

The Bahn Stormer

Volume XX, Issue 2 -- March 2015

One of The Cars Parked At
This Year's Daytona Porsche
Corral

Photo by Regular Contributor Tom Fielitz

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 other PCA events at the Zone 4
 website -- zone4.pca.org

The Bahn Stormer

For Information on, or submissions to,
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The Official Page

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* Denotes Board Member

Traction Control

By Rick Mammel, RSR President



Time is tangible and certainly measurable. Companies that design and manufacture the finest instruments to measure time are inexplicably tied to the automobile and its lifestyle. Besides the obvious “in your face” advertising and sponsorship, there is also the subtle presence of their branding, be it a four pound platinum

timepiece on the wrist of your favorite sports star to the exacting image of their sponsor’s watch printed on the outside of a Formula One driving glove. Time is how we measure the evolution of the mechanism we know as an automobile. In the time span of Porsche, there are several easy to define landmark moments. The always easy to spot model changes.... the new wheels or bigger rear aero device, may be a departure from a traditional layout. Then there are those improvements in the cause of mechanical performance. Performance can be velocity or economy based, and in a perfect world, a finite blend between the two.

Over the years Porsche has lead or certainly matched the industry standard for introducing new technology. It never hurts to be regionally located with some of the best engineered component suppliers in the world. One has to ask himself, where would Porsche be after seven decades if they were not supported by companies like Bosch or Mahle. Those in touch with the auto industry have insight into how old that newly introduced technology actually is. An estimated development timeline would go like this; get an idea for a new component or system, design, engineer, do internal validation, sell it to a manufacturer, and assist manufacturer in validation into their assembly. Given the thorough pace of German engineering this could take up to the same amount of time as an entire model run lifecycle.

I was in the chamber of solitude reading through a 1998 European Sports Car magazine. It was celebrating 50 years of Porsche and is chock full of articles about the full range of our favorite marque. There were two specific articles that brought to light the great split between traditional technology and the new finite technology that continues to be advanced in the latest Porsche power-plants. The one article focused on the iconic 917, the other was an introduction to the then new 996. Of course an easy to spot difference is that the new era 996 is water-cooled, not the first water-cooled Porsche but the first water-cooled

flat 6. Setting aside the cooling medium as the obvious difference, one only needs to look inward to what is the basic architecture onto which all modern flat-6 motors are based. The 917 article focused on the pinnacle power-plant of its day. Power output per displacement could not be bested and the results of that performance are forever recorded in the motorsports history books. The flat-12 produced 115 horsepower per liter. It did it with pretty much the identical architecture of its little brother, the half size, half cylinder count 911S. It did have double overhead cams, and had all performance parameters maximized, but after that it’s pretty close to two times the production 6. That same layout carried through to the start of the 996. Far from a linear evolution, in one jump, a single cam, two-valve motor with fixed cam timing went to the modern technology standard of a twin-cam, 4-valve with variable valve timing.

As we know the M96 (996) motor has had a problematic evolution. We tend to put the air-cooled motor on an exalted pedestal of reliability but tend to forget it had a 37 year run to work all the bugs out. And to be fair to the M96 and its derivatives, the air-cooled 6 never received any revolutionary changes but simply evolutionary ones. Displacement increases and the latest fuel and ignition management technology from one of previously mentioned suppliers kept them in pace with current requirements.

So how do we navigate through the tangible moments in the five mechanical decades of the flat 6 power-plants? It is really quite easy for RSR members who have an available morning every third Saturday during the winter months. That is when the curious meet at Rennstatt Racing for “Time With Tim.” With his vast knowledge Tim Pott covers all the components and curiosities written about above. Last month’s TWT had the largest turnout ever. Participants got the entire history of Porsche ignitions systems. The event ran over by an hour because of the continual stream of questions. Every question was welcomed and every question was answered. That is what makes Time with Tim such a valued treasure for the Rally Sport Region. This month’s TWT was about the complicated and sometimes convoluted subject of engine oil. There was a late start to the primary subject matter because Tim had an M97 motor on display. It is the second generation of the water-cooled flat-6 from a 2008 997. Suffering from a low mileage internal cylinder failure, this motor became a topic of its own. Those in attendance left the shop completely versed

(Continued on Page 6)

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RSR Calendar of Events

March 3 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

March 21 (Sat.) 10:00 PM -- 2:00 PM: Time With Tim

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

May 5 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

May 19 (Tue.) RSR Drivers' Education, Waterford Hills

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

June 18-21 (Thur.-Sun.): RSR Drivers' Education, Grattan Raceway

June 21-27 (Sun.-Sat.): 60th Annual Porsche Parade -- French Lick, Indiana

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

July 21 (Tue.) RSR Drivers' Education, Waterford Hills

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

August 22 (Sat.) RSR Drivers' Education, Waterford Hills

September 1 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

September 15 (Tue.) RSR Drivers' Education, Waterford Hills

October 6 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

November 3 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

December 1 (Tue.) 7:00 PM: RSR Club Meeting -- Karl's Cabin, Plymouth

For more information on surrounding area events, see "Around the Zone" on page 15.

