged. Over the last couple years, Chuck and Ruth Schenk and Jim and Angie Glenn have come on to be new Rally Masters, and this year, Mike O'Rear and Tim Pott led the planning for last weekend's summer rally. To say this was out of their comfort zone is a huge understatement—let's just say that the rally planning tools (both our internally developed ones and the app that we use) are not exactly user or beginner friendly, and there were a few moments of minor panic as the planning came together. But Mike and Tim stuck it out and did a fantastic job—the route was great, the rally was challenging and fun, and everybody had a great time.

We had one pure first-time participant, and several more on only their second rally, which is always really fun to see. If you haven't tried a TSD yet, give it a shot—our last one of the year is during Porsches in the Park (c'mon, if you haven't registered yet, get on it!) and we'll be having another full season next year.

And all kinds of other new social events—thanks to Dru and Matt Huber for doing such a great job with the event calendar, and to our fantastic sponsors for helping us put on and host so many of our great events!

So anyway, looking forward to seeing everyone—try something new if you haven't, or if you've already done it, help bring someone else along!



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
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RSR Calendar of Events

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

September 6 (Sat.): The "Not So Flash" Drive to our
sponsor "Pedal Pushers"

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 Clean-
up (1/2 day event with date depending on weath-
er)

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

November 2 (Sun.): Polar Bear Run (details to fol-
low)

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

Nobody 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: A comprehensive compilation of car/motor related area events by member Steve Gross. You can contact Steve for the complete Excel/pdf file.

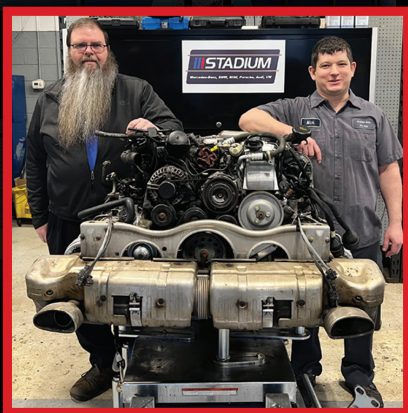
Second Saturday of every month (April-October)
9:00 AM: ECC Cars & Coffee -- 15702 Technology
Dr., Northville

Third Saturday of every month, 9:00 AM: The Gather-
ing 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 25)

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

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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.

A Tale of Two Tours

Story and photos by Member Steve Gross

It was the best of tours, it was the worst of tours. Well, that's maybe overly dramatic but I couldn't resist the Dickens reference. I'll try to restrain myself for the rest of this article, and you can be the judge at the end.

In late May, my wife Suzanne and I drove our 2001 Boxster S to Little Switzerland, NC for the Blue Ridge Boxster Summit (www.brbs.org). This event started in 1998, with an online group of owners of the then newly-released Boxster deciding to meet in real life near Asheville, NC. Since then, with the exception of a few COVID years, BRBS has been an annual event on the last weekend of May.

Rally Sport member Jim Long told us about BRBS, having attended some in the past. The stars finally aligned in 2025 and we were able to attend ourselves.

We took two days to drive to Little Switzerland, visiting Suzanne's mom in Cincinnati along the way. We also took a detour through the Tail of the Dragon (aka Deal's Gap) to get some beauty shots of the car.



Exiting one of the 319 curves on the Tail of the Dragon

BRBS officially started on Thursday, with lunch in the Speedway Club at Charlotte Motor Speedway. Unfortunately it wasn't a race day, the Coca-Cola 600 having been the previous weekend. But, we did have fantastic views of the track and could imagine the excitement of watching a race from the 6th floor panoramic windows.

After lunch, the local Hagerty Insurance rep organized a private tour of the Rick Hendricks Heritage Center, a 58,000 square foot collection of about 230 cars and seemingly as many guitars, most signed by well-known musicians. The tour was over too quickly—we could have spent all day inside and still only scratched the surface—but it was an unforgettable experience.



