

FEATURE STORY ARTICLE

Behind The Crest: Glenn Eisenbrant's Full-Circle Porsche Journey

For West Michigan PCA Vice President Glenn Eisenbrant, Porsche wasn't love at first drive.

At least—not the first time.

His story starts like a lot of enthusiasts from that era—American muscle, garage projects, and figuring things out the hard way.

Glenn was buying and selling cars before he even had a driver's license. In college, he funded himself flipping cars. Mustangs, Novas, AMC underdogs—if it had an engine, Glenn was interested.

Then came 1975.

A friend pulled into the driveway with a Porsche 914 and tossed him the keys.

Glenn took it for a spin... came back... and wasn't impressed.

"Neat little roller skate," he called it.

"But absolutely no power."

That could've been the end of the story.

It wasn't.

Six months later, that same friend showed up again—this time with a **914-6**.

"Take this one for a ride."

Glenn did.

He didn't come