(Traction Control -- from page 4)

in all things M96 & M97 as well as with Tim's thorough presentation on lubricants. They can now purchase, and do so smartly, an earlier water-cooled 911 or Boxster with confidence and an understanding of the pitfalls of a motor that has not had the advantage of time to evolve. Thank you to Tim Pott for devoting so much of his time for planning and presenting such a wealth of information to our membership.

When it comes to saying thanks, it's time to recognize someone who toils in relative anonymity. John Kytasty has one of the tougher tasks in RSR. John assures that each issue of the Bahn Stormer is labeled and mailed to all of our members. Thank you John for your devoting your time to this monotonous task.

"Time With Tim"

Saturday, March 21, 10:00 A.M. to 2:00 P.M. at
ArborMotion
669 State Circle, Ann Arbor, 48108

Come learn and enjoy the camaraderie of other Porschephiles and Gearheads.

As always, bagels and coffee will be provided. So bring your appetite as well as your curiosity!

RSVPs are appreciated, but should not prevent you from attending! tpott@arbormotion.com

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Current Membership 473*

** Includes 286 Primary Members*

Welcome New Members

Ricardo DeSouza
Ann Arbor, MI
2015 Jet Black 911 Turbo

John Van Dyk & Mo Page
Plymouth, MI
1991 Black 911 C4

Member Anniversaries

Alan Vayda & Kim Zaugg.....	27	Wes Krumel	7
Gary & Ruth Ann Stellmach.....	26	David & Annette Kelter.....	5
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Jack & Penny Dunlap	20	Shabier Raffee	3
Thomas & Nanette Elsner.....	20	Bill Abbe	2
Michael & Michele Jahs.....	17	James & Janice Acker.....	2
Ernesto & Olga Roedenbeck	17	Paul Burakoff	2
James Lang	16	Chris & Jill Middlemass.....	2
Chuck & Jacob Price	16	Harry Sukumaran.....	2
William & Lucy Mainwaring.....	11	David & Elizabeth Yu.....	2
Arnie Spieker	11	Andy Kochanowski	1
Jack Phillips & Sally Vanderhof	10	Bob Webber & Jill Bugay	1

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).

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. 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.

What's Real and What's Not?

Story and photos by RSR Member Sebastian Gaeta

While attending January's Time With Tim at Rennstat the discussion drifted to the desirability and ownership value of the 996. There was a decided buzz in the air with lots of disapproval, and that started some friendly joking about what is a real Porsche and what is not.

I have always been fascinated by this debate. Porsche owners are most passionate about their cars and really take ownership of the brand. While other automobile companies have recently began touting their heritage, Porsche has been doing that since its inception as a car maker in the late 40's. Their marketing and sales brochures have always celebrated past accomplishments of either the Professor himself (in the very early days), the engineering firm's designs and then its auto manufacturing company after that.

We have to go back 51 years to 1964 in order to witness the first go-round of the NARP (Not A Real Porsche) debate with the debut of the 901. Don't let the marketing department fool you; within the Porsche community there was much grumbling. While the magazines gushed, it is prudent to remember that at the time, Porsche owners were 356 owners, and the PCA was a de facto 356 club. Now came this skinny, slab sided 2+2 that broke all the "Proper Porsche" rules—Six, SIX! Cylinders, flat, straight surfaces everywhere you looked; it was too skinny, too long etc, etc. Then there was the price, \$6490 POE East Coast?? Are you kidding me? What are they trying to do to me, they are ruining MY cars! The audacity, the greediness of the company! What's next, a truck??" More on that later.

This is not to say that the 911 was not a success (Duh!), but a good number of Porsche owners back then were non-plussed; they really did not know what to think. The 911 was not a progression of "their" brand, it was a complete

departure from what they thought a "proper" Porsche to be and the NARP debate began. Exhibit A is the popularity of the 912. There were many people who ordered 356's while they still could so as not to have to be subjected to this new thing from Stuttgart. Most of those orders were filled with actual 356's, but as only Porsche would do they substituted 912's when 356 production ceased. Chuck Stoddard can tell you several stories about customers expecting a 356C or SC to arrive on the truck, but then down came a 912 instead. Dealers were instructed to just get these people into the car on a test drive to see if they would bite. Well, if they had to buy one of these new, skinny things at least they could get the proper number of cylinders (4!) behind them. The price difference between the 356SC and 912 was negligible so that made it easier to swallow. So, the 912 softened the blow for the current cognoscenti, and with the new 911 came a new customer— one who liked the idea of a Porsche, but not the 356's performance. Many 356 owners saw the light and bought a 911 eventually, and some did not. Those that did not didn't separate from the brand, they just wore tee shirts that said "Yes, they made Porsches after 1965, but who cares?" and still own these same cars 50 and 60 years later.

Now, let's fast forward roughly 40 years to the time the earth was ending for the "true" Porsche owners: the debut of the Cayenne. I am not here to debate the virtues of having such a vehicle in the lineup, but I do want to point out something to the people who said Porsche was selling their souls and moving away from their roots by building a truck. Exhibit B is the Type 597 4WD Jagdwagen (Hunter car) from the mid to late 1950's, built to win a contract to supply the newly formed "Bundeswehr." Auto Union came



The Cayenne was not Porsche's first foray into the 4WD utility market.

out the winner, but Porsche still built about 60 or so for the civilian market. Certainly it was not meant to be as big a part of their sales as the Cayenne, but this shows that one cannot argue they have not done it before.