Boxsters and more at the Switzerland Inn

Friday dawned with the potential for some rain—which materialized as we were blasting up Roan Mountain Road with James Beavan and his wife Anna (from PCA Chesapeake Region), on the way to the Grandfather Mountain nature park. In addition to a wildlife rescue and sanctuary, one of the highlights of Grandfather Mountain is the Mile High Swinging Bridge. We just barely had time to cross the bridge on foot before it was closed due to high winds.

On the way to a late lunch after Grandfather Mountain, the battery light started flickering on our car. I knew the battery was at least 6 years old (I had intended to replace it prior to the trip but didn't manage to actually do it), so with fingers crossed we stopped at a Walmart and bought a replacement. Surprisingly, Walmart had the correct AGM battery in stock!

Although that didn't solve the problem, it did get us back to the hotel. There we confirmed that the charging system, well, wasn't charging. We borrowed a high-capacity battery charger from the event organizer Scott Ishler to get some juice back into our battery. In the process, I managed to cut my hand through klutzy use of a pocket knife—badly enough to need stitches. Our new friend James kindly offered to shuttle me to the ER and back—never let it be said that PCA folks look don't out for each other!

On Saturday we split off from the BRBS folks and went to Porsche of Hickory, NC to see if they had a replacement alternator in stock. Sadly, they did not, but they did find a nail in one rear tire! We returned to Little Switzerland a bit despondent. We considered trying to leapfrog home between our 2 batteries, but in the end (at the suggestion once again of James) rented a giant U-Haul box truck and

trailer to flatbed the car back to Michigan. You may recall that hurricane Helene devastated western North Carolina last year. Every charity in the country seemingly rented a 26' U-Haul truck and sent it there full of food, water, and 2x4s. All those huge trucks are still there, and no smaller ones are to be found anywhere. U-Haul did give me a price break on this giant truck—only charging me for the smallest truck in their fleet. But with the box full of just air, it was a very bouncy 13.5 hour drive home—at 7.9 MPG.



Arrival home after a long day of driving

We had another tour planned at the end of June so we had no time to dilly-dally with the necessary repairs. More on those in a tech article next month.

We did get the car back in ship shape for our next tour, the Michigan Mille. This event has been going on for almost as long as the BRBS, but we joined it after getting our Boxster in 2018. It was started by Steve Shugg and some of his Chrysler buddies as a guys' trip, and has grown (and shrunk) over the years—always at the founder's discretion. We learned of it while looking for Midwest car rallies and passed Steve's rigorous interview process (actually just a 15 minute phone call, after which he welcomed us to the Michigan Mille community). We have attended every year since then except when it was suspended during COVID, and we also missed 2023 due to our son's graduation from University of Oregon.

Similar to BRBS, the Michigan Mille is a 4-day event with a mix of good driving roads and interesting stops along the way. Also like BRBS, each day ends with a banquet dinner followed by evening socializing. Unlike BRBS, the location changes each year. In past years we have gone to the Hocking Hills of Ohio, Traverse City, Battle Creek, Nashville (adding an extra day for that one), and Grand Rapids. This year we went back to Ohio—specifically Canton, home of the Pro Football Hall of Fame.

Having been bitten by a shortage of tools and repair manuals on BRBS, we didn't make that mistake again. They say that fortune favors the prepared, and I'll end any suspense right now by saying we didn't touch a single tool on the trip.

Although the Michigan Mille officially started on Thursday, Steve hosted a kickoff dinner at his home on Wednesday evening. Afterwards we stayed at the nearby cottage of a fellow Mille participant.

Thursday morning we reconvened for a light breakfast and short drivers' meeting, and then headed for Canton on mostly back roads. As the drive to Canton was lengthy, we didn't have any tourist stops other than lunch in a park near Toledo. We arrived at the hotel in the late afternoon, and enjoyed the usual banquet dinner and socializing--a heady mix of wine, bourbon, cigars, and conversation.



A handful of Mille cars ready to roll

On Friday morning we headed for the National Packard Museum in Warren, OH, where Packard was founded before moving to the famous plant in Detroit. There we had a dedicated docent take us through Packard's illustrious history and sad decline. Afterwards we had lunch in the shade, and then drove some more back roads before having dinner at the Canton Classic Car Museum, right next to the hotel. Thanks to some fortuitous timing, Suzanne and I also got a quick tour of the well-preserved Art Deco studios of WHBC prior to the evening socializing in and around the Canton Classic Car Museum restoration shop.



