

# The Bahn Stormer

Volume XIX, Issue 8 -- September 2014



**The Front Straight at Waterford Hills**

*Photo by Mike O'Rear*

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](http://rsp.pca.org)

Check out other PCA events at the Zone 4  
 website -- [zone4.pca.org](http://zone4.pca.org)

## The Bahn Stormer

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 (Please put Bahn Stormer in the subject line)  
 Deadline: Normally by the end of the third  
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# The Official Page

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\* Denotes Board Member

# Traction Control

By Rick Mammel, RSR President



The economy is strong again. Everyone is busy and for many their automotive “slush” funds are filling up again. The other side of busy is that for some, myself included, there is little free time to enjoy the automotive events and social culture we enthusiasts thrive on. Due to vacations or work obligations that are out

of my control, I have missed both Social Events and my favorite RSR Drivers Education events. As noted many times before, and for the explanation of those who have yet to do a DE event, they too are social events, in many ways, much more so than the social drives that are spread throughout the driving season. The reasoning behind that statement is pretty simple. Even though both events focus around the enjoyment of driving our Porsches, the differentiator is the time you have, out of your car, to socialize. Besides the track event offering constant visual entertainment you have the entire day to make sure you have talked with everyone you wanted to. The collective spirit of camaraderie gets mandated once you go through the track gates and does not end until you leave the restaurant at the end of the day. This endorsement is not intended to take anything away from the Social Drives. It is intended to shine a light on the misconception of some that a day at the track is an event that is only enjoyed by those driving their cars. Not so. Try it out as a spectator and see what you have been missing. After witnessing all that goes on through the day you might even be tempted to sample some of the great driving tutelage our instructors offer so freely. There is one more RSR DE left this season. See if there is a way to sneak some time out of that busy schedule to enjoy the company of your fellow members during the September 16th DE at Waterford Hills. After that, there are only regrets until next season.

I was able to get away to another terrific automotive event last week. The Woodard Dream Cruise is to many the celebration of all things American muscle car but to me it is a celebration of all things automotive. While certainly a minority compared to the heavy iron, foreign cars and certainly Porsches were there in abundance. My hat goes off to several early 911's testing the limits of engine cooling idling in the perpetual traffic blockades. That extra cash in the slush funds had been well spent and was prominently on display. The Dream Cruise is another

example of one's presence automatically inducting you into the automotive fraternity, no specific car marque required.

After watching the Monterey auctions it is also apparent that the slush fund better be pretty fat if you want to use it to buy a Porsche these days. It was great to see the prices the other prancing horse name plate was fetching. I guess that is a mixed bag if you are out there looking for that specific Porsche and will be paying today's rates. The pundits expect there will be a bubble but no one is stepping up with a firm forecast, so if you are looking to either upgrade or pick up an extra Porsche now may be the time to act before the values increase even further. I look forward to seeing those newly acquired Porsches at future events.

I hate to be the harbinger of change but it is not hard to find trees that have leaves starting to change. If Labor Day is the “turning point” for summer, then start your scheduling to attend the last few driving events this year. It will be storage and “Battery Tender” time before you know it. The next event (at the time of this writing) is the Ann Arbor Challenge Scavenger Rally. A special acknowledgement goes out to the Hosts of the rally, Axel & Claudia Schimdt. Recent new members and stepping up to host an event, exemplary !!! The next event will be the last DE of the year at Waterford. If you can't make it during the day, join the gang for the bench racing at the final post track dinner meet at Mr. B's Roadhouse, 6167 Dixie Highway in Clarkston. It is also a great opportunity to acknowledge and raise a glass to the efforts of the DE Organizers and Instructors who extend so much effort throughout the season.

In honor of the aforementioned falling leaves, the next and certainly the most popular event, the Color Tour, will be held on October 11th and is hosted by Stewart and Sally Free and Al and Claire Utter. The turnout for this annual event is always huge. If you have yet to attend you need to make this the year to do so. The only thing larger than the car count is the number of participant smiles seen continually throughout the drive.

The last chance event is Sebastian Gaeta's Polar Bear Run on November 1st. This younger event is growing in popularity every year due to its quality drive and as a premium social gathering. Maybe Sebastian picks up a few drivers who have regrets for not joining the ranks on drives earlier in the year, but I say the event stands on its

*(Continued on Page 5)*

# RSR Calendar of Events

September 6 (Sat.): 2014 Ann Arbor Challenge Scavenger Rally 9 AM. Hosted by Axel Schmidt (see page 17).

September 10 (Wed.): RSR Club Meeting 7:00 PM -- Karl's Cabin, Plymouth

**September 16 (Tues.): Waterford Hills Drivers' Education**

October 7 (Tue.): RSR Club Meeting 7:00 PM -- Karl's Cabin, Plymouth

**October 11 (Sat.): Fall Color Tour 1 PM. Hosted by Stewart and Sally Free and Al and Claire Utter (see page 17).**

**November 1 (Sat.): Polar Bear Run. Hosted by Sebastian Gaeta**

November 4 (Tue.): RSR Club Meeting 7:00 PM -- Karl's Cabin, Plymouth

December 2 (Tue.): RSR Club Meeting 7:00 PM -- Karl's Cabin, Plymouth

**December 6 (Sat): RSR Christmas Party at the historic Michigan Firehouse Museum in Ypsilante. Hosted by President Rick and First Lady Lynda Mammel.**

For more information on surrounding area events, see "Around the Zone" on page 21.