As I said earlier, I am not here to debate the issue of what's a real one and what is not, but if you dig deep enough into the history of the company, you will likely see that anything "new" they are doing really isn't that new. I highly recommend Ludvigsen's "Porsche: Excellence was

Expected" especially the later 3 volume set from 2002. Just by reading that book alone you will see the many, many things this ingenious company has done before, and, will likely do again.



Hmmm, does this look familiar to anyone? Perhaps the transition from the 993 to the 996?



Photos from Porsche N.A. website



Don't let unanswered questions keep you from attending this year's Porsche Parade. Go to parade2015.pca.org for all the answers.

60th PORSCHE PARADE

JUNE 21-27, 2015

FRENCH LICK, INDIANA

Registration opens March 17, 2015 at 12:00 pm EDT
parade2015.pca.org

Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

Oh say, can you see?

A very odd design trend has been creeping into the latest crop of super car sports cars. It threatens to spread into the rest of car designs that normal people drive as well. The trend is toward smaller and smaller windows and what the designers call the greenhouse or what we know as the roof line. If you need a current picture just consider the 918. The size of the front and side windows more resembles that of a current FIA spec endurance race car and the rear view is nearly obliterated by a tiny widow filled with a view of engine cover and exhaust pipes. And if you can see past that your view will periodically disappear behind a large spoiler that elevates at speeds just when vision is most needed.

What kind of logic prevailed to limit the drivers' sight lines on cars where vision is critical? It should be obvious that the faster you drive the more you need to see. What we have now are cockpit designs that compromise vision for reduced aero drag and is in some cases the impact of the artistic shape. As much as government regulation has strangled a lot of car design features the visibility issue is largely ignored. You might think that rear visibility is a safety issue with specific guidelines but in fact a rear window is not mandatory. In a certain Lotus Exige the DOT rules require an inside rear view mirror that only reflects the bulkhead in front of the motor and an air scoop occupies what would be the window location. An outside right rear view mirror is also optional and acutely missed when I drive my 1972 911. For decades the 911 was designed with an upright front windshield angle not much changed from the 356. It was not terribly aero dynamic but it gave a commanding view of the road over a very low profiled hood line. Side windows in the early 911 were tall and started at shoulder height. The dash was positioned low and sloped down from the wind shield and out of the drivers' sight line. Most of those features gave way starting with the shape of the 996.

The American cars got the early derision for having long flat hoods that obscured the drivers' view of the road and made it nearly impossible to distinguish where the corners of the car were. That would suffice on our super highway system and broad boulevards. It did tend to make American cars impossible to navigate the typical roads of Europe. Over time the long and tall hood became common among most car designs and forward visibility lost priority over style and aero efficiency. Now the tall height of the

front hood is mandated for impact to pedestrians. In addition the windshield pillars and rear roof buttresses have become thicker and are just more obstacles to a drivers vision. The typical front windshield of any car made today resembles the rake of a super slippery race car.

Ironically visibility has become an issue on race cars. Many new race cars have utilized sophisticated technology to enhance drivers' rear visibility. In the case of the Corvette C7R they have a dash mounted screen that not only gives the view out the back of the car but is color coded to tell the driver if the car in the screen is rapidly approaching. This became necessary as racing cars had smaller cockpits and larger rear wings and the drivers were colliding in traffic situations. The Porsche 919 has no interior mirror or rear facing camera screen, only two small mirrors on the fenders.

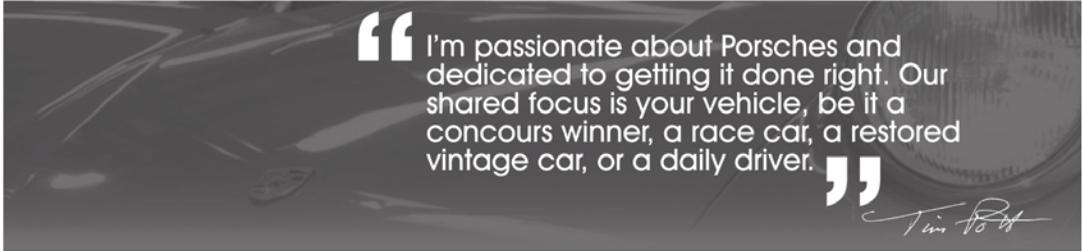
Our current road cars are not far off of that technology with front view and rear view cameras and sonar on mirrors and bumpers to warn the driver of surrounding traffic. Most of the road systems come with a warning that the driver should not exclusively rely on the camera or sensors when they drive. But how many drivers do we know that no longer look over their shoulder when they back up or change lanes? There is even some technology available today that uses cameras and a heads up display to give a panoramic view to the driver of what is blocked by pillars. If that isn't enough we also have cars that scan for obstacles and react for the driver if he does not observe them. Volvo has evolved their system to be able to distinguish pedestrians and bicyclists from cars or other obstacles. Several car makers such as Subaru take pride in offering self stopping cars that prevent collisions even without driver input. Some cruise control systems can observe lane markers and auto correct steering inputs. I have read reports where journalists were able in some situations to allow an adaptive cruise control to drive the car unaided. With advances in technology will drivers' visibility even be an issue? Certainly when the self driving car becomes a reality what we can see from behind the wheel will not be as important as the reception we get from our mobile phones and hand held computers we will use instead of driving our cars.