Socializing at the Canton Classic Car Museum restoration shop

(Continued on page 15)



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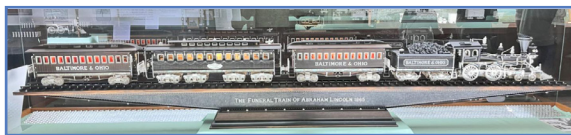
(Two Tours from page 11)

Saturday was the real highlight of the Mille. Our first stop was The Age of Steam Roundhouse in Sugarcreek, Ohio—locally known as Little Switzerland, reminding us of the BRBS. This is a collection of roughly 30 steam locomotives, housed in a purpose-built roundhouse, sitting in the middle of Amish farm country. I have wanted to go there for years, ever since Suzanne gave me a large-scale photograph of several locomotives taken in the roundhouse. It hangs in our dining room directly in view of my seat at the dinner table. We barely scratched the surface in our guided 90 minute tour, and it's on my list to return for an extended 3 hour tour. 3 days would not even be enough to see everything. Afterwards, we continued the steam engine theme at the Ernest Warther Museum & Gardens, 30 minutes away in Dover, Ohio. Mr. Warner was a master knife maker and wood carver, who made scale models of about 60 steam trains over his lifetime. The detail in his models—each made from thousands of individually-carved pieces of wood, ebony, and ivory—was astonishing. Even more amazing, he carved these trains from memory.

The Saturday night banquet includes awards for attendees. Some of the awards are based on the car (such as best domestic car), and others are based on the people (such as the Barney Oldfield award for, shall we say, enthusiastic driving). I took home the Spectacular Supporter award for beating multiple recalcitrant Garmin GPS units into submission.



Inside The Age of Steam Roundhouse



Ernest Warther's 7 foot long hand-carved model of Abraham Lincoln's funeral train.



Steve Shugg in his element at the Michigan Mille awards banquet

On Sunday we returned home safe and sound, and returned all of the unused tools to their proper places.



Just some of the tools and other supplies we brought as insurance

So there you have it—a tale of two tours. We plan to do both again next year—recognizing that our issues on the Blue Ridge Boxster Summit were not related to the event itself, which we enjoyed a lot.

Stay tuned next month for what happened in-between the tours...



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Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

Measure of Speed

For decades car enthusiasts have tried to quantify what defines a fast car. One obvious measurement was the time and speed to cover a quarter mile distance from a standing start. A more popular measure was the time to achieve 60 mph from a standing start. The obvious drawbacks to the quarter mile approach are that it is difficult to find a quarter mile marked distance. Also the speed achieved in a quarter mile can be quite high bordering on the dangerous. On the other hand achieving 60 mph is still under most posted speed limits and can be covered over a relatively short distance leaving plenty of room to stop.

Lately the whole concept of these performance measures has been turned on its head. If you pay attention to car evaluations you would see that relatively ordinary cars such as four door economy sedans and SUVs, and especially electric vehicles are achieving remarkable 0 to 60 times. The actual measure of 0 to 60 times is reaching very extraordinary levels of under two seconds. I believe this is about more than the development of very high horsepower and torque numbers, but more likely the advancements in traction control computers along with very high traction tires. There is and always will be that limiting factor of how much grip is available to the car. Tire slip has greatly advanced over time so that even ordinary cars can be equipped with sticky performance tires.

But well beyond that limitation is the management of wheel spin. It is obviously difficult to sense and control wheel spin from the human management of the throttle. A limited amount of wheel spin is advantageous to launching the car from a rest while maximizing the delivery of power. The Active Management computer takes over this job. The laws of physics can't be defeated but they certainly can be optimized.