*(Traction Control from Page 4)*

own merits and not as the last chance before the sodium chloride starts to fly. Finally, please market your calendars for the RSR Holiday Party on December 6th. This year it will be held in Ypsilanti at the historic Michigan Firehouse Museum.

*Photo by David & Norah Cooper*



## Empire Hill Climb Revival

2014 marks the revival of a Northwest Michigan classic, The Empire Hill Climb. The race was run from 1964 to 1980 and at long last it is back! The course will be a short but challenging .5 miles and 8 turns, just a short walk from the shores of Lake Michigan. Parc Expose will be in downtown Empire letting spectators get up close and personal with the race cars before they make their way up the hill.

During its original running some of the best cars of their time made their way up the hill such as Austin Healey's, Jaguar E-Type's, AMC Javelin and Gremlin's, Formula Ford and V's, Triumph's, Corvette's, Porsche's and even a Ferrari or two.

The scenic hillside offers fantastic spectating as the cars

wind their way up the hill spectators can sit nearly above the racecars – close, but safe from the action.

The action starts Sept. 20th at 10am and ends at 6pm. Entry fee is \$175.00

Cars from all genres of racing will be present so come camp out in the woods and watch as the Empire Hill Climb Revival gets underway!

Get in touch for general information and volunteering opportunities at [EMPIREHILLCLIMB@GMAIL.COM](mailto:EMPIREHILLCLIMB@GMAIL.COM)

***This is not an Rally Sport Region sponsored event.***

# The Rally Sport Region - Porsche Club of America

**Membership Information:** Those interested in joining Porsche Club of America (PCA) can fill out the application form located in the forms section of our website -- <http://rsp.pca.org>. Cost is \$46 US per year. You will receive a subscription to both Panorama, the official PCA magazine, and the The Bahn Stormer, the Rally Sport Region newsletter. .

Send the application and a check (or Visa/MC), payable to Porsche Club of America, to the membership chairperson, Glenn Trapp (1834 Woodcreek, Brighton, MI 48114), for processing. If you have questions or need additional information please contact Glenn (810-227-7854 or [gtrapper@gmail.com](mailto:gtrapper@gmail.com)).

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 [gtrapper@gmail.com](mailto:gtrapper@gmail.com). 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.

TODD J. MIERZWIAK  
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### Membership Information

Glenn Trapp, our Membership Chair (and Historian), has undertaken the arduous task of adding associate members' names when members are recognized for their anniversaries. It is our hope that not too many spouses names have changed since you completed your registration on the National PCA website.

We regret any errors, if they occur, and encourage you to update your profile on the website. The profile includes your address, phone, associate member and vehicles.

# Membership

Current Membership 475\*

\* Includes 284 Primary Members

## Welcome New Members

Jeff Jones  
Ann Arbor, MI  
1955 356

Tony & Penny Morris  
Ann Arbor, MI  
2014 Agate Grey Metallic  
Cayman

Brad Ohm  
Ypsilanti, MI  
1987 Black 944 S

Brian Schanen  
Commerce Twp., MI  
2002 Arctic Silver 911 C4S

Sean Lundberg  
Dearborn Hgts., MI  
1988 Black 911 Carrera

David Mueller  
Maumee, OH  
1997 Red Boxster

Garrett Roberson  
Howell, MI  
1986 Stone Gray 911  
Carrera

Jan & Marilyn Tripp  
Ann Arbor, MI  
1967 Silver 911

Michael McGarry  
Rochester, MI  
1995 Red 911 Carrera

## Member Anniversaries

Vigen & Rosemary Darian..... 30	Christian & Valerie Maloof ..... 12	Maria & Ken Lizut ..... 3
David Bates..... 25	John & Darlene Oliver ..... 12	Jonathan & Lynn Nelson..... 3
Keith & Marina Geasland ..... 22	Mike & Kathy O’Rear ..... 11	David Bezy ..... 2
Glenn & Claudia Trapp..... 20	Robert & Marilyn Kelly ..... 10	Ron & Linda Fayne..... 2
Burghard & Kathy Linn..... 17	Robert & Mary Ann Budd..... 8	Michael Heath..... 2
Robert & Josh Sklar..... 17	Jean-Marie & Monique Bertholee.. 6	Joe & Daphne Slater ..... 2
Greg & Pamela Hughes..... 16	John & Kristen Gibson ..... 6	David L. & David A. Brown..... 1
Richard & Darice Morris..... 15	Muir Frey & Pam Herbster..... 4	Tom Chestnut ..... 1
Chris Price..... 15		Kris Lamb ..... 1



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# The 2014 Fall Color Tour

**START DATE & TIME:** SATURDAY, OCTOBER 11TH, 1 PM  
Start in the Pinckney township Square Park

This year's Fall Color Tour will start in the Pinckney Township Square Park. We'll drive an hour, take a break, and then drive another hour to dinner at the Zukey lake Tavern.

Since Stewart and Sally Free and Al and Claire Utter are hosting, you know the roads will be great, and probably some puzzles along the way. Save the date and join us.

RSVPs are required before October 1 if you are joining us for dinner at Zukey Lake Tavern (5011 Girard Dr., Pinckney).



## 2014 Ann Arbor Challenge

Full Day Scavenger Rally

Please be invited to the first Rally Sport Region scavenger hunt in the Ann Arbor Area.

The task will be to complete 20 questions along the way and to master 4 special tasks. This will be „stressfull“, but a lot of fun. Picture yourself driving your Porsche in „Amazing Race“.