Tom Fielitz



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Interview with Francie Kish on the 2015 Parade

By Bahn Stormer Editor Mike O'Rear

(Editor's Note: Francie Kish, a long-time member of Rally Sport Region is one of the key organizers of the annual Parade. Each year she is responsible for the facilities hosting the event. Francie is particularly excited about the upcoming event and it seemed appropriate to get her to share her enthusiasm and knowledge with our membership.)

Francie, why are you so excited about this years Parade?

Each year we look for new & different cities. Our typical Parade draws 700-800 cars, or 1200-1500 entrants. Most often we draw 50% from within a days drive, & 50% new to the event. Many tell us they come to share time with friends, both new & known, but also to enjoy the ambiance & various unique qualities of our destination sites. This year brings two historic hotels, both restored with our cherished modern amenities, while protecting & preserving considerable "awe" factor from times past.

How long have you been working on the French Lick event?

We visited this facility for the first time in 2009, and have been in contact ever since.

I've heard that the French Lick folks have attended some of the past parades — is that true and why did they do that?

They have had three or four of their execs at almost every Parade since our initial visit. That is not at all common. This team is dedicated to what they do, unlike any chain and few hotels we've been to in the past. They are as proud of service as they are of their facility, and know that understanding who we are and what this event is about, is critical to our mutual success.

Are there choices of where to stay? If so what do you recommend?

If you register early, you should be able to secure a room at one of our host hotels: West Baden or French Lick Springs. Both will become "PCA" for the week. West Baden is prime for history buffs as it includes a restored 200 foot atrium that was once called the Eighth Wonder of the World. French Lick Springs Hotel is where most of the actual club events will occur and may be preferred by those who want convenience. Both hotels offer first class accommodations. Outside of West Baden and French Lick Spring there are few accommodations, so I suggest again: Register early!

I checked out the French Lick website and boy, the rooms

look really expensive! Do we get a discount of any type?

Indeed. Hotels charge what the market will bear to an average guest. Because of the unique draw of our club, with a full week of activity, we are a prime conference for a resort to host. That enables us to negotiate exceptional rates every year. This one is particularly low, as this French Lick team was determined to win our business. Call to find out what the current charge is, then reference our website. Compare and you'll know what a fantastic bargain you're getting.

What else is there to do at French Lick besides look at Porsches?

We can turn just about anything into a competition! We have a golf event (yes, Mr. Porsche often plays), a 5K, an art show (Porsche related), lots of seminars, banquets, and tastings for local flavors (tales are told that a Bloody Mary twist was invented in this region) and much more. If you have kids, this place has an exceptional "PCA KidsPASS" in store, we'll have a slot tournament....and LOADS of tours that will get you to some fun places on some awesome Indiana country roads. And that doesn't even include the "usual" PCA events (Concours, Rallies, Autocross & Tech Quiz), and our 60th anniversary Museum that I know you've already seen in blast messages. Need I go on?

Parade was held in Traverse City in 2013, went to Monterey last year, and this year French Lick — when do you suppose Parade will be back to the upper Mid-West?

There are exceptions, but generally we divide the country in vertical thirds and go in order. Next year will be in the east, the following heads west, and my guess is that because the most recent "middle" has been "upper", 2018 will be in the south (eg. Texas). I don't expect Parade will be nearby again until 2021.

Sign-up starts at noon, March 17th — should I prepare for sign-up in advance or just go to the website on the appointed day and hour and dive in?

If you want to get done quickly, best to prepare. The only way to get to the link for our hotels is to register for Parade. There are LOTS of events to choose from, & many require choices and review of classes. I suggest you browse the website & decide what options suit you, well ahead of the 17th.

Turbo Fest

Back by popular demand:

Nick Mocerì of Turbo Concepts

Where: Munk's Motors
3080 W Huron St.
Waterford Township 48328
(248) 681-8081
www.munks.com

When: Saturday, April 18th
10:00 am to 4:00 pm

How: To register, please contact
events@munks.com

Nick will discuss modifications, optimization and all things turbo, how to troubleshoot your own problems before going to a professional and what causes a turbo to fail. All information will be presented with illustrations for easy comprehension and reference.

All makes, models, and turbo enthusiasts are welcome, whether you already own one or are thinking about buying one.

- Lunch will be provided.
- This is a free event.



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Around The Zone

By Michael Soriano

Zone 4 Representative



Greetings PCA Zone 4 Members,

As we are all looking forward to the arrival of spring, many regions are offering tech sessions to get our cars prepped for the driving season. In addition, regions have found ways to encourage PCA camaraderie during these winter months. There have been chili cook-offs, membership dinners, and new member events as well as Daytona viewing parties, and Saturday breakfasts.

Last month I assembled a team of Parade experts and brought them with me to the Ohio Valley Region for 2 Parade 101 sessions in Cincinnati and Dayton. Nearly 100 members attended these informational meetings at Porsche of the Village and White-Allen Porsche. On hand to answer questions was a parade committee member, French Lick Resort management, and seasoned parade veterans who led discussions on Concours, TSD Rally, and Tech quiz. A few days later I travelled to Maryland to attend the Winter Board of Directors Meeting. In fact the entire time I was there, I was so busy in meetings that I actually set foot out of the hotel only twice during my stay. One of those times was to attend an open house at PCA headquarters, where we were treated to the unveiling of the new Porsche Club Coupe.

