

The Bahn Stormer

Volume XXXI Issue IX -- October 2025



Joe McGreal's 1972 914 -- Winner of People's Choice Awards as "Best Other 2-Door" and "Most Unique"

Photo by Emmanuel Garcia

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

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The Bahn Stormer

For Information or submissions

Contact Mike O'Rear

bahnstormer@rsp.pca.org

(Please put Bahn Stormer in the subject line)

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

From the Front Seat

By RSR President John Thomson



We did it! For those of you who don't immediately know what I'm talking about, you must not be on the Porsches in the Park planning committee... This is always a fantastic event, and this year seemed even better—the feedback from the driving tour was great, the TSD was outstanding, there were great cars at the concours, and

more importantly, everyone I talked to just seemed to be having an absolutely great time which is really what it's all about.

Thanks to Jon Heidorn, Steve and Suzanne Gross, Phil and Francie Kish, Diane Thomson, Jim and Angie Glenn, Mike O'Rear, Peter Grant, and everyone else who helped contribute to the planning and execution of this great event. Thanks to Porsche of Ann Arbor who not only provided great financial support to make the event happen, but also brought out some really cool cars, some great door prizes, and personal participation that is really special. And most importantly, thanks to those who came out and participated—that's what makes all the planning worthwhile and really makes the event.

By my count this is our fourth year for PiP, and every year has been distinctly different from the other years. This year's big change was the move to the fall, which seemed to work really well. The idea that it would reduce conflicts with travel plans didn't pan out quite as well as we hoped—there were still several members who had immovable travel conflicts—but it definitely delivered for much nicer weather and prettier drives. This year it also aligned with PCA's 70th anniversary which was a neat unexpected benefit—hope everyone had a little fun with the 70th giveaways and got to see the cake (before your humble president destroyed it with my less than elegant slicing skills!).

The tie-in to the 70th anniversary also provides a strong reminder of the strength of the overall club. We had attendance from at least seven different PCA regions—largest participation from Rally Sport, Southeast Michigan, and Maumee Valley as you might expect, but also MotorStadt, Central Indiana, Michiana, and Mid-South (western Tennessee) regions. I hope many of you who attended got to meet some of these folks from the other regions—they add so much to the event.

I can't recommend highly enough that you take advantage of all the activities put on by the other regions or PCA National—the breadth of offerings is amazing, the diversity and quality of cars is always great, and most importantly the people are almost always welcoming and fun. If you have an empty day or weekend on the calendar, search out some of the surrounding regions—there will almost always be a drive, an HPDE, an autocross, a rally, or a social event going on and I promise you won't regret it.

This being the end of September, we're quickly winding down the year and already looking toward 2026. The most visible form of 2026 planning comes in our region elections. One really great thing about our region is that we turn over the board and the president frequently—everyone has to stand for election every two years, and you can only serve two consecutive terms. So this year the president and several board positions are up for election, and we're guaranteed at least one new board member.

If you've thought that you want to have a more active role in the club, this is a great way to do it—the only formal requirement of board members is that you come to the monthly board meetings so you can vote on the club's business. If you do think you might be interested in running for board or president, please let me or Kevin Kral know.

If you'd like to participate but aren't sure a board seat is the right fit, there are also lots of other positions where we're looking for volunteers—please reach out if you are interested or if you have any thoughts on someone who might be a good choice.

I hope everyone had a great end of summer and is off to a good start for fall. Can't wait to see everyone at the remaining drives and social events—we've had a really great calendar all year and thanks to Dru and Matt's great efforts that just keep on going!

The Official Page

2025 Rally Sport Region Officers

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* Denotes Board Member

RSR Calendar of Events

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

October 19 (Sun.) 11:30 AM: RSR Color Tour -- Meijer in Brighton-- Hosts Matt & Dru Huber (RSVP to 911Huber@gmail.com or call 810 225 8372 with any questions.)

November 2 (Sun.): Polar Bear Run (details to follow)

November 5 (Wed.) 7:00 PM: RSR Board Meeting -- Sidetrack Bar and Grill in Ypsilanti

December 6 (Sat.): Holiday Party & Annual Meeting -- Porsche of Ann Arbor (details to follow)

December 13 (Sat.): Holiday Walk at the Dodge House & Get Together at the Rochester Mills Beer Company -- (SAVE THE DATE -- details to follow from Host Dru Huber)

Recurring Event

Second and fourth Wednesday every month, 9:00AM: Java Time with RSR -- Whitmore Lake Coney Island (9457 Main St., Whitmore Lake) -- Hosts Dru & Matt Huber (see ad on page 31.)



Other Events of Interest

Editor's Note: A comprehensive compilation of car/motor related area events by member Steve Gross. You can contact Steve for the complete Excel/pdf file.

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

Third Saturday of every month, 9:00 AM: The Gathering At Rennstatt (669 State Circle, Ann Arbor).

Third Saturday of every month, (April-October)
7:30 AM: Ann Arbor Cars & Coffee -- Zingerman's Roadhouse, Ann Arbor (see page 19)



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Member Anniversaries

Mark & Cindy Wille	37	Dave & Michele Callanan	6
Nick & Andrea Cocciolone	27	Dennis & Pat Huibregtse	6
Rob Diegel.....	23	Erik & Danielle Herman.....	4
Paul & Harry Grusche.....	20	Tom & Liz Neil	4
Roger & Lisa Shultz.....	16	Thomas Skelly & Monika Jelic	3
John & Kelly Shoemake	10	Christopher Burnett	2
Curtis & Diana Yanoski	10	Michael Downing	2
Manuel & Ruth Tenorio-Rios.....	9	John Stchur	1
Chris Callison.....	7		

Membership Information: Those interested in joining Porsche Club of America (PCA) can fill out the application form located in the forms section of our website -- <http://rsp.pca.org>. Cost is \$56 US per year. You will receive a subscription to both Panorama, the official PCA magazine, and the The Bahn Stormer, the Rally Sport Region newsletter.

Send the application and a check (or Visa/MC), payable to Porsche Club of America, to the membership chairperson, Glenn Trapp (1834 Woodcreek, Brighton, MI 48114), for processing. If you have questions or need additional information please contact Glenn (810-599-3133 or membership@rsp.pca.org).

Subscription to The Bahn Stormer is free to RSR* members. Non-members pay an annual fee of \$18 US.