Even given superior electronic management there are many other physical attributes that contribute to faster acceleration, some of which are controllable and some which are not. The road surface also has a huge effect of delivering power to the ground. Road surface may have high grip but usually will be relatively slick. Pay attention to the next drag race you watch and you will see a carefully groomed surface that not only lacks imperfections but is also coated with a very sticky solution to maximize grip along with tire tread rubber compounds with extreme coefficients of friction. All of that advantage allows drag cars to achieve

speeds well in excess of 60 in a matter of less than sixty feet and fractions of a second. It is easy to brag about acceleration times but very difficult to achieve those goals with any measure of repeatability.

I have owned a large number of performance cars and the 0 to 60 mph measurement has almost always dropped over a relatively short period of time. What has been reported lately in this era of a thousand plus horsepower is almost hard to comprehend. Not to mention that power levels of four-hundred to five-hundred horsepower are almost common regardless of the type of vehicle. I have to say that none of the early Porsches I've owned had very impressive 0 to 60 times much less quarter mile times. But that was not what they were engineered to do. Cars like any 356 could have felt quick but could be blown away from a stoplight by most any grandmother in her grocery getter as I was often reminded of on a daily basis. Even my first 914-6 was a big step up but with just 125 horsepower it was far from any offered muscle car. Gearing was another limitation as I found with my 944. My one exception was my 1972 911E which had a relatively wide and useable torque band but even that depended upon a driver's skill to launch the car. I have to admit that my little daily driver VW Jetta with just 180 horsepower and a five speed Tiptronic could probably embarrass many high pedigree sports cars.

Any of the Porsches in the current lineup have remarkable speed measures. But that leaves us with the actuality of what it all means in the real world. Realistically we have to admit we probably never have come close to accelerating at the maximum rate that could be achieved. If you ever have tried it you probably found yourself at the edge of disaster and very grateful that traction control stepped in to prevent a catastrophe. But be aware that even the best traction control can't override the laws of physics. Under the best of situations it is very easy to lose all control to a bad ending. So feel free to brag about that measure of speed but I strongly urge you never to explore those limits.

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Summer TSD Rally

By Editor Mike O'Rear

On Saturday, August 16th the second of three Time, Speed & Distance (TSD) Rallies was held by the club. Stadium Auto Services was again kind enough to host the launch of the event with a final lunch and award ceremony held at the Zukey Lake Tavern in Hartland. Results are below.

Members Mike O'Rear and Tim Pott created an almost two hour route that was challenging as it was scenic. Phil and Francie Kish, with experience in many National

Porsche Parade TSDs, were almost beaten by Driver Chris Michalak and Navigator Elizabeth Haeussler and the team of Driver Jeremy Goddard and Navigator Jay Fash were close behind. Other participants had a great time learning "the ropes" in TSD.

There is one more TSD this season, as part of Porsches in the Park so give it a try. There is no focus on speed and it is safe, fun and challenging.



Above: The award, the prizes and the sponsors.

Left: A happy group of competitors at Zukey Lake Tavern



The proud winners - Phil and Francie Kish.

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Photo by Connor Zatkovich



Celebration of Life David A Finch 1948-2025

Engineer, Race Car Driver, Pilot & Mentor

**September, 21st, 2025
2 to 5pm, at the Shop/Office**

**Raetech Motorsports
4750 Venture Dr. STE 100
Ann Arbor, MI 48108
734-665-2215**



Join us in celebrating the remarkable life of David A. Finch, a man of passion and purpose. Light refreshments will be served as we gather to honor his memory, share stories, and reflect on the impact he made in our lives. We will plan to gather at 3pm to share memories

Please share this invitation with other friends of Dave.

[Link to Obituary: DAF 1948-2025](#)

Let us know if you plan to join us, or for questions:

daf@raetech.com



🚩 **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)

Panamera Road Trip

By New Member Josh Stolifuss

There's nothing quite like a road trip. You know you've really been in the car a while when your rear end starts filing a complaint with HR—except HR is your spine, and it's not returning calls.

I bought my first Porsche this January: a used 2015 Panamera 4.8L twin turbo. A sensible choice, obviously, for a July trip to my family's cattle ranch in northwest Montana. We'd made the trip before in an Alfa Romeo Stelvio and even a Dodge Ram, but this time I wanted luxury—something that could cruise across South Dakota at "legally questionable" speeds while my passengers pretended not to see the speedometer.