Plans are being made for a combined Zone 4 and Zone 13 National Concours Judges School for the purpose of maintaining current and recruiting a new generation of Concours Judges. Information on the school's date, location, and time will be posted on the Zone 4 website as soon as details become available.

As I have previously stated, one of my goals has been for the regions to join together and work as one cohesive zone in order to provide our members with even more opportunities to enjoy our cars. To help further this goal, the Events page on the Zone 4 website will soon contain a master Zone 4 calendar.

Please be sure to check your inboxes, local region's website and newsletter, as well as the Zone 4 website <http://zone4.pca.org> for the latest details on the many events available to you. Consider attending one of the many events being held throughout Zone 4 such as:

- March 3 is **Rally Sport Region's** Member Meeting at Karl's Cabin in Plymouth, MI

- **Central Indiana Region's** 1st Saturday Breakfast will be held on March 7 at Charlie Brown's in Speedway, IN
- **Motor-Stadt Region's** Board Meeting is March 10 at Spagnolo's in Okemos, MI
- **Michiana Region's** Membership Meeting will be held on March 11 at Colombo's in Elkhart, IN.
- Join **Mid-Ohio Region** members on March 14 for a Trickle Charged Saturday at Kraftwerks in Marengo, OH
- March 18 is **Western Michigan Region's** March Dinner Drive at the Grattan Irish Pub
- **Allegheny Region's** Opera Night is March 21
- On March 28, **Ohio Valley Region** is hosting an Autocross Clinic at Porsche of the Village
- **Southeast Michigan Region** is holding a Tech Session at Gilson Motorsports on March 28

I look forward to having the opportunity of meeting each and every one of you as I visit each region throughout the year. If you have any questions or comments please feel free to contact me at MSoriano.ZoneRep@gmail.com

Thanks,
Michael

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Evil 944's

By member and regular contributor Robert (Skip) Kuhn

Apparently I suffer from an as yet undiagnosed affliction when it comes to 944's, or at least according to my friend Jennifer I do. I just emailed a seller in Columbus, Ohio about a 944 he has for sale on Craigslist. I need a third one to add to my other two, who doesn't. It's a 1986 in very shiny Guards Red with what appears to be a superb black vinyl interior. The important statistics are a straight rust free body, under \$1500, and it does not run, a key item. I'm also greatly encouraged by the fact that there is a Haynes manual and what appears to be hood and deck lid struts lying on the front seat.

So let me explain this for the uninitiated, changing those struts on a 944 requires a modicum of cash and a lot of physical "coercion" on the hood side of things. For the experienced 944 owner they cost about \$60 dollars on the low end from Pelican Parts and twice that if you are new to 944's and shop AutoZone. Now combine that seemingly excessive \$120 AutoZone strut outlay with a car that no longer starts, (probably just the \$20 DME relay but could be more serious) the Haynes manual which seems to indicate novice status as 944's go, and voila, to Craigslist you're it's a-goin, price negotiable.

Now I'm not predatory if that's what you are thinking, I'm just a careful shopper obsessed with 944's. The real key here is that I enjoy working on and fixing old cars, a passion and interest not shared by everyone, especially some 944 buyers. I also came to Porsches from the world of British car ownership with the mindset of drive time requires maintenance time and maintenance time is part of the fun of ownership. Now I will admit I also spent several years racing MGB's and Formula Fords so spending money on hobby cars that give me driving enjoyment is not a deterrent to ownership. Knowing how much you will spend, well that depends on your goal, daily driver, DE/ track car, weekend show car, or spec series racer. 944's can be any one of these, they are incredibly versatile.

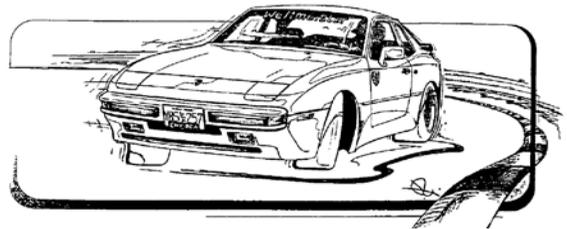
944's are great cars that can be had at a really reasonable price. What seems to cause consternation amongst some first time buyers is the cost of ownership when things like timing belts and clutches come due for service. That's when the grumbling begins. Some first time buyers of "bargain" second hand Cayennes and 996's are probably headed along that same learning curve. Porsche cars require Porsche maintenance, new, used or otherwise. Oddly enough this cost of ownership "outrage" is not limited to used Porsches bought for seemingly bargain basement prices. I review complaints from consumers on a regular

basis who buy used domestic vehicles and are shocked and indignant that they have to spend their own money out of pocket to repair their 100,000+ mile vehicles. Seriously, just what were they expecting?