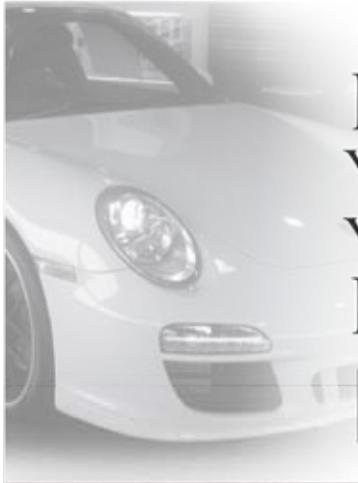
September 6th 2014

9.00 a.m. till roughly 3 p.m.

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# Drivers' Education Season -- Final Days

Story by Mike O'Rear

Another year of toying with the idea of trying your hand at track driving? Make this the year! Drivers' Education events offer the perfect chance for car lovers to learn more about performance driving.

## What is Drivers' Education?

Rally Sport Region's drivers' education is nothing like the driving classes you had in high school (or perhaps through the Sears Driving School). RSR's DEs offer you the chance to learn advanced driving techniques on a real race track. DEs take place over the course of a day or weekend, pairing drivers of all levels with certified instructors and allowing them to experience driving at speed. Our sessions are a safe and challenging way for you to experience driving a Porsche the way it was meant to be driven. If you love your car and have always wanted to learn more about driving technique, join us!



Check out the Rally Sport Region website ([rsp.pca.org](http://rsp.pca.org)), under the Drivers' Education tab.

Only one more DE is scheduled:

Tue., September 16 at Waterford Hills

## When you participate in Rally Sport Region DEs you get...

- \* An experienced PCA instructor (who in many cases is a current or former race driver) assigned to you for the duration of the day. You'll develop a relationship that will allow you to apply and refine what you learn on and off the track.
- \* Two or more classroom sessions covering proper driving technique. The classes offer plenty of time to ask questions.
- \* Four hands-on driving sessions ("runs") on the track. No need to worry about people being faster/slower than you; you will be assigned to a group according to your experience and ability.
- \* "Hot Laps": the option to ride in your instructor's car or have the instructor drive your car at speed. This is a great way to see firsthand what a car can do.
- \* Breakfast, lunch and beverages are included and supervised by RSR Treasurer/chef extraordinaire Burghard Linn.
- \* If needed, a free loaner helmet.
- \* A guaranteed relaxed, collegial and fun atmosphere!

So, if you are ready to explore the capabilities of your car join us for one of our Drivers' Education events.

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# What Are The Chances?

By RSR Member Sebastian Gaeta, photos by Professional Photographer Phil Berg

Last week I drove my cab over to Germain Porsche in Ann Arbor to meet a fellow who is an expert in paint touch up. I scratched the driver's door on the cab the week before and being the good little (obsessive) 356 owner, I just had to have it fixed on the double. I dropped it off in the morning and since my Beetle needed some attention too I decided to bring it there after the 356 was done. As I drove into the lower lot to meet Mark Jamiel of Colors on Parade, I passed a gentleman who was obviously a professional photographer shooting images of the latest arrival at Germain, a 2014 991 Turbo S Cabriolet. He smiled and waved as I pattered by with all 36 horses, quite a pleasant surprise considering I interrupted his work by driving in between him and his subject; it was the only available path to get where I needed to be.

After swapping cars with Mark and hopping into my cab, I had no choice but to drive in between him and the subject 991 again. He seemed happy to see yet another old aircooled car and I joked about taking a picture of the two cars together. "Sure!" was his response. I remember making darn sure my parking brake was on and the car was in gear as he guided me into place, pointing straight into the side of that \$205,000 (list) car, down hill!

He introduced himself as Phil Berg and we shook hands and exchanged business cards and pleasantries. After taking a few shots of the cars we chatted a bit and he seemed to be in tune with the car hobby. We talked about old cars and automotive photography in general. Not wanting to waste too much of his time I left him to his work and drove off.



Looking at his card again I thought "no, it couldn't be that Phil Berg, could it?"

Well, yeah, it was: <http://www.philberg.com/> I quickly thought back about our conversation to make sure I didn't say anything really stupid. "All clear" I thought as I reminded myself of something to be aware of at all times: the person you don't know well just might know way more about what you are talking about than you do.

Phil could not have been more gracious and sent me the images that he took that day. Thanks so much Phil for sharing your images with the us.

Sebastian

## Congratulations to our New Contributors Now, How About You?

Thanks to Sebastian Gaeta (this page), Jay Fash (page 12), Skip Kuhn (page 19) and of course regular contributors Eman Garcia (page 15) and Tom Fielitz (page 23) for a series of great contributions to the Bahn Stormer.

No excuses -- you too have a good Porsche, or other car story to tell? Be a part of this award winning publication!!

# A Real Factory Race Car

Story and Photos by RSR Member Jay Fash

For many participants, the Autobahn Night held in the parking lot of St John's on Friday, July 25th kicked off the the Concours d'Elegance weekend with a fun and casual event for German car enthusiasts. Besides a wide array of German cars there was a food tent serving burgers, brats, and beer and lots of automotive camaraderie. Porsche was by far the most widely represented marque, but there was also a good representation of Mercedes, a few BMWs and examples of a few other brands. In total the organizers estimated about 150 cars participated.