Address Changes: If you change your address, please forward your new address to Porsche Club of America's Executive Director: Vu Nguyen, PO Box 6400, Columbia, MD 21046 and to RSR* Membership Chairperson, Glenn Trapp, at membership@rsp.pca.org. This will ensure the timely delivery of both the Panorama and The Bahn Stormer.

* Please take note: Rally Sport Region's official acronym from PCA national is RSP. Please make special note of this when dealing with PCA national.

Porsches in the Park is in the History Books

By a raft of contributors including Steve Gross, Phil Kish, Mike O'Rear

On Saturday, September 20 this year's Porsches in the Park event was held. While the venue was again in German Park, outside of Ann Arbor, the change to an early fall date resulted in a sunny, low humidity and very pleasant afternoon.

The event wouldn't occur if it weren't for the hard work of: the event chair Jon Heidorn, Phil and Francie Kish (TSD Rally), Mike O'Rear (Scenic Tour), aided by Emmanuel Garcia and Conrad Zumhagen, Steve Gross (Peoples' Choice Concours), Diane Thomson (sponsorship and general organization) and Monika Jelic & Tom Skelly (registration). Steve

Gross also did yoeman's work as the announcer and MC for the awards event. This list probably excludes some unrecognized folks who helped make the event happen.

Sachel's BBQ of Ann Arbor again provided great fare and Arbor Brewing provided wine and beers consistent with a German event. Special thanks to Porsche of Ann Arbor for sponsoring this event

Below are awards for the Concours event and the TSD Rally.

Peoples' Choice Awards

Category	Car #	Owners	Description
Best Aircooled 911/912	44	Austin & Carmen McCloe	1988 911 Carrera 3.2 Black
Best Watercooled 911/959	77	Ann & Gary McCloe	2023 911 Turbo S Black
Best Boxster	40	Jay Kukor	2025 Boxster GTS 4.0 Shark Blue
Best Cayman	78	Ann & Gary McCloe	2023 Cayman GT4RS Ruby Star
Best Other 2-door (356, 914, 924, 944, 968, 928)	46	Joe McGreal	1972 914 Yellow
Best 4-door (Panamera, Cayenne, Macan, Taycan)	20	Ann Brienne	2023 Taycan Frozen Berry
Most Unique	4	Joe McGreal	1972 914 Yellow
Best Color in the Rennbow	78	Ann & Gary McCloe	2023 Cayman GT4RS Ruby Star
Fastest-looking While Standing Still	45	Adam McCloe	2025 911 GT3RS Weissach White
Best Prepared	3	Jason & Kathryn Hiske	2024 Cayman GT4RS Gentian Blue
No Time to Detail--Too Busy Driving!	17	Nick & Bridget Bleau	944 Race Car Blue

TSD Rally Results

The TSD Rally saw a new high in the number of participants. A relatively simple but very challenging rally route was laid out by Rally Masters Phil and Francie Kish. The wide range of final scores was indicative of the subtle "traps" that were part of a fun challenge. If you haven't tried a TSD Rally you should try it at one of next year's rallies. As the Mike in the team shown in sixth place I can attest to the fun of the challenge regardless of the finish.

Place	Team	Score
1	John & Diane	92
2	Nick & Bridget	130
3	Peter & John	156
4	Bob & Sandy	211
5	Lisa & Michael	292
6	Mike & Tim	338
7	Albert & Sean	356
8	Jason & Kathryn	463
9	Brad & Angie	469
10	Josh & Jordan	605



Porsches in the Park Photos

From then RSR SmugMug page -- <https://rsrpics.smugmug.com/RSR-Picture-Upload-Folder>



From Left to Right: Chris Young, Katrina Young Rob Henry and Deitra Williamson from the United Spinal Association of Michigan. They handled greeting participants to the park.



Cake celebrating PCA's 70th Anniversary



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Cars & Coffee with J2 Protective Films/RM Motorsports

By Events Chair Dru Huber with photos by Emmanuel Garcia, Burghard Linn and Glenn Trapp

On August 23, our bronze sponsor, J2 Protective Film along with their sister company, RM Motorsports, hosted a Cars and Coffee for RSR. We had great attendance with approximately 22 cars.

Tony, RM Motorsports manager, gave a brief description about RM Motorsports and the services they provide. These include vehicle restoration, race car maintenance, vehicle transportation, and track support, as well as other services. There was a collection of customer cars which included race cars, historic cars, and muscle cars for everyone to see.



Above: Phil & Nicole Mather continue to develop daughter Phoebe into a certified "Car Gal."



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Ramblings From a Life With Cars

By Regular Contributor and SEM-PCA Member Tom Fielitz

Ownership Responsibility

Have you ever considered the responsibility that comes with owning a Porsche? Owning an icon is a high maintenance and never-ending quest for perfection; unobtainable but ever demanding. Every car in your garage could be bug splattered and grimy, but the Porsche must be dust free and as pristine as new. A Porsche owner has more car cleaning supplies in his cabinet than the housewife owns for an entire house. And it isn't just specialized cleaning and polish but usually multiple types and makes with multiple containers only partially used as new variants hit the market.

Any minor event can trigger a flurry of Porsche cleaning. Something as simple as a visit to a fellow enthusiast's house requires thorough cleaning of the Porsche. It is the ultimate in mortification to be caught with a grimy Porsche in public. What would people think of the character of a Porsche owner that did not respect the car? Could they be a deserving owner or should it go to someone more worthy? Make no mistake, the Porsche owner is closely observed and judged by everyone else on the road, regardless of what they are driving.

The most intense justifications for intense cleaning are when the Porsche owner is attending a Porsche meet. Even though the Porsche owner is not participating in the judged part of the meet his car has been cleaned to within close approximation to the event winning car. You might park your Porsche in the farthest corner of public parking but still be surrounded by Porsches worthy of any judging.