Obviously not all 944 owners struggle with owning and maintaining their 944's. Follow the blogs and the spec racing series and it's obvious how many enthusiastic and committed 944 owners exist. One of the more humorous Jalopnik postings I have found compared the 944 to the "Killer Rabbit" from the film Monty Python and the Holy Grail. It's just a harmless little Porsche... go here to read it:

<http://jalopnik.com/5682900/now-the-angry-porsche-944-owner-realizes-the-cars-a-nightmare>

But that really underscores an important point in advising anyone you know that is considering owning and maintaining a 25-30 year old Porsche like the 944, be informed, be prepared, and be committed. Help educate those potential buyers you know who are not so inclined. Even pristine 944s, as inexpensive and well maintained as they may seem, will, as we all know, require time, money, and effort to keep them that way. Cost of ownership of benefits or ownership, what's their focus? What's your focus? A little self-knowledge goes a long way towards avoiding buyer's remorse.



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What the Hell is Adaptive Cruise Control?

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

(DISCLAIMER: My company makes this product, and I work directly on it. However, don't get this product in your next car because of that. Or because you like buying gadgets like I do or because my family likes to eat. Get it because you are a red-blooded gadget geek. Get it because the technology is cool. Get it because you have a lot of money to spend.

Personally, I won't be getting it because it is typically not sold with manual transmission in the U.S. And I have no money. But other than that, I would totally get this.)

You're cruising down I-75 listening to music. You look down at your navigation system for a minute, searching for that combination all-night, drive-thru oil change/casino. Driving distracted, you're unaware of the danger ahead—traffic is slowing down quickly. Brake lights suddenly glow ahead while you mistype the name of the place. And then—nothing. Your car has already slowed safely. You glance up momentarily and then continue mistyping on the fussy touch screen.

Fantasy? Magic? Poor driving decisions?

Just adaptive cruise control doing its job.

What is adaptive cruise control?

Adaptive cruise control (ACC) is just like regular cruise control, except it knows how fast the car ahead of you is going. If you come up on a slower moving car, it slows down to match its speed. If the car moves away, or you change to an open lane, your car will accelerate back to its original set speed.

How does it know there's a car there?

ACC uses sensors to detect the traffic ahead of it. The sensors can be based on radar, lidar, or camera. Each sensor has its advantages and disadvantages.

The most common sensor today for ACC is radar, usually at 77 GHz, but also at 24 GHz. (Yes, 24 GHz is the same frequency as police radar.)

In some instances, multiple sensors are used to improve performance or add features.

The sensor with the longest range is typically radar, followed by lidar, and then camera. The further a sensor can detect cars, the faster ACC is usable. The difference in range is slightly equalized in America because of speed limits, but makes a difference on unlimited autobahns.

Aren't all these radar waves bad for us?

Yes. I recommend wearing a hat covered with tin foil for safety. And eat more kale.

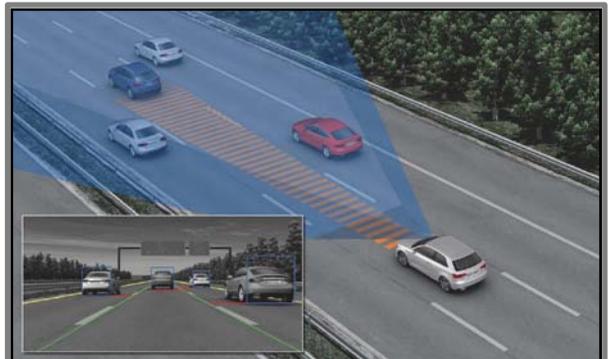
For the rest of us, the government says it's fine. Why worry?

How does it know how close to follow a car?

ACC systems have gap settings that the driver can select, like Near, Medium, and Far. These range from just under a 1 second following distance to a little over 2 seconds.

In case you're following a typical Detroit-area driver that can't maintain speed, the ACC speed control system is usually slower to react so it can keep a comfortable following distance without abrupt changes in speed.

(Continued on page 21)



The orange beams (bars in B&W) symbolize the RADAR signals, and the blue light (shaded fan in B&W) is for the camera. The cars detected by the camera have a blue box around them in the inset. The camera is also detecting the road lanes.



Radar sensor on a Porsche

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(Cruise Control from page 19)

Won't people keep cutting in front of me if I have a 2 second following distance?

Yup. At least, if you drive on the same Detroit-area freeways as I do. Even with a 1 second following distance, someone will cut in front of you because you're a pansy driver.

Driver's education courses teach us to have a 2 second following distance, but apparently we were all absent from class that day. The idea behind 2 seconds is that's how long it takes us to see a situation and then react to it—moving our foot from the gas pedal to the brakes after seeing brakes lights, for example.

ACC is constantly looking ahead, unlike most drivers, and reacts much faster than a driver in most scenarios. How hard does ACC brake?

Adaptive cruise control will typically do light (1 m/s² / 0.1 g) to heavy braking (3 m/s² / 0.3 g), depending on the situation (i.e., the crappy driver you're following). It usually does not do emergency braking (10 m/s² / 1 g). However, other systems in the car may use the same sensors as ACC to do emergency braking.

If the car you're following slams on its brakes, ACC will probably brake to its maximum limit. A warning alarm may sound. If it is not sufficient to stop in time, then if the vehicle has some automatic emergency braking system, it will activate that. The cleaning of the seat is the driver's responsibility.

Alternatively, the driver can brake himself if he has been paying attention.