As the evening wore on it was threatening rain and participants were starting to head home. I was contemplating my departure when I noticed an early 911 I had not seen previously. Having a love for these cars I went to check



1967 911 Factory prepared 911 purchased originally by Erhard Dahm for Trans-Am racing.

it out and found that the owner was just getting ready to leave. We had a brief chat and I learned it was a '67 with a factory race motor. I am still learning a lot about the early cars and was unsure what this might mean. A lot of early cars have undergone various modifications to mimic the specifications and appearance of some of the famous early cars such as those that made Porsche (and the 911) famous at the Monte Carlo Rally or the Carrera RS and RSR of the early 70's. Although these cars, sometimes called hot rods, are very cool with a high fun factor, they should be differentiated from real factory original cars. As the '67 in question was pulling out Friday night I was a bit suspect of the provenance of the car.

Sunday morning found several of the RSR and SMR club members meeting in the car corral to enjoy the formal Concours d'Elegance. I entered early to try and beat the

crowds and was surprised and pleased to see the subject '67 on display near the entrance of the Concours. I took a few pictures and then noticed the owner sitting to the side in the shade of the large oaks. I stopped to introduce myself and ask some questions about the car but we were soon interrupted by a flurry of activity.

By chance I happened into the reunion of the original owner of the car with it's current custodian. Jim Huizenga, of Dayton Ohio, is the current owner of this '67 which has been restored to it's appearance when it was campaigned by Erhard Dahm in the Trans Am series of '67.



Current owner Jim Huizenga with original owner Erhard Dahm.

Erhard had come to the US from Germany in the late '50s and by the mid '60s was having success in the auto business and eventually came to own a Porsche and BMW dealership in the Detroit area that remains in business today. Erhard had been racing a Porsche 356 Speedster. In early '67 he was in communication with Porsche to learn the details of how to order a new 911 that would come properly fitted for racing. The response from Porsche was to mark the order Wettbewerbsfahrzeug fuer Trans-Am Rennen (Competition car for Trans-Am race). These letters explaining the process and wording to use in the order form are part of the documentation that exists on this car. Porsche offered several options for competition cars and this particular '67 (#308162) included the rally kit, roll bar, leather steering wheel, Talbot mirrors, 100 liter fuel tank, S model instrumentation, light weight fly wheel limited slip differential, airport gear ratios considered to be the

most versatile and increased engine performance, likely the Sport Kit II. The race specification engines were built in the factory race department and included the S cams, matched and polished ports, larger venturis and different jetting for the Weber IDS carburetors, rain shields in lieu of air cleaners and an unrestricted megaphone exhaust system. The base 2 liter 911 in '67 was 130 HP with the 911S having 160HP. The performance upgrades bumped this 2 liter race motor to approximately 175 HP. All of this for \$7622!



Factory prepared performance 2 liter motor with ~ 175 HP

Erhard campaigned the car in a few races in '67 before selling it to his service manager Bernd Leckow who continued to race the car through '69. It was sold to a third owner that ran a few races and then converted it to a street car before putting it in storage – for about 40 years. The car was acquired in about 2010 by the fourth owner, a noted Porsche restoration guru, before being acquired by Jim Huizenga in early 2013. As it sits today, the car has approximately 18,000 original miles.

Erhard Dahm, accompanied by his daughter and grandsons arrived at the Concours d'Elegance shortly after the gates opened to reunite with the car. After introductions and greetings all around Erhard checked out the car and jumped back in time behind the wheel. Jim fired up the 2 liter so that all could enjoy the beautiful music that emanates from this performance engine with its straight pipes and megaphones; a true joy to hear. Jim has a spectacular binder of documentation and photos including pictures and copies of race reports from the days when Erhard and Bernd were racing this car. Many interesting stories were exchanged and several contemporaries that were either racing or involved with the cars in the '60s showed up to see Erhard and share memories.



Interior with 7400 red line tachometer.

Of particular interest was Tom Gasser. Tom was a teenager working at the Erhard dealership when Erhard took delivery of this car. Erhard wanted the car properly decorated to go racing and gave Tom this job. With contact paper from the hardware store, he designed and hand cut the decals. When Jim purchased the car and decided to reproduce the original appearance of the car, he learned this history from Tom and followed the same process to recreate the original '67 livery on the car today. My initial skepticism about the originality of this beautiful '67 was put to rest. It is in fact a very rare and complete piece of early 911 racing history.

Thanks to Jim Huizenga for sharing stories and information for this article. I found late in the writing of this article that the April 2014 Excellence included an article on this car. Additional history about this period in the 911s evolution can be found in Ludvigsen's book, Excellence Was Expected. Both of these references were used in the development of this article.



Erhard reviewing documentation with Jim and sharing stories about his racing adventures with one of his grandsons.

# While You Were Sleeping

Story and photos by regular contributor Emmanuel Garcia, RSR's Cranky Webveister (see his blog at Crankydriver.com)

I realized after taking this picture a couple of months ago that while my 944 was hibernating, it got passed by my daily driver. The 944, my oldest car, now has the fewest miles of my cars.



I'm not sure why the photo is not burry and fuzzy like most of my other mileage photos.

It's truly sad how little I drive this car. For the past 10 years I've been adding Stabil to the car after every other fill up. This is just wrong. (The exception was two years ago when I had to drive it regularly for over a month.)

It's certainly suffered a lot of indignities from its lack of driving use. It's been used as a large horizontal surface for kiddie swimming pools, cooling pad for big pots, and even as a kickstand. As a three-year-old, my son used it to prop up his bike after he learned to ride (where did I go wrong here?!). The lack of driving has given my car unique maladies. Last week was its bimonthly drive, so I took it to work. At the end of the day it started up okay, but when I stepped on the gas, it almost stalled. It would idle normally, but almost die whenever I gave it gas.