Of course cleaning the Porsche is also an opportunity to get totally carried away into an all day project, or worse. It may start with an innocent dusting with your favorite duster, which of course is exclusively used just on your Porsche. Even the finest car covers ever sold seem to leave some microscopic residue. It might be so fine as to blow away in the first few feet of driving but it must be dealt with immediately. The dusting might reveal a microscopic spec of road tar, a water spot, or worse yet the remnants of a microscopic bug long since dead on paint or windshield. A casual wash or even a scheduled trip to the car wash would be the response for any normal car. The Porsche triggers a much more emotion driven hand washing. There are nine pages in the owner's manual dedicated to cleaning including the admonishment against automatic car wash machines that can rip out the undersides of your delicate undercarriage. There are also over a dozen approved cleaning products listed. Yet for all this advice every Porsche owner has developed his own cleaning rituals. The use of soaps, wash cloths and towels that would be sufficient for the most delicate of human babies is far too harsh for acryl-

ic hardened paint with the most advanced surface protective coating. Cleaning the painted surfaces often calls for a replenishment of the surface coating. Note that we are not talking old fashioned waxing the car anymore. Waxing doesn't come close to describing the tools, techniques and materials used to coat the painted surfaces. Again, the rituals surrounding the application of this paint coating is very personal and constantly being updated by the owner. The same owner spends no more thought than to select "hot wax" for the daily driver going through the machine delivered car wash.

Body cleaning usually triggers the need for detailing the rest of the car. It is totally possible to spend as much time detailing four wheels and tires as it did to clean the rest of the bodywork. The wheels and tires have their own selection of cleaning tools, materials and techniques. The true fanatical owner can't resist even removing the wheels from the car to clean them. But this usually triggers even more fanatical cleaning of exposed wheel well surfaces and even suspension pieces. Do not, I repeat, do not open the hood unless you have many more hours available for detailing. The potential for grime is exponentially increased in an engine compartment exposed to road grime and multiplied by the microscopic oils and fluids released by even the most well maintained engine.

Opening the door reveals a whole new opportunity for detail cleaning. Naturally this involves yet another selection of tools, materials and techniques specific to those interior surfaces. Quite possibly there is as much interior surface to your Porsche as there are exterior surfaces to clean. The interior is the best definition of the black hole theory of car cleaning. As much human effort as expended in cleaning an interior it will only reveal an infinite number of other points requiring attention. Rituals and techniques for interior cleaning are every bit as personal to the owner as the rest of the car and can be the subject of endless debate between owners. An equal amount of much owner's manual advice is offered for the interior as it is for the exterior and an equal amount of specific cleaning materials.

When you have finally completed the cleaning ritual you are faced with the unenviable decision of whether to actually drive the car and risk having to start the whole cleaning process over again. Any random cloud in the sky is a threat of rain. Even once friendly looking birds are now suspicious threats with malicious thoughts of desecrating the paint with unspeakable acts. Don't even start thinking of the effects of pollution or microscopic tree sap. Just accept the fact that a clean car is just a minute of time in the life of the Porsche owner. Please enjoy driving your Porsche as much as you enjoy cleaning it.

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Hankerd Road Final Clean-up

By Editor Mike O'Rear

Sunday, September 28 was the final clean-up date for Hankerd Road, the stretch of Livingstone County road that Rally Sport Region "adopted" last year. A total of 37 members have participated over the last two years. Last year we averaged seven people per clean-up and this year we've averaged twelve per session. More people makes the task much more manageable. A list of participants in 2025 is shown below.

Adoption of the road was the idea of member, and now Community Outreach Chair Dennis Huibregtse. It has been a great way to advertise our club, build respect from other

car enthusiasts and importantly build goodwill with the folks who live along or use the road daily.

We have committed to clean the roadside three times per summer and it would be great to see even more people turnout to help. Sixteen or more people each time would make it more efficient. So, next year watch the RSR Calendar of Events and plan on attending one or more sessions .

Oh -- and participants usually stay for lunch at the Hell Saloon!!

Road Clean-up Heroes

Winston Benedict
Tim Boertman
Charlie Brown III
Chuck Crampo
Frank D'Alessandro
Sebastian Gaeta
Cedric Gibson

Angie Glenn
Jim Glenn
Peter Grant
Steve Gross
Dru Huber
Matt Huber
Dennis Huibregtse

James Kirby
Mike O'Rear
Peter Pleitner
Tim Pott
Chuck Price
Steve Sahl
Charles Schenk

Suzanne Schimanski-Gross
Kathy Stevens
Dan Wagner
Jerry Zimmerlee
Conrad Zumhagen



Conrad Zumhagen, Kathy Stevens, and Suzanne Schimanski-Gross take a brief break below the "Adopt-a-County Road" sign.

Club Vice-President Sebastian Gaeta and the guy with the idea, Dennis Huibregtse, pause for a moment ---->



A well deserved lunch for the September Clean-up team ---->



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Photo by Connor Zatkovich

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The 944 Chronicles

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

One of the things I am just starting to appreciate about my 944s and my SRF race car is that they are the proper blend of the right technologies. What do I mean by that? Well, the chassis and suspension are pure analog. No electronic nannies, no ABS, no stability control systems trying to save you from yourself. Your brain is the handling computer. This is what makes these cars so much fun to drive on track. Get it right and you can brake late just on the edge of tire adhesion before carving your way slightly sideways around your favorite corner. Get it wrong and maybe you flat spot some tires or slide off onto the grass hoping nobody noticed. (especially the corner workers). Your lap times are a function of your inputs and your butts sensitivity to pitch, roll, and yaw rotation, not the computers. Chassis tuning is done with wrenches and your inner ear.

The next technology I appreciate is a “proper” manual transmission with a good old H-pattern shift gate. Analog heel toe rev matching of course. No computer controlled rev matching software to make your downshifts sound like you are Derek Bell out lapping on a track day (BTW, Derek Bell raced a 924 GTR at Le Mans). No PDK either. I understand it’s ultimately faster in terms of lap times but it’s also less challenging to me as a driver. I want to be challenged, that’s why I spend way too much time and money playing with my cars on track. Do I occasionally miss a shift, of course I do. But that makes it even more rewarding if I complete a qualifying or race session with no shifting errors.

Then there is engine technology. Here is where computers and electronics are really best applied. I may be a luddite when it comes to chassis and transmission technology but electronic fuel injection and engine management rocks. Carburetors generally suck when it comes to road racing. Carburetors can be fussy, finicky, and just down right annoying at times. Do you own a vintage British sports car with dual SU carbs? Then you know what I’m talking about. I have two of them and it takes time and fretting to get them working properly and in synchronization. Both cars would be much more pleasant to drive with a proper fuel injection system. In fact, one of the first things I did to both of those cars was to replace the points and condenser ignition system with an aftermarket electronic ignition unit.