Can ACC bring the car to a complete stop?

It depends. Some ACC systems can follow a car until that car comes to a complete stop. ACC needs help from other systems to be able to do this. For instance, the brakes must be able to hold a vehicle still for a period of time.

If it can't come to a complete stop, it will provide a warning and then disengage.

After stopping, the car will go again by simply pressing a button or the gas pedal.

Some systems can recognize stationary cars (like at a traffic light) and try to stop behind them. I say, "try," because depending on how far it detects the car and how hard it can brake, it may have enough room to stop without hitting the

stationary car. It's physics, and the answer is left as homework for the student.

Can ACC be used with a manual transmission car?

Sure, why not. The driver will have to change gears as ACC manages the vehicle's speed, and it can't -- generally can't -- follow a vehicle to a full stop.

Unfortunately, manufacturers barely sell manual transmission cars here, let alone one with ACC.

So with ACC I don't have to pay attention and can read while driving, right?

Let me figuratively, metaphorically, and literally slap you now.

Are there circumstances where or when I can't use ACC?

The owner's manual will let you know the appropriate conditions where you can use ACC. That's the first place to check, as each manufacturer's system is slightly different. As a general rule, I would say use it wherever you would normally use conventional cruise, and avoid using it in inclement weather.

I know this is crazy talk, but use your common sense.

Is this a safety feature?

Adaptive cruise control falls in a category called Advanced Driver Assistance Systems (ADAS). These systems are intended to make driving easier but keeps the driver in control.

That's all that the lawyers in the back of my car will let me say.

BAH! Why do we need these driver aids to drive our cars?

We don't. Nor do we need antilock brake system, stability control, launch control, airbags, seatbelts, or even mirrors. These just detract from the driving experience. And we're all fantastic drivers, too, never making mistakes.



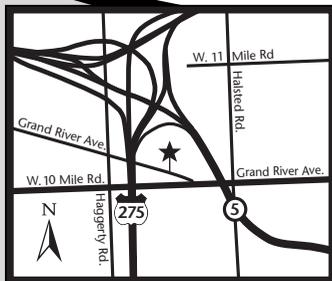
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Time With Tim

Story by RSR Editor Mike O'Rear with photos by RSR Treasurer Burghard Linn

There have been two editions of Time With Tim since the last issue of the Bahn Stormer. In January, Tim focused on the history of Porsche ignition systems and it sparked real interest. As the picture says, Tim reviewed from the points and condenser era to modern multi-spark systems.



What would Time With Tim be without parts.

(Editor's Note: Please excuse the fact that I'm infected with punitis this month.)

February's edition of Time With Tim focused on Porsche lubrication systems -- a subject that is more than a little slippery. President Rick Mammel and Tim debunked various oil company marketing claims and explained which vehicle manufacturers' recommendations to follow and which to take with a grain of salt.

The short version, for those who missed this session -- in our modern Porsches, and in other cars oil does more than lubricate and cool the motor -- it is a control medium that is critical to various motor functions including variable valve timing. Use the wrong oil and you risk degrading your engine's performance, and perhaps its longevity.

On the other hand -- when it comes to the vehicle manufacturers' recommendations on oil change intervals -- proceed with caution. If you intend to keep your car beyond its warranty period then change the oil every 3-5 thousand miles.



As usual Tim shared his trove of historical info on Porsche lubrication all the way back to the 356 vintage cars. And Rick shared the amazingly sophisticated technologies found in modern everyday engines. As usual, the session ran over as the crowd refused to run out of questions.

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Porsche Club of America

Rally Sport Region -- Board/Club Meeting Minutes

Tuesday, February 3, 2015



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

George Gilligan Present
 Peter Grant Present
 Michael Kimber Present (by phone)
 John Kytasty..... Absent
 Ron Pruette..... Absent

Members & Visitor Present: Mike O’Rear-Newsletter Editor, Glenn Trapp-Historian/Membership, Tom Krueger – Registrar, Emmanuel Garcia-Webmeister, Christian Maloof – Track Chair, Jim Dowty – Insurance, John Tree, Randy Beikman, Phil Mather, Al Wright, Jeremy Goddard, John Van Dyk, Kevin Kral, David Finch, Gary Austin, Eric Gedeon, and Dan Kantrow.

Track Report: Christian Maloof reported that Phil Mather will be coming on board as the track manager, Rich Chang will be working on registration at the track and Al Wright has joined the track committee. The membership discussed a rate change for the track events. Some ideas discussed were to give discounts to first timers, have dealerships give away coupons for new car buyers, and possibly reduce the rate for Waterford events. The track committee will discuss and bring a proposal to the board. All events are posted on Club Reg.

Call to Order: Rick Mammel called the meeting to order at 7:21PM at Karl’s Cabin, Plymouth, MI.

- Rick acknowledged Tom Bloom’s contributions to the track events as a sponsor
- Rick also acknowledged Christian’s hard work in organizing the driver education events.

President’s Report: Rick acknowledged John Kytasty’s work on getting the newsletter in the mail for the membership.

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

Newsletter: Deadline is February 22. Newsletter will be late this month to due technical difficulty at the printer. Mike will submit the October and June newsletters for the PCA National contest.