So of course I popped the hood and just stared at the engine for a while, as required by the Manly

Code. I decided to take a look at the air filter so I went back to my desk to retrieve some tools. I distinctly remembered cleaning the K&N air filter just a couple of thousand miles ago, which worked out to be back in 2012.

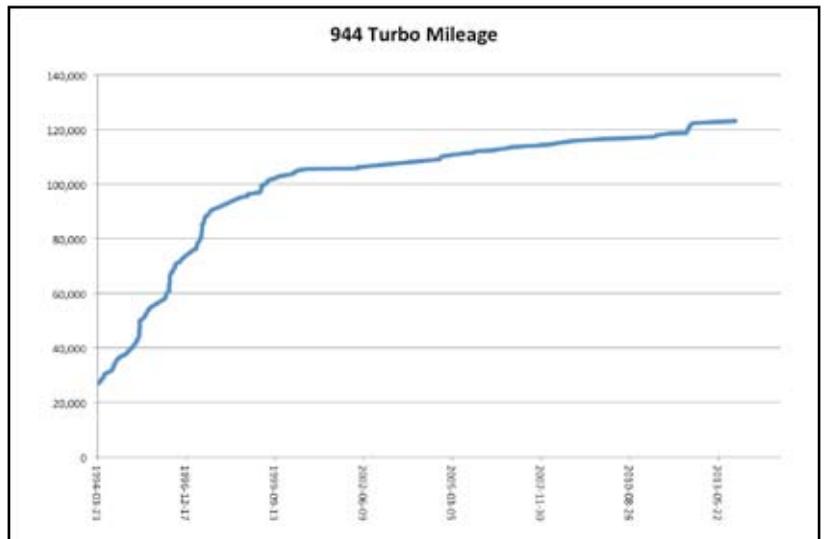
I removed the screws from the air box, lifted it up over the air filter, and got treated to a shower of bird seed, spilling out all over the front of the engine bay.

Luckily, such circumstances are typically covered by my Haynes repair manual. After the mandatory chicken sacrifice and the removable of the back side window (it's always one of the steps in 944 repairs), I was on my way again.

Such is the life of a 25-year-old car. I can't really trust it to be an everyday car anymore. I worry about every errant sound, smell, or vibration. I now carry tools if I have to drive more than 15 minutes away.

I still enjoy our few rides together, but I think there's some bias there. I only drive it when the weather is nice. I always feel good when the weather is nice, so the driving joy ("Fahrvergnügen") that I get when in it is probably just my Pavlovian response to the weather. Either that or because I'm in a Porsche.

I guess it's not surprising that I don't drive it much anymore, and that it's for the best. I just hope that when my exercise consists of lapping the shopping mall, I won't find too much bird seed in my air box.



The 944 is asymptotically coming to a stop.

# Waterford Hill Drivers' Education

Story and photos by Mike O'Rear

August "dog days" haven't arrived, but that just made for a more comfortable than usual August RSR DE event. Eighteen Instructors and 36 students turned out for a day of mid-70s temps and only one brief and light rain shower. All in all, DEs don't get much better. Thanks to Arbor-Motion for the hydration they provided and to Christian

Maloof - Chief Instructor, Tom Krueger - Registrar, Pat Jeski, - Onsite Registration, and the others who made this event possible.

Only one more DE this season -- don't miss it!



New member Seth Penchansky (on right) came out to share his 1999 Boxster with his son Sacha.



Roland Heilberger piloted with his 2005 911. His son, Kyle, had to be content to watch from the pits. His time will come.



Rick Harrington brought his 1982 Targa SC to the event.



Gerry Plocharczyk returned with his immaculate 1985 911



As always, a mandatory Drivers' Meeting set the rules and tone for what was again a safe and fun-filled event.



Sacha Moravy-Penchansky pilots dad's Boxster into Turn one

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# Then & Now

Story by RSR Member Skip Kuhn

Last month, my good friend and I repeated our yearly tradition of screening the film “Le Mans.” We usually do so during the weekend of the running of the 24 Hours of Le Mans as our schedules permit, and this year was fortuitous as we actually got to screen “Le Mans” on the weekend of the actual race.

Now other than being the pantheon of sports car and racing films, “Le Mans” was also the film that triggered my now 40-plus-year obsession with endurance sports car racing and all things Porsche prototype. My dad took me to see it when I was 10, and life hasn’t been quite the same since. My library and poster collection are both testaments to this.

As middle-aged men tend to do, my friend and I also took advantage of our “Le Mans” screening as yet another opportunity for a then vs. now discussion of cars, racing, films, esthetics and a variety of other topics. Some of the conclusions included:

**Then:** Porsche 917s and other prototype racers of the ‘60s, ‘70s, and ‘80s were attractive, shapely, viscerally intense machines worthy of large expanses of poster art display space and in-depth adjective-ridden discussions of their beauty and comparative mechanical technical merits.

**Now:** Current hybrid prototype racers look like some type of Lego or Minecraft video game vehicle, requiring an electrical engineering Ph.D. to intelligently discuss the relative technical merits of their powertrain and chassis systems. Ugly with a capital U-G — no posters required or desired.

**Then:** The film “Le Mans” was and still is cool (how could it not be with Steve McQueen?). It’s light on the dialogue, heavy on the engine noise, double doses of Porsches, and of course the Porsche team drivers wore what is inarguably the world’s coolest racing jacket.