The 944 and the SRF are much easier to drive on track because of their engine management systems. These systems provide consistent engine performance regardless of weather conditions, g-loads, or throttle inputs. They are performance enhancements not driver aids. The engine pulls smoothly and consistently throughout the rev range. You aren’t being distracted by coughs, sputters, and flat spots.

And yes, both cars have mechanical throttle controls i.e. a throttle cable. No electronic nannies trying to manage my throttle inputs. If I want to spin the tires I can. Well, then again, maybe not. Neither car makes that much horsepower.

As for the weak points in the 944’s 40 year old electronics, they are easily dealt with using modern updates like a solid state DME relay and an aftermarket DME (computer). The modern DME from Focus 9 even lets you change chips to alter the engine tuning and performance. Much easier than messing around with carburetors and jets. Are there a few sensors, yes. Are they reliable, yes for the most part. But they are also easily replaced and easily sourced. No banging on the float bowls with a ratchet wrench hoping to free up stuck floats. I’m not opposed to all of the electronic wizardry that modern production and race cars rely on. It works really well. I don’t want driver “aids” when I’m on track. Just give me an analog chassis and a properly running engine. The rest is up to me, mistakes and all.



"Ann Arbor Cars and Coffee"

Zingerman's Roadhouse
7:30am – 9:00am

All Cars Enthusiasts Welcome!

3rd Saturday of Every Month
(April – Oct)

2025 Dates: April 19; May 17; June 21; July 19; Aug 16;
Sept 20; Oct 18

Zingerman's Roadhouse: 2501 Jackson Ave, Ann Arbor, MI 48103
Parking lot, coffee and pastries are open from 7:30am – 9:00am
Restaurant opens at 9:00am (join us for breakfast)

For more information on Car's and Coffee – jonheidorn@comcast.net or 734.239.2942

Off the Road

Story and photos by Member Steve Gross

As I wrote in last month's newsletter, my wife Suzanne and I did 2 multi-day tours in our 2001 Boxster S this summer. You may recall that we ended up trailering our broken car home behind an enormous U-Haul box truck after the Blue Ridge Boxster Summit (www.brbs.org) in late May. With another trip (the Michigan Mille) planned in late June, I needed to get to work right away to get the car back on the road.

Let me tell you something I learned about U-Haul car trailers: they are not designed with sports cars in mind. We had to load the car on the trailer backwards, because the trailer interfered with the car's front bumper if loaded normally. Backing onto the trailer wouldn't have been much of a problem, except only the left fender on these trailers is removable for door clearance. As a result, I had to exit the car by the passenger door—shimmying somewhat clumsily over the center console, parking brake, and gearshift lever. I will spare you the photos. U-Haul has a new car trailer which is much better designed for low-slung cars—if you have to rent one of their trailers it's worthwhile looking for the new one.



"You're going the wrong way!"

After a long 13+ hour drive, I was anxious to get the car off the trailer before dark set in. Turns out, I was a bit too anxious as I managed to snag a rear end toe control link on the trailer and snap it in half. Cursing under my breath, I quickly fashioned a kind of splint from duct tape and a couple of dowels so that I could drive the car up the driveway into the garage.

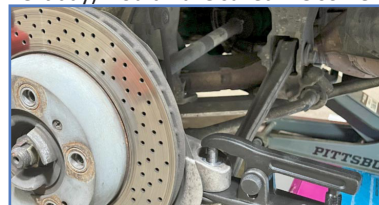
I ordered a new alternator (which had failed on the trip), serpentine belt, 2 new rear toe links (since it is recommended to replace these in pairs), and various single-use fasteners from Pelican Parts' fantastic website

(www.pelicanparts.com). Among the many benefits of PCA membership is a 10% coupon at Pelican Parts—this discount almost perfectly offset the cost of expedited overnight shipping.



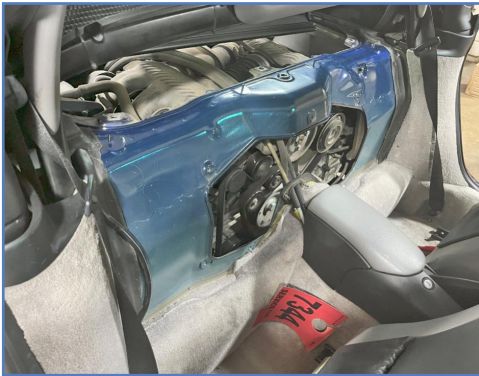
"The doctor says it's a clean break."

Sure enough, when I got home from work the next day there were boxes of beautiful parts awaiting me. I decided to tackle the toe links first, so that I could put my trailer error behind me. I don't have a lift in my garage (yet). I do have Quick Jacks, but I decided to just put the rear of the car on jack stands for this task. The inboard ends of the toe links are fastened with eccentric adjusters—I marked the position of these before removal so that my wheel alignment would not be wildly off after reassembly. The outboard ends attach to the hub carriers through ball joints. I was fortunately able to undo all of these fasteners with little difficulty, but I didn't have a ball joint separator handy. Once again eagerness got the better of me, and I drove the ball joint out of the hub carrier using a hammer. This proved to be a small mistake, as there is an intermediate piece between the ball joint and hub carrier that remains in the hub carrier if you use the correct tool, but not if you use a hammer. This piece is not shown on any parts diagram, nor is it available separately. Long story short: using the correct tools (as I did after a quick trip to Harbor Freight the next day) would have saved me some effort in the long run.



<----"Second verse, same as the first... but with the right tools it's easier."

Once I replaced both toe links, I was able to start fixing the original problem—the dead alternator. Due to the Boxster's mid-engine design, accessing the alternator requires a little more than just opening the hood. I first put the top in the service position, then removed the parcel shelf storage box and speakers, parcel shelf carpeting, and then the engine top cover. Next I slid the seats all the way forward (Porsche official service procedure says to remove the seats, but here my relatively small stature is an advantage) and removed the carpeting on the firewall. Finally, I removed the firewall service access panel in order to see the serpentine belt and alternator. All of these steps are well-described in both the highly-detailed Porsche Boxster Service Manual from Bentley Publishers, and the breezier 101 Projects for your Porsche Boxster written by Pelican Parts co-founder Wayne Dempsey. I highly recommend both for any DIY-minded 986/987 Boxster owner.