The first six months I barely drove the car—only 2,000 miles. Before the trip, I gave the Panamera the royal spa treatment: 60K-mile maintenance, spark plugs, engine oil and filter, air filter, power steering reservoir, ignition coils, new water pump, thermostat, coolant vent tube (because apparently Porsche engineers believe in built-in mystery coolant leaks). By the time I was done, I was more familiar with the engine bay than my own kitchen, I should have been getting the employee discount from FCP Euro.

We left Michigan at 9 p.m. on a Monday, just in time to catch the sunset—and then through Chicago at 1 a.m., when traffic is at its most bearable and road construction crews are at their most enthusiastic. After a short delay, we pressed on, turning west at Tomah, Wisconsin. By sunrise, Minnesota greeted us, and by 2 p.m. Tuesday we were in Rapid City, South Dakota—1,200 miles later—with the Panamera sipping fuel at 23.8 mpg. Not bad for something that could pass as a missile on wheels.

Wednesday brought Mount Rushmore, the Black Hills, and Devil's Tower—where I realized the aliens from Close



Devils Tower

Encounters might have actually just been tourists with expensive cameras. Then, Billings, Montana for a family visit, followed by Great Falls to see an old college buddy, Brad.

Here's where it gets interesting: I'd had a vibration at 70–80 mph since the trip began. I asked Brad if he

knew a shop in Great Falls with a Hunter Road Force analyzer—a \$15K piece of tire-balancing wizardry. He said, "I think my neighbor has one." Sure, Brad. And I think my neighbor

has a space shuttle in his garage. But lo and behold, Mike did have one—plus an alignment rack, tire machines, and probably the Batmobile hidden somewhere. He balanced out the vibration for free determining one tire was 35# out of round. Tire Rack is sending me a replacement tire for the defective casing. Thanks, Mike—proof that good neighbors still exist.

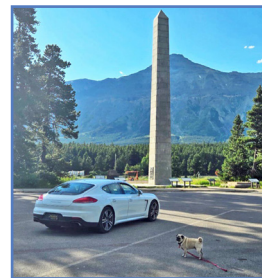
From there, we toured central Montana, including my old high school town of Fort Benton, a reunion of old friends in Malta Mt at Hi-line Dragway, and a rain-soaked drive through Glacier National Park where Logan Pass decided to cosplay as a cloud. Still, the Panamera devoured the Going-to-the-Sun Road like it was built for it—which it probably was.

After 12 days at my parents' ranch, we started the journey back. Six hundred miles across Montana's Highway 2, a night in Glendive, then Theodore Roosevelt National Park, Fargo, Minneapolis, and Hudson, Wisconsin. Our final leg included a trip on the S.S. Badger ferry across Lake Michigan to Ludington—saving us from more Chicago traffic and probably adding a few years to my life expectancy.

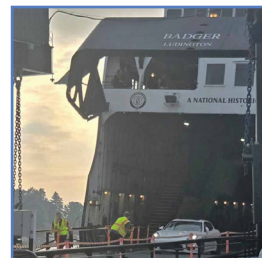
In total: 5,600 miles, 92 hours of driving, 23 mpg, one antique rocking chair stuffed in the back, and several instances where the speedometer needle politely declined to point at the speed limit.

The Panamera was flawless—fast, comfortable, roomy enough for three humans and a dog. This is my first Porsche. It won't be my last. Next time, I think I need a 911 Carrera... because clearly, I'm a slow learner when it comes to "sensible" purchases.

Logans Pass - Glacier National Park ----->



Continental Divide - Marias Pass



Ludington Ferry

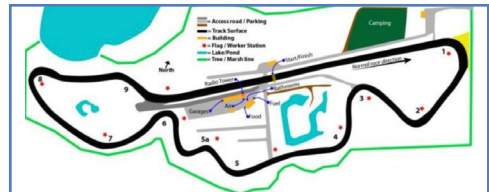


Story by Editor Mike O'Rear with photos by Glenn Trapp and others.