**Now:** The film “Rush” was a good film, but not what I would call a cool one. It has too much talking, light on the engine noises, and no racing Porsches or cool jackets. I own it, I enjoyed it, but it wasn’t inspirational. That being said, I’m also not an easy emotional target like I was when I was a race car-crazy 10-year-old boy.

**Then:** Porsche marketed products like the 924 and later the 944 for the younger, entry-level driving enthusiast. Granted, the 924 got off to a shaky start, but the 944 was a solid product at a realistic price that could capture and create lifelong Porsche buyers who may

have shopped elsewhere for their first real sports car. By shopping I mean like in an enthusiast magazine — remember, no Internet or thumbs-up website reviews.

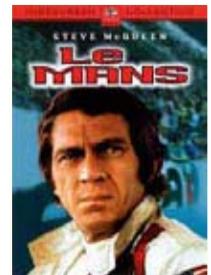
**Now:** Porsche products have moved upmarket to keep pace with an older and/or more affluent demographic. The price of entry for a new Porsche sports car is 50K to 60K plus — a comfortable 20K beyond what other entry-level enthusiast sports cars such as a Subaru BRZ or BMW 228i cost. A Web search for “entry level” Porsche sports car invariably brings you to a blog or enthusiast site discussion of which 10-, 20- or 30-year-old Porsche you can afford and what to look for when buying one used.

Nostalgia aside, I still embrace the idea of adapt or die, and so does Porsche based on their sales volumes and profitability. Just look at what Porsche sells today, and you will find a large percentage of SUVs and sedans with Porsche performance and a Porsche badge. These vehicles appeal to an aspirational and affluent demographic who want the Porsche experience, but may not necessarily be hardcore sports car enthusiasts.

Put a bit more simply, a substantial portion of current Porsche buyers probably aren’t looking for a dual-purpose daily driver/DE day sports car. Likewise, the sports car side offerings — while definitely enthusiast oriented — only offer a 50K-plus entry point, targeting a more affluent demographic.

A Porsche at the lowest rung on the serious sports car ladder, say 35K, just isn’t an option unless you are buying one used. The 20-something or early 30-something enthusiast with 35K in disposable income for a new sports car will probably buy a hot rod WRX/STI with a factory warranty and go have a riot at someone else’s track day. My bottom line, nothing is like a Porsche — new or used. If you know someone who wants a new Porsche sports car but can’t quite stretch to that 60K entry price, talk them through how easy it is to shop for a used one. Show them a copy of Panorama. Share your passion and enthusiasm. Show them how many options they really have.

Like the film “Le Mans,” Porsches don’t need to be new to be the best.



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# Around The Zone

By Michael Soriano

Zone 4 Representative



Greetings PCA Zone 4 Members,

As I have been logging many miles visiting a number of regions, I continue to be impressed everywhere I travel throughout the zone. In the past few weeks I have travelled extensively. I was invited to Tire Rack's exceptional facility located in the Michiana region. After a full day, a few of the region officers took me to an authentic Austrian restaurant for dinner complete with lederhosen and schnitzel. I attended Allegheny region's biggest event of the year: The Pittsburgh Vintage Grand Prix, which is 1 of only 2 vintage races that occur on public streets in the world, the other being in Monaco. It is a multi-day event that included a kick-off party for visitors from out of town, an international car show, catered meals and some great prizes. Sunday's beautiful weather brought out record attendance with nearly 150 Porsches in the corral. I travelled to Indianapolis for the 2nd Porscheplatz in our zone, which was being held in conjunction with the Brickyard Grand Prix. PCA members from several regions were treated to a day full of exciting races in a beautiful hospitality suite at the Indianapolis Motor Speedway, featuring a discussion with the Porsche Factory and Team Falken drivers moderated by Fox Sports' Bob Varsha. In addition, attendees were provided a delicious catered lunch courtesy of Tom Wood Porsche whom I would like to thank for their generous contribution. The Porsche car corral contained a nice variety of models. I also attended the Zone 4 Car Corral at the Concours d'Elegance of America at St. John's. This is one of the country's best concours events featuring a world class exhibition of classic, rare, and magnificent automobiles. It was great to have the opportunity to hold our own Zone 4 concours on the site of such a prestigious event.

A great deal of hard work goes into making these events the successes they are, and to all of the volunteers I want you to know that your efforts are not going unnoticed. One of the goals I set out at the Presidents' Meeting in March was to have Zone 4 regions begin to join forces and work together cohesively in order to provide even more opportunities for everyone to be able to enjoy our favorite cars. The hospitality and camaraderie displayed at these events confirms that we are on the right track. As I attend each event, it has been very rewarding

to meet members from a variety of regions from throughout the zone.

As we continue to enjoy our very busy driving season, there are a number of wonderful events being offered throughout the Zone. Please remember to check your region newsletters, websites, and emails as well as the Zone 4 website for the most up to date list of events available to you. I hope you will expand your horizons and travel to some of the outstanding events being held throughout Zone 4.