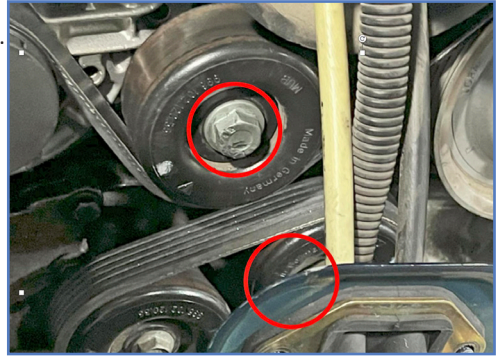


"The patient is ready for surgery, doc."

Removal of the serpentine belt is the next step. This is very easy to do—I took photos of how it was routed for later reference during reassembly. Quick aside: I won't name names in print, but the Porsche dealer that I visited in North Carolina quoted me \$500 to install a new serpentine belt, on top of \$2500 to replace my alternator. I considered this to be highway robbery, since you have to remove and reinstall the belt as part of the alternator job anyway. I was able to do the whole job myself for around \$500 in parts (and, it must be mentioned, \$1500 of U-Haul rental, gasoline, and Buc-ee's brisket sandwiches).

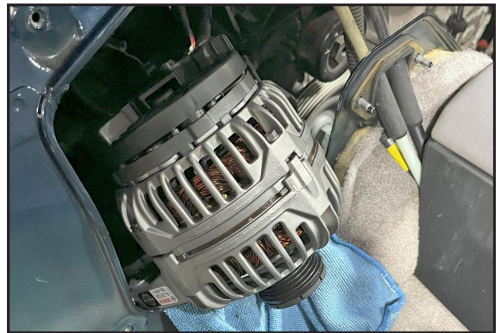
With the belt out of the way, it was time to remove the alternator. I mentioned the firewall access panel a couple of paragraphs ago, and now we need to revisit it. It seems that the guy who designed the access panel didn't talk to the guy who designed the alternator. One of the two bolts holding the alternator in place interferes with the opening in the firewall, and I simply could not pull it straight out. This bolt threads, not directly into the alternator but rather into a

bushing that is pressed into the alternator. Astonishingly, the official Porsche service procedure is to loosen this bolt 3-4 turns, and then whack the head repeatedly with a hammer—just like I did with the toe link ball joint. I was lucky, and was able to easily drive the bushing out enough to angle the bolt to fit through the opening. If you're unlucky, go find a bigger hammer.



This long bolt interferes with the firewall...design for serviceability fail.

Removing and reinstalling the alternator through the access panel is a bit like playing Tetris, but eventually I found the perfect angle and then wondered why it took so many tries. I was careful to disconnect the wires attached to the back side of the alternator before removal, and reattach them before reassembly. Here seems like a good place to note that I paid a core charge for my new alternator. Rather than shipping the heavy alternator back to Pelican Parts (on my dime) for a core charge refund, I kept the old alternator and ordered a new voltage regulator, which is attached to the back of the alternator. Most likely, my alternator problem was really a voltage regulator problem. I will replace the voltage regulator and with a little luck have a spare alternator.



"Out with the old, in with the new."

(Continued on page 23)

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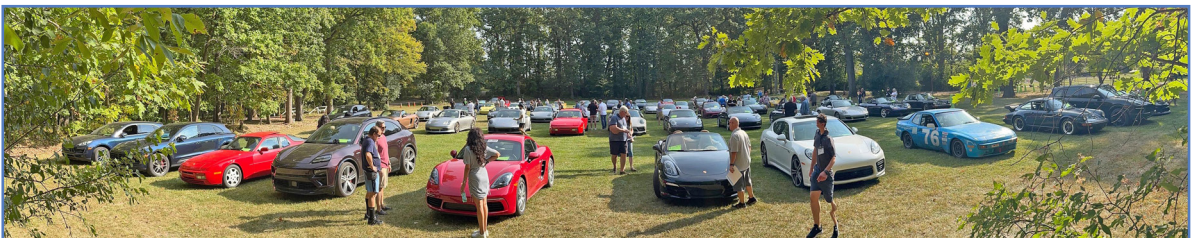
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A few more photos from Porsches In The Park

Thanks to the SmugMug photographers including Emmanuel Garcia, who provided a great look at this year's event.



(Off the Road from page 20)

While I had the engine exposed, I decided to do some additional maintenance. I had noticed some slight hesitation around 4000 RPM while driving in the Smokies. A bit of Internet research suggested that cleaning the throttle body and/or replacing the mass airflow (MAF) sensor might solve the problem. Since accessing the engine is a bit inconvenient, I decided to do both at the same time—as well as replace the engine air filter. Replacing the MAF sensor is a breeze—the only trick is that it is held in place with “security” Torx fasteners, not normal ones. I fail to see the



Shines like a new penny,

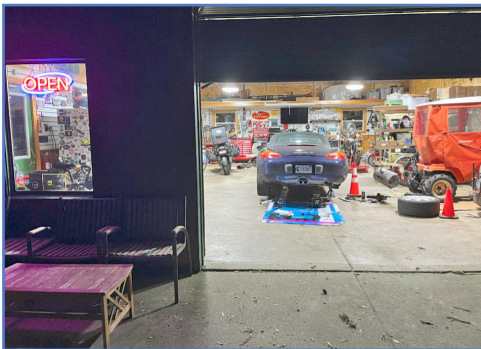
advantage of these fasteners, since the “security” bits are available everywhere—hanging right next to the normal ones. Removing the throttle body for cleaning is a bit more involved, but I was able to replace the MAF and clean the throttle body in about an hour, not including the trip to Menard’s for the aforementioned security Torx bits.

All this took me about a week of evenings—and solved both the charging issue and the hesitation. But there was still more work to be done. Even though I had lined up the rear toe link eccentric adjusters as best I could, my wheel alignment was clearly off. I had expected this, and had already made an appointment at a nearby shop for an alignment and new tires (thanks to the nail I picked up down in NC). Usually I go to one of our Ann Arbor based sponsor shops, but in this case I wanted to minimize the amount of driving on the dodgy tire so I tried a new place closer to home.

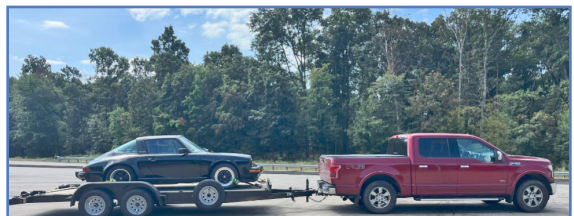
Continuing my series of unfortunate events, the shop’s tire machine malfunctioned during tire removal and scratched one of my rims. They immediately called to let me know what had happened, apologized, and went above and beyond to make it right. They also noticed an oil leak from a spark plug tube, and repaired it while waiting for rim refinishing.