Thirty-nine instructors worked with 40 students on a weekend that until the very end provided great driving conditions. A serious rain squall late on Sunday sent many, but not all, students heading home early. But it is doubtful that they felt they had inadequate track time. Rally Sport Region offers thanks to the sponsors and members who make these events a success.



RSR Member Jeniffer in their 911 Turbo Cabriolet shared for the day with husband Dave.



A yellow Porsche Carrera GT and a blue BMW Z4 are shown driving on a paved track. The Porsche is in the foreground, and the BMW is behind it. An orange traffic cone is visible on the right side of the track.

24



Zone 4 Rep and track instructor Dave Stetson (hence the hat), with a participant.



Many instructors, both new and experienced were trained.



Pizza and great conversation also provided to participants.



"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)

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Nick Gaulin in a 911 Carrera 4S



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The RSR Garage Tour 2025

Story by Events Chairs Matt & Dru Huber with photos by Emmanuel Garcia, Burghard Linn and Glenn Trapp

Another successful Garage Tour with some awesome garages visited. August 2 was the second annual RSR garage tour with 35 to 40 people attending.

The tour began in Northville at Steve and Suzanne Gross' home where bagels and coffee were served. We observed their collection of motorcycles and memorabilia.

From there, RSR members made their way to the second stop, the home of Ruth and Chuck Schenk in Dexter. We were treated with wonderful homemade cookies baked by Ruth, along with coffee, lemonade, and water. Everyone marveled at his V8 Miata he spent 3 years creating. The V8 was an LS 6.2 liter stroker engine which he started for everyone to hear. We also checked out his next project, a future recreation of a Jaguar XJ 13 with a V12 Ferrari engine. The garage was designed with a balcony and its own bathroom.

The last stop was the home of Robert Kay and Cathy Champagne. Those staying for lunch were treated to a wonderful gourmet lunch of beef tenderloin, ham, tarragon

potato salad, green salad, and bread along with a beautiful charcuterie board of cheeses and meats. Of course, there was a watermelon tray decorated with berries and wonderful desserts. The garage was amazing with two four-post lifts. There was a bonus room (his man cave), overlooking the garage. His collection included a Ford GT40 replica, a Lotus Elise, a Porsche Cayman GT4, and Ford F100 Pickup Truck. Robert started the GT40 for everyone to hear. The garage was decorated with a beautiful brick wall that displayed a lighted "Porsche" sign.

Many ideas were gained by those in attendance for their own garages. We appreciate Steve and Suzanne Gross, Chuck and Ruth Schenk, and Robert Kay and Cathy Champagne for opening up their homes and allowing everyone to view their garages.

Please visit SmugMug (<https://rsrpics.smugmug.com/RSR-Picture-Upload-Folder/RSR-Garage-Tour-82025>) for the awesome photos taken at the garages.

Steve Gross (left) chatting with Jon Heidorn. We thought cars were Steve's prime focus. Well, surprise, he has a love of motorcycles as well. ----->



Chuck Schenk's (below left) garage of projects



Robert Kay's (below left) garage of cars and art.



Porsche Club of America

Rally Sport Region -- Board Meeting Minutes

Wednesday August 6, 2025

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

Doug Finn.....Absent
Alex Green.....Absent
Dennis Huibregtse.....Present
Diane Thomson.....Absent
Dave Walker.....Absent
Conrad Zumhagen.....Present

Due to Dave Walker's passing, one board seat is currently vacant.

Members & Visitor Present: Angie Glenn, Jim Glenn, Glenn Trapp, Robert Kay, Cathy Champagne, Dru Huber, Matt Huber, Tim Boertman, Steve Gross, Suzanne Gross, Chuck Schenk, Ruth Schenk, Jon Heidorn

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

President's Report: Lots of activity in the club—enjoy all these great events!

Meeting Minutes: July meeting minutes were previously made available to all board members electronically and were offered to all members for review. Motion: To approve meeting minutes passed unanimously.