Please consider attending other regions' events, such as:

- September 5-7, **Allegheny Region** is holding a DE at Mid-Ohio Sports Car Course
- **Michiana Region** has 3 events in a row: Porsches to GOshen, Canal Days, and an Autocross at TireRack Sept. 5,6, and 7
- **Central Indiana Region's** Columbus, IN weekend is September 5 and 6
- September 10 is **Rally Sport Region's** Monthly Club Meeting at Karl's Cabin in Plymouth, MI
- **Mid-Ohio Region** is hosting a Club Race and DE at Mid-Ohio Sports Car Course Sept. 12-14
- September 13 is **Northern Ohio Region's** Clam Bake
- **Maumee Valley Region** has a Golf Scramble and Dinner at the BG Country Club on Sept. 13
- **Western Michigan Region's** Grand Prix of Grattan DE is September 13 and 14.
- Join **Southeast Michigan Region** as they celebrate Dr. Ferry Porsche's Birthday on Sept 14 with their annual Drive Your Porsche Event
- September 20 is **Ohio Valley Region's** Bourbon Trail with Tour of Woodford Reserve
- **Motor-Stadt Region's** Porsche People and Pizza at Spagnolo's is September 25

I look forward to having the opportunity of meeting each and every one of you at these upcoming events. If you have any questions or comments please feel free to contact me at [MSoriano.ZoneRep@gmail.com](mailto:MSoriano.ZoneRep@gmail.com)

Thanks,  
Michael

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# Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

## Normal Made Special

Most of us go through our life driving fairly normal cars in fairly normal situations. But even as we enjoy what we have it is also quite normal to make those cars and moments as special as we can. My first car was my older brother's 1967 VW Beetle but of course it was just a substitute Porsche. My first driving lesson in that car happened to pass by Seaway Motors with Porsches in their showroom window. I am sure I said to myself that someday my normal and humble VW would be transformed into a Porsche. At the time I had already started to follow racing. Not the drag racing my friends enjoyed but road racing that was more closely related to my little VW and my image of driving a Porsche. It took some searching but I finally found Waterford Hills and even managed to drive my VW in a very special situation. It wasn't a race but just the opportunity to tamp down a freshly laid asphalt surface with an afternoon of lapping at street speeds. Something normal became something very special because I followed the legendary Waterford racer Vic Skirmants. When I got home I had a very special memory plus about ten pounds of asphalt that I had to dig out of the rocker panels. I also entered that VW in several road rallies with my single bumper mounted Lucas Flamethrower driving light. In my mind I was competing in the famous Press On Regardless rally even though in fact it was a minor club rally on dirt county roads. The important thing was that I was out there doing the sporting events just like I read about in my weekly Competition Press magazine. I also started wrenching on my friends Bugeye Sprite H production sports car. I was the self taught mechanic and he the self taught driver. He did manage one feature race win at Waterford Hills in his very short career. I was in college so I stayed in the racing game by crewing for a neighbor and his 1965 Corvette and then a Crossle Formula Ford that we built in his garage out of a crate direct from England. We were living the dream just like the famous European race teams we read about.

When my older brother loaned me the money to buy my first 914-6 the dreams got a little more real. We joined PCA mostly so we could drive on the famous race tracks that we had watched Can Am and F5000 and Formula 1 teams race on. Drivers Schools were still in the future but we could run time trials amongst a forest of orange traffic cones. The important thing was that we were out

there making our normal driving skills feel like something special. When I started to believe I had some driving skills I enrolled in the Jim Russell Driving School at Mt. Tremblant, Quebec. Now I was in a Formula Ford driving on a famous Formula 1 circuit. After two years of driving rental Formula Fords I realized that there was a big difference between the risks I was willing to take on the track as opposed to someone consumed by the quest to win races. Driving on race tracks was very special and I loved the idea of opening that special feeling to normal guys like myself so I joined Track Time Incorporated driving school.

Driving on big time race circuits like Mid Ohio, Road America, MIS, Watkins Glen was the basis behind the Track Time Driving Schools. As an instructor I got to transfer that special feeling to many first time students and see them find the same thrills I had found. We didn't just have to watch from behind spectator fences we could be out on the track making our own special memories. Even though we would never be that talented race car driver living life on the edge we could lead our normal lives while enjoying the ultimate driving experiences. We could take a calculated level of risks on the track to feel the rush of performing a skill that relatively few people have experienced. Our friends could talk about their risky driving on public roads but we knew that it was only a tame approximation of the challenges of a real race track. We didn't have to pretend a normal road was a famous race track. We really could experience a race track thanks to driving schools. When Track Time finally folded I began instructing for PCA.

I am sure my experiences have paralleled thousands of driving enthusiasts and quite likely a majority of Porsche owners. Like me, we see the hundreds of Porsches being professionally raced and can relate our normal driving of our own Porsche to those special racing drivers and their race prepared Porsches. The Porsche heritage is deeply entwined in racing and is a strong influence in most Porsche purchases, even those who will never be driven on a race track. If you have never driven your Porsche on a track I highly recommend it. The normal act of driving will become special for you for the rest of your driving life.

Tom Fielitz

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# Porsche Club of America

## Rally Sport Region -- Board/Club Meeting Minutes

Tuesday, August 5, 2014



Rick Mammel: President..... Present  
 Tim Pott: Vice President ..... Present  
 Burghard Linn: Treasurer..... Present  
 Mary Ann Kantrow (Secretary)..... Present  
 Tom Bloom ..... Absent  
 Jim Christopher, Past President & Advertising ..... Absent

Jim Dowty (Insurance Chair)..... Present  
 George Gilligan ..... Present  
 Michael Kimber ..... Present  
 John Kytasty..... Absent  
 Ron Pruette..... Absent  
 Al Wright..... Absent

**Members & Visitor Present:** Emmanuel Garcia, Jay Douglas of Germain Porsche, Jon Heidorn, J. Fash, Ken Knight, David Finch, Dan Beckett, Deanna Beckett, Glenn Trapp – Membership/Historian, Christian Maloof --Track Chairperson, Phil Mather, Kevin Kral, Conrad Zumhagen, and James Lang

newer Porsche products. Track committee will meet to make the updates to the form.