Finally, only a little more than 2 weeks after returning from BRBS, we were ready for the Mille—fresh tires, alternator, serpentine belt, rear toe link arms, and no oil leaks!

Stay tuned for more adventures in driving, trailering, and wrenching. Next installment: Bring a Trailer (www.bringatrailer.com) empties another wallet...



“If you need me, I’ll be out in the shop.”



“Greetings from (not Asbury Park), New Jersey!”



I call it “Still Life With Auto Parts.”



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ONLINE PORSCHE PARTS CATALOGS

By Club Vice-President Sebastian Gaeta

Porsche owners possess a DIY spirit unmatched by any other vehicle owners. Typically the biggest hurdle DIY hobbyists face when beginning a repair is pinpointing the correct parts needed for the job and a strong visual of how everything is reassembled. Contrary to popular belief there is not a YouTube video for everything on your car, especially for intricate and smaller jobs where an exploded view diagram would be of great help. In all my years of fussing with these cars exploded views have been much more helpful than any shop manual for reassembly. There is nothing less helpful when looking at a shop manual for guidance than the words “Install (part) back into place” or “Assembly is in reverse order of disassembly”, but a good visual of “what goes where” is invaluable.

For those that aren't familiar, there is an on-line resource from Porsche that not only provides you with the correct part numbers but also exploded view diagrams to help you with your DIY repair. Parts Catalogs are my Bible with my vintage Porsches and can also be yours for the more modern cars. These Online PET Catalogs from Porsche, while not 100% detailed like the dealer level parts lookup, are extremely helpful in this regard.

Go Here to view them: <https://www.porsche.com/usa/accessoriesandservices/classic/originalpartscatalogue/>

Scroll down until you see this drop down menu



The screenshot shows a web interface titled "Porsche Classic Genuine Parts Catalog". Below the title is a descriptive sentence: "To help you find genuine parts for your classic car, we offer a catalog for Porsche Classic Genuine Parts." There is a section titled "Choose Catalogue" containing two dropdown menus. The first dropdown is labeled "Model:" and has "911 (997)" selected. The second dropdown is labeled "Year:" and has "2005 - 2008" selected. Below these dropdowns is a button labeled "DISPLAY" with a right-pointing arrow.

Choose your vehicle and click “DISPLAY”, it will download the entire catalog for that vehicle in PDF form. Upon opening the PDF you will be able to search by part name or number and you will be amazed at the information available to you. The following are some examples.

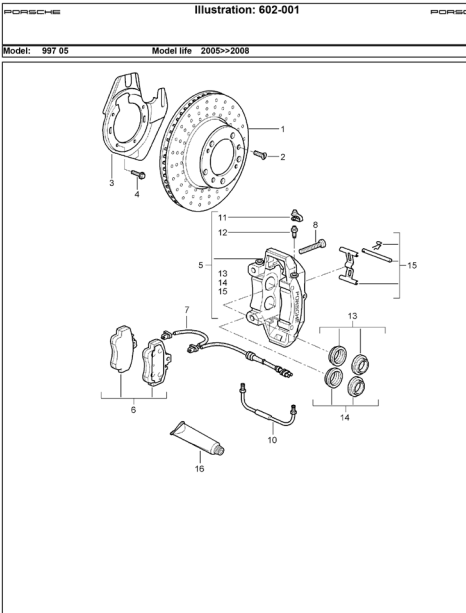
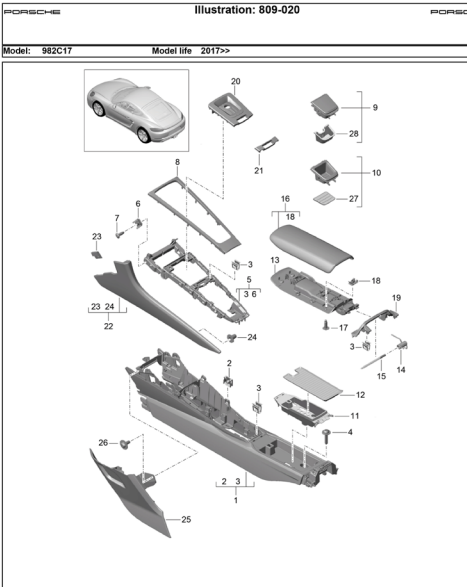
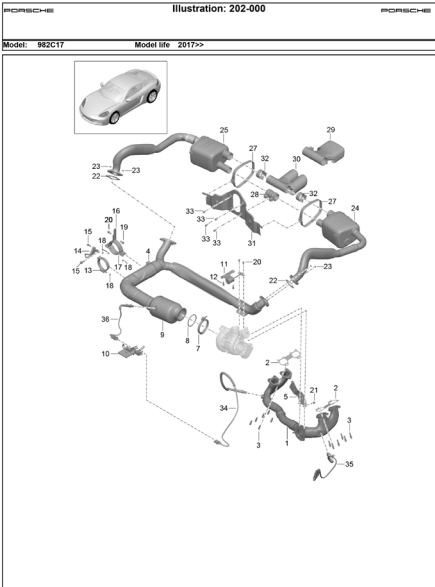
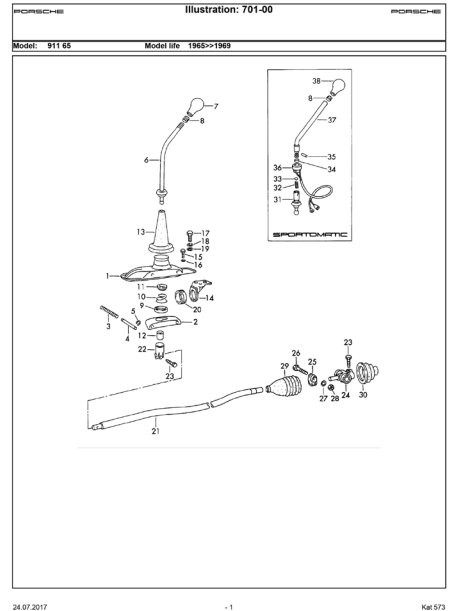
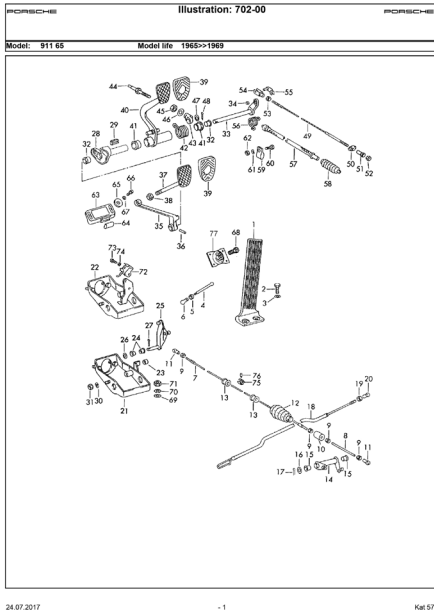