Treasurer's Report: Burghard reviewed the July report. New helmets and HANS straps for DE program have been paid for. 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 events up to date. Ambulance will be ordered for Waterford event.

Sponsorship Report: Sponsor banners were inadvertently trapped in Dexter while Thomsons were travelling to Parade—Diane will coordinate with Social to ensure the banners get to as many of the events as possible.

Social Committee Report: Very active list—see the Bahn Stormer for full list.

Garage tour was a great success—thanks to the Hubers, hosts and the attendees for such a great event! Registration for Porsches in the Park is good, but members are encouraged to promote the event and drive attendance. We will be celebrating PCA's 70th birthday at the event as well.

Advertising Report: No report

Community Outreach: Hankard Road Cleanup in July was successful with 10 volunteers—thanks to everyone who came out. Rally Sport was included in Panorama "Around the Regions" section. Next cleanup is planned for September 28 (weather forecast backup if needed 9/27).

Membership: Glenn Trapp confirmed our status is at 383 members.

Track Report: Grattan DE event went very well with great response to the PCA instructor training. Waterford event 9/16.

Newsletter: Deadline August 17 for next issue.

Website: No Report

Events Committee: See social report.

New Business: Discussion of memorialization of our recently passed members. Grattan DE event was in honor of Dave Walker who had put so much effort into the DE program including that event. We will notify members of memorial service information as it becomes available.

Board is looking for nominations for Enthusiast of the Year. We are looking for candidates for the Board – if interested please let John Thomson or Kevin Kral know.

Discussion of website and possible improvements. John recognized this has been an open issue for some time and will work to get more discussion/activity on it.

Old Business: No old business.

Motion: To adjourn the meeting passed unanimously. Minutes taken by Diane Thomson, Board Member.

The 944 Chronicles

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

I have had a few items on my “playing with cars” to do list for quite some time. Run at Bonneville, try hill climbing, get back into an open wheel race car (at least once), and participate in the Pittsburgh Vintage Grand Prix or PVGP for short. During July I got to do two of those things at the same time, hill climbing and participating in the PVGP. And to top it all off, I did it with the brown car, my “racing” 944.

I have been attending the PVGP on and off since its inception in 1983. It’s a beautifully scenic and challenging old school city street circuit that winds through Pittsburgh’s Schenley Park and surrounding roads. It is a major charitable event which has been benefiting autism charities in Pittsburgh for the last 43 years. It is supported by a tremendous number of dedicated volunteers, spectators, and corporations including many of the major automotive manufacturers. Being a focused vintage event, the vehicles are typically anything from the 1970’s and earlier. A companion event runs at the Pitt Race Complex the weekend prior to the Schenley Park event.

For 2025, road construction including closing of the Panther Hollow Bridge forced the organizers to reconfigure the course for this year’s event. The change in configuration left out the portion of the course that went from the Panther Hollow Bridge through the uphill climb to the golf course at the highest point in the race course. The climb up and through the golf course is also the best and most popular spectator portion of the course. It hosts a large number of car shows, gatherings, and corporate displays. So rather than give up on the old course (and best spectator areas) until construction was completed, the organizers transformed this unexpected obstacle into a prime new opportunity. The inaugural PVGP Panther Hollow Hillclimb was born.

The Panther Hollow hillclimb course utilizes the portion of the traditional course which climbs from Westinghouse pond up through the wooded terrain of Schenley Park to the golf course which is where most of the prime spectator viewing of the race traditionally takes place. It is a beautiful one mile long stretch of wooded winding twisty road lined with a variety of “features” including stone walls, trees, more trees, and the occasional haybale strategically placed around storm sewer drains and other obstacles. This hillclimb took a departure from the traditional PVGP Schenley Park race as it allowed all varieties of properly prepared competition cars, both older and not so old, to compete. While my 944 wasn’t considered “vintage” i.e. old enough to run in the traditional race, it met the qualifications for the new hillclimb, so I applied and was accepted.

As for hill climbs, Porsche has a well-documented history of participating in the European hill climb championship during the 1950s and 60s. They won nine European Hillclimb Championship titles out of eleven years of participation. There is an excellent book on the subject “Porsche Bergsport, Europa-1957-1969 Bergmeisterschaft” or “Mountain Championship”. I say excellent but be advised that it is written in German. It is however full of excellent photographs so if your German language reading skills are a little rusty you can still enjoy the photographs and course diagrams as well as the championship statistics in the appendix. We had three Porsches in attendance at the PVGP hillclimb, mine, another 944 owned by Ramsey Potts, and a 1960 356 coupe owned by Wilbur Strickland.



Timed runs up the hill were followed by slow return runs down the hill with a chance to wave to the crowd letting them know you appreciated their attendance. The 944 was classed with the “Big Bore” cars with engine displacements over 2.0L so with my earth shaking 143 HP I had my work cut out for me. We made timed runs Saturday afternoon and Sunday morning and afternoon. And while my 944 was not a bergspyder in the traditional sense it held its own and put on a reasonably good show for the crowd. Unfortunately, my runs ended Sunday morning after my left front tire picked up a puncture and I had to use one of the rain tires just to get the car back onto the trailer.

Overall, it was a really fun event and a great outing for the 944. I met some very interesting new friends, and I got to check two items off of my racing to do list. If you get a chance to participate in a hillclimb event I would highly recommend it. It’s just you against the road (and perhaps the obstacles). The word from the organizers was that the ongoing construction may not be completed before next year’s PVGP. If not, I will definitely be taking the 944 back to next year’s hillclimb event. And you guys -- and you no who you are -- with competition prepped Porsches and competition licenses should consider going too. If for no other reason the food at the Friday night driver’s reception is superb.

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\$19,900 Call Conrad at 734-645-5778 or email zumco@

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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

20' Aluminum car trailer: 20' Custom Indigo Blue RC all-aluminum enclosed flat-top car trailer (8.5ft wide). 42" wedge (26 overall length), low height profile 92" trailer clears normal garage doors. 3500 lb. torsion brake axle, breakaway box, battery and switch, extruded aluminum floor with airline tracks, 4 D-rings, screwless dark blue metal sides, white vinyl interior walls, 12V dome lights with switch, LED strip tail/brake lights, LED surface mounted clearance lights, winch 4500 Bull Dog, interior battery box, ATP Stoneguard, Brite wedge nose and rear hoop, 3" exterior top/bottom trim, 1-piece aluminum roof, 3" lower aluminum trim, flow through-side wall vents, ramp door with beavertail, 36" aluminum ramp flap with large bumpers, rear stabilizer jacks, 48" bar lock side door, 5 new radial tires ST105/75 R15 on (includes inside mounted spare), 2 5/16" coupler with safety chains. 7-way electrical plug, rear backup camera. Minimal use for 3 Concours events. \$19,700.00. Email Richard Zarbo at hawk914@comcast.net (9/25)

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)

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 TireRack. 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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StadiumAutoService.com

In 2013 Stadium Auto Service was created as the second location of what are now four auto repair facilities servicing vehicles in the Ann Arbor area under Allcare Service Inc. Owner, Brian Hogue, saw a need to have a repair facility dedicated to German cars, Mercedes-Benz, BMW, MINI, Audi, VW and Porsche.

Things truly began taking shape in 2016 when Jim Glenn came on board bringing his extensive "German Auto" parts and service writing knowledge. This has allowed us to hire highly trained and focused technicians who know the

brands. Looking to expand our Porsche service, we added Nick Bleau early in 2023. Nick brings extensive knowledge of Porsche and along with Jim, a desire to be actively involved in RSR and the track program.

Our goal is, and always will be, to provide extraordinary service. One of the many training classes we've attended was "engine building" with Jake Raby from Flat 6 Innovations. This certifies us to install his engines. In addition we currently, we are the only certified installer in Michigan for the LN Engineering IMS Solution.

As we expand and grow our team, we assure you, the focus of everyone on our team is to provide personalized and exceptional quality service for our friends and neighbors that reach far beyond the Ann Arbor area. We invite you to stop by, meet our team and tour the shop. We're confident you'll stop by as a potential customer but leave as a new friend.



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