**Newsletter:** No report.

**Website:** No report.

**Call to Order:** Rick Mammel called the meeting to order at 7:02 PM at Karl’s Cabin, Plymouth, MI.

**Events Committee:** The autobahn night before the Concours d’Elegance was a huge success.

Upcoming events:

- August 19: DE at Waterford
- September 6: 2014 Ann Arbor Challenge

**President’s Report:** No report.

**New Business:** No new business.

**Meeting Minutes:** The July meeting minutes were reviewed. Motion: To approve meeting minutes passed unanimously.

Meeting adjourned: 7:29 P.M. Minutes taken by:

Mary Ann Kantrow

**Treasurer’s Report:** Burghard Linn presented the July 2014 Treasurer’s Report. Motion: To approve the July 2014 Treasurer’s Report passed unanimously.

REMINDER: The Treasurer’s Report is available to any RSR Club member. E-Mail your request to Burghard Linn (burghard.linn@gmail.com).

**Insurance Report:** Jim Dowty ordered insurance certificates for all events in the month of August.

**Goodie Store:** Stitching Post in Northville can make anything with our logo.

**Advertising Report:** No report.

**Membership:** Glenn Trapp reported that the Club has 283 members.

**Track Report:** Christian Maloof would like to have a bench installed at Waterford as a memorial to John Melvin. Rick will follow up with other clubs for donations. Tim Pott would like to update our Tech Form to address issues with



Chrysler was a featured marque at this year’s Concours at St. John’s.

*Photo by Stewart Free*

# CLASSIFIED ADS

## CARS FOR SALE

**1989 Porsche 944:** VIN WPOAA945KN451387. This car has had only one original owner, less than 42,000 miles, and is a completely original, unmolested car. No major repairs, no repaints or accidents. Zermatt Silver with perfect black leather interior. The timing belt replacement was done on May 27, 1999 with 33,474 miles. This car must be seen to be appreciated! Photos on request. Please call Tim Pott for pricing or to make an appointment to see this beautiful car. 734-548-5378, tcpott@gmail.com. (11/13)

## OTHER ITEMS

**SABELT Race Seat – GT 200:** One carbon/fiberglass seat for sale. FIA-1999 certified with a 2013 manufacture date. Hans compatible, 5 seat belt openings, black fabric, and side mounts included. Purchased March of 2014 for \$800, installed in May and used once in June. Going in different direction, so a decent offer takes it. Contact Cal Sharp @ (313) 506-2899 email: wesharp3@hotmail.com (09/14)

**Michelin Pilot Sport PS2 Tires 18”:** Set of four original equipment Michelin Pilot Sport PS2 tires, 235/40 R18 front and 265/40 R18 rear. Only 8500 miles. Tread depth is around 6 mm, new tire depth is 8.5 mm. Retail price is \$1176 at Tire Rack without shipping. These are N4 certified for Porsche. These are great tires but I need to move to all-season tires to enjoy my Porsche more than 6 months of the year here in Michigan. \$250 or best offer. Contact Dave at 734-717-6759 or davethurston@sbcglobal.net (09/14)

**944 Turbo Track Tires and Rims:** OZ Racing Fittipaldi rims with Toyo RA1 Proxies tires. \$400. Two 16-8.5 with 225-50ZR16 and Two 16-9.5 with 255-50ZR16 Can bring them to Waterford DE if requested. Contact Stephen Howorth at sjhoworth@bell.net or 519-996-8708 (07/14)

**MOMO Race Seats - LESMO ONE:** 2 Brand New 2013 Lesmo One Race Seats – Hans® compatible, range-topping, black Fabric, fiberglass ergonomic seat. FIA Approved. 5 seat belt openings. Side mounts included and adjustable slides to fit 996 and 997. \$1,400 or best offer. Call Bill Abbe at 313.363.6823 or email info@williamabbe.com. (06/14)

**Complete Custom Wheels (CCW) 18” forged wheels:** Used for 2 seasons, style C10, black anodized finish. Light weight, run straight and true. 9x18-50 and 12x18-50 used on a 2007 GT3RS. Will fit 996/997 wide body. \$1,800 Call Tom Krueger at 313-570-2223 or thomasjkrueger@gmail.com (01/14)

**1974 Porsche 914 Parts:** Front suspension w/struts, no calipers or steering rack, \$35; steering rack, \$35. Contact Carl Morganti at carl.r.morganti@delphi.com or 480-405-390 (12/13)

**Porsche 993 “Cup” replica alloy wheels:** -set of 4. (5 Lug with center caps). Front: 7 1/2 J x 17 H2 (model # 60374) Rear: 9 J x 17 H2 (model # 60474). Very good condition. Only a few areas with minor scratches. Asking \$775 for the set. Please contact Kyle with any questions: 734-330-1365 kpullen@umich.edu (10/13)



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Axel & Claudia Schmidt (on right) and Rob & Jan Potts enter the Porsche Corral at the Concours at St. John's in matching 993 Porsche Cabriolets.



Serious judges and judging at the St. John's Porsche Corral.

Porsches galore at the St. John's Porsche Corral.



Photos by David & Norah Cooper

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