Illustration: 602-001

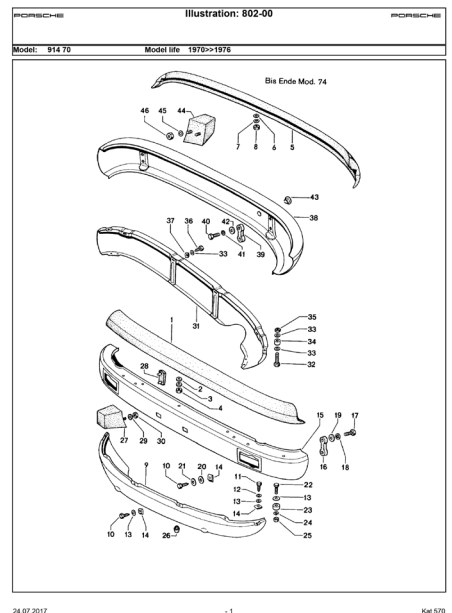
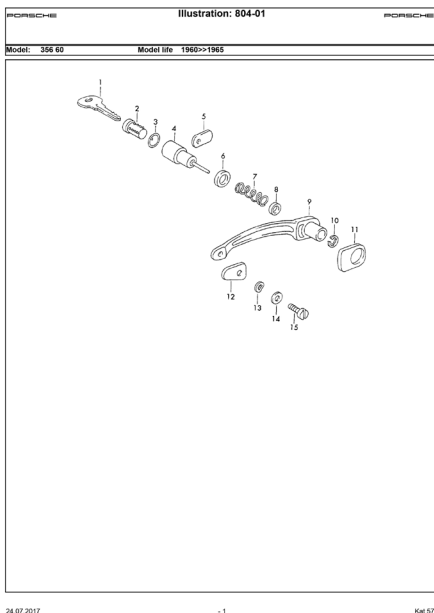
Part Number	Description	Remark	Qty	Model
-	Disc brake Front axle			CARRERA 4 CARRERA 4S TARGA TARGA S
-	Brake disc Only in pairs Replace Technical manual Attention			PR:450,751, 752
1	996 351 409 01	Brake disc	left front	1
(1)	996 351 409 02	Brake disc	left front	1
(1)	996 351 031 04	Brake disc D - MJ 2007> -	left front	1
(1)	997 351 031 00	Brake disc D - MJ 2008>	left front	1
(1)	997 351 031 01	Discontinued part Brake disc D - MJ 2008>	left front	1
(1)	996 351 406 01	Brake disc	right front	1
(1)	996 351 410 02	Brake disc	right front	1
(1)	996 351 032 04	Brake disc D - MJ 2007> -	right front	1
(1)	997 351 032 00	Brake disc D - MJ 2008>	right front	1
(1)	997 351 032 01	Discontinued part Brake disc D - MJ 2008>	right front	1
2	900 269 047 09	counterunk bolt M 6 x 12		4
2	900 269 047 01	Discontinued part counterunk bolt M 6 x 12		4
(3)	997 351 801 00	Cover plate	left	1
(3)	997 351 805 04	Cover plate	left	1
(3)	997 351 805 05	Cover plate	left	1
(3)	997 351 806 00	Cover plate	right	1
(3)	997 351 806 04	Cover plate	right	1
(3)	997 351 806 05	Cover plate	right	1
4	999 217 116 09	Hexagon bolt M 6 x 16		X
5	997 351 421 00	caliper without brake pads	left	1
(5)	996 351 429 10	caliper without brake pads	left	1
(5)	996 351 431 30	caliper without brake pads D - MJ 2007	left	1
(5)	996 351 431 31	caliper without brake pads D - MJ 2007	right	1

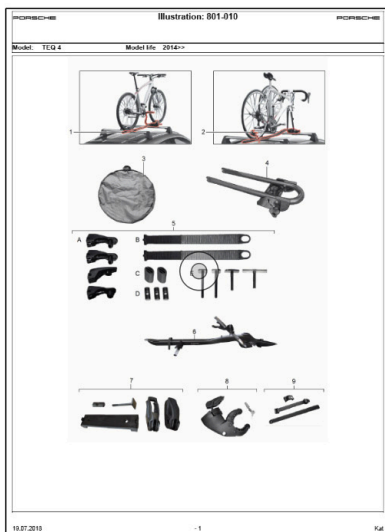
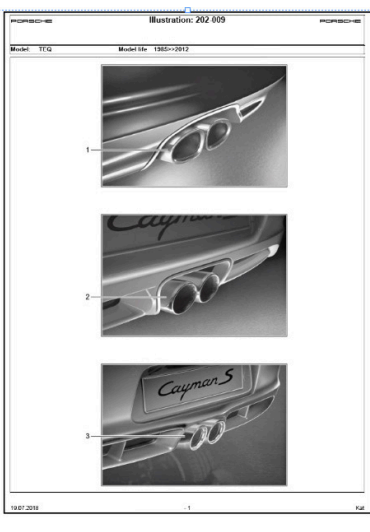
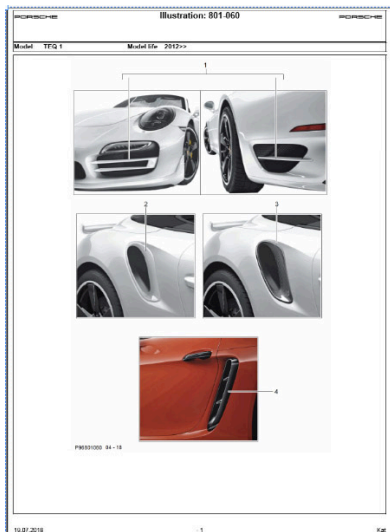
Above left is an example of the exploded view diagrams in the parts catalogs, in this case for 997 brakes. Above right is an example of the pages after the diagrams that provide Porsche part numbers that correspond to the exploded view. Below are more examples of the exploded views in the parts catalogs. Imagine trying to reassemble the exhaust or the center console on your 718 without the right parts or seeing the order in which everything goes back together.