Treasurer’s Report: Burghard Linn presented the December 2014 and January 2015 Treasurer’s Reports and the RSR Income – Expenses 2013 vs. 2014 Report. Motion: To approve the Treasurer’s Reports passed unanimously.

Website: No report.

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

Events Committee: Dave Cooper submitted this schedule in an email to the board.

Insurance Report: Jim Dowty has ordered insurance for the next Time with Tim event.

- May TBD
Duesenberg Museum Tour – Matt Hubber. Maybe a 1 day or overnight event.
- July TBD
Irish Hills Driving Tour - Dave and Norah Cooper
- Aug TBD
2nd Annual Ann Arbor Challenge – Axel and Claudia Schmidt
- Oct 10
Fall Color Tour (sign in at 1 PM) – Stewart and Sally Free
- TBD
Soaring with RSR – Peter Grant and David Finch (Spring or Fall)

Goodie Store: No report

Advertising Report: Burghard is working on all the invoices to the advertisers.

The events committee is looking for volunteers and more

Membership: Glenn Trapp reported that the club has 286 members. Rick would like to get our membership up to 300 before his term is up.

(Continued on page 27)

CLASSIFIED ADS

CARS FOR SALE

2001 Porsche 911 (996) Convertible: 31,000 miles. Arctic Silver, Black top with Arctic Silver factory hardtop. I bought the car two years ago with 20,500 miles on it, a very nice car, always garaged. Done are many time related



maintenance updates including the LN bearing and have the service records to show from ArborMotion's Tim Pott. Black leather interior, heated comfort seat package with memory, CD player, wind deflector, Becker Stereo, 18" Sport Design Wheels with colored Porsche crest caps, 3-spoke leather steering wheel, black mats with Porsche lettering, headlamp washers, Litronic headlights, Design package, Technic package, two remotes and manuals. Michelin Pilot Sport A/S 3 tires with only 6,000 miles. Clean CarFax. This is an exceptional 996 that drives great and will provide you with a lot of smiles. \$30,500. George Gilligan, 734-994-5820 or gm.gilligan@comcast.net. I have 29 photos that can be e-mailed. Reason for selling; just bought a loaded 2010 4S Coupe with 13,000 miles! (12/14)

2010 BMW 535 xDrive: First \$25,000 takes it. Estimated 65,000 miles on it. Absolutely perfect condition. Every option. Twin turbo V6 and all wheel drive. Contact Tom Green at 800-448-0814 or paragonsvc@aol.com (12/14)



1989 951 (944 Turbo): "showroom modified" street legal daily driver/DE car. Rollbar, Recaro seats, G Force 6pt belts, Sparco steering wheel, cool brakes, SS brake lines, newly rebuilt/painted front calipers, PFC race pads + street pads, Charlie arms, MO30 sway bars, adjustable Koni's, coil overs, 5 18" forged black Innsbruck wheels w/ Michelin super sport tires, plus two 4 wheel sets of 16 inch Porsche original equipment forged wheels + tires, 110Kmi, \$12,000 OBO, Contact Elliot @ ewagmd@gmail.com. (11/14)

2003 Audi RS-6: One owner and 64,000 miles. Garage kept and never driven in the winter. Daytona Grey with Silver interior. Sport exhaust and in very good condition. Only approx 1,000 cars were brought over. Priced at \$27,500. Please contact Pat Paul, 248-431-9799/pwpjpr@msn.com for more details. (10/14)

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

New Set of 4 Michelin Pilot Sport Cups for sale: Tire size 235/35/19 front and 305/30/19 rear. Tires have not been mounted and still have factory stickers. \$1300 or best offer - Contact Wesley Nardoni 248 982 2145 or wnardoni@hotmail.com (02/15)

944 Parts: Cleaning out the basement after 12 years of racing 944s. Lots of parts, including turbo radiator, turbo trailing arms, alternators, brakes and many more. Located in Troy and super-cheap for local pick-up. Email christian-cook43@yahoo.com for complete list. (12/14)

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 a different direction, so a decent offer takes it. Contact Cal Sharp @ (313) 506-2899 email: wesharp3@hotmail.com (09/14)

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)

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. All offers considered. Please contact Kyle with any questions: 734-330-1365 kpullen@umich.edu (03/15)

CAR STORAGE: heated, secured \$550 up to 6 months call Clem Weierstahl (810) 636-2840. (09/14)

Wanted: Set of 4 wheels and tires for 2000 Boxster S. For

track use and need not be in excellent condition. Al Gaulin e-mail at mg2139@aol.com. (12/14)

To place a classified ad in The Bahn Stormer please contact Mike O'Rear at morear734@gmail.com (Put "Bahn Stormer Ad" in the subject line). Non-members will be charged \$5.00/quarter. Ads more than six months old may be removed unless resubmitted.

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(Minutes from page 25)
event ideas. The membership discussed different venues for the Holiday Party. Another potential event is a trip to the Empire Hill Climb (near Traverse City) and Jim Dowty will work on our participation in the Rolling Sculpture event in Ann Arbor.

New Business: Rick suggested that we make every other

meeting more of a social event with guest speakers or movies. The board discussed the options.

Old Business: None

Meeting adjourned: 8:33 P.M. Minutes taken by: Mary Ann Kantrow

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