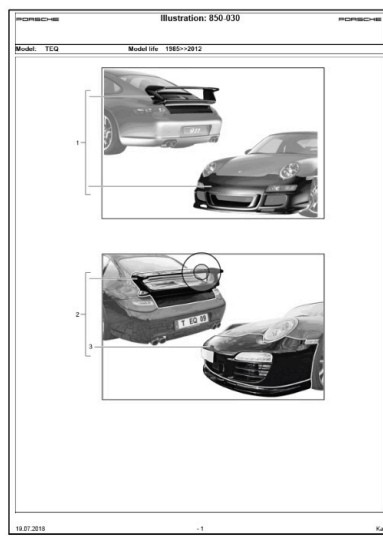


Above are exploded views of the early 911 pedal cluster and shift lever components, something a fairly skilled hobbyist can rebuild. Imagine how helpful these diagrams are in finding all the needed parts and seeing the exact the order of reassembly. Below right is the exploded view of a 914 bumper and all associated hardware; the part numbers page also provides the correct hardware sizes. Below left is a 356 B/C door handle. I have taken many of these apart but always refer to this page when doing reassembly.





Even if you are not a do it yourself these catalogs can be a great source of information. Here are some examples of things you can look up, like different wheels or even available Tequipment for you car. And if you are curious about the Carrera GT, 991 GT3 and the 918 Spyder there are catalogs available for them too. Happy Reading!



Porsche Club of America

Rally Sport Region -- Board Meeting Minutes

Wednesday September 10, 2025

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

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

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

Members & Visitor Present: Arnie Speiker, Sue Sarin, Tomas Fernandez, Jon Heidorn, Glenn Trapp, Francie Kish, Phil Kish, Dru Huber, Matt Huber, Mike O'Rear, Charlie Brown, Steve Gross, Suzanne Schimanski-Gross

Call to Order: John called the meeting to order at 7:16 PM at Sidetrack Bar and Grill, Ypsilanti.

President's Report: John discussed elections. Need bios. There are 4 up for election. Conrad, Diane, and Nick can re-run and we need to backfill Dave Walkers position. Please send bios/interest to John and Kevin.

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

Treasurer's Report: Burghard reviewed the August report. Motion: To approve the financial report passed unanimously. REMINDER: The Treasurer's Report is available to club members. Email Burghard Linn at burghard.linn@gmail.com

Insurance Report: No Report. Insurance has been pulled for upcoming events.

Sponsorship Report: No Report

Social Committee Report:

- Events are listed in the Bahn Stormer.
- August was very busy. All events were well attended and went well.
- The J2/RM event has been requested to make an annual event. The details of that will be worked out.
- Looking at adding events. There is an opportunity to have an event affiliated with the Pedal Patrons at a house that is looking to host Porsches. More details to come.
- PIP has a week and a half left for registration. Registration goes up significantly. There is lots of support with the Porsche 70th.

Advertising Report: No Report

Community Outreach: The next Hankard Road cleanup will be 10am on the 28th. Looking to add volunteers to make cleanup go easily. Twelve to sixteen people is ideal.

Membership: Glenn Trapp confirmed our status is at 384 members.

Track Report: Grattan went well. Team did well with the loss of Dave. Thank you to Charlie, Joe, and Irina for stepping up for the event. Waterford has good attendance compared to previous years.

Newsletter: Deadline is September 21st.

Website: No Report

Events Committee: See social report.

New Business: Discussed and updated Policy on Community Outreach and Charitable Support. Motion: To approve as presented with the amendment to follow bylaws for board approval. Passed unanimously.

Old Business: Memorials for Wayne Colquitt on September 21st. Dave Finch will be at Raetech on September 21st. Dave Walkers is still to be scheduled.

Motion: To adjourn the meeting passed unanimously at 8:07 PM. Minutes taken by Kevin Kral, Secretary.

CLASSIFIED ADS

CARS FOR SALE

2007 Porsche 911 Targa 4S: 355 HP 3.8L DOHC Flat Six Engine. Six Speed Manual Transmission. All Wheel Drive VIN: WP0BB29907S755437. 50,365 Miles. Use this link to see the description and photos: <https://conta.cc/42gocS8>



Contact Conrad at 734-645-5778 or email zumco@mac.com (10/25)

2014 Mini Cooper Hatchback: VIN: WMWXM5C52ET9729 72,700 miles, \$10,240, for full description and photos, see: <https://conta.cc/3lp0EX0> Contact Dennis at 734-834-5521 or email dennis@drhprocars.com (10/25)



1991 Porsche 928 GT: 5-Speed, 120,000 miles. One owner since 11/93. \$45k. 517-349-1745. (05/25)

OTHER ITEMS

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

FabSpeed Supersport X-Pipe Exhaust System for 991.1 911 and 911S: Gain 27RWHP and 38ftlbs-torque with this direct bolt on system. \$2500 new from FabSpeed, or buy this for \$750. In perfect condition. Contact Peter Grant at 734-604-1622. (10/23)

Two(2) New, Heat Cycled Toyo R888, 235/40ZR18 95Y TIRES: Build Date: 156Y3023, Track Tires. Price: \$150 Each. Current Price New: \$295 Each from TireRack. and ..

Two(2), Used Heat Cycled Toyo R888, 295/30ZR18 98Y, Build Date: 156Y3023. (Used Two Days at VIR). Price: \$150 Each. Current Price New: \$327 from TireRack. Contact Andy at 734-718-6432 (04/25)



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Java Time With RSR

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

This event is for anyone who has the second and fourth Wednesday of every month to fill with car talk. Politics and religion are strictly forbidden due to the divisive and polarizing nature of both topics. This meeting is not meant to solve world issues.

**RSVP to Dru or Matt Huber — Text or Call 810-588-0629
or email at 911Huber@gmail.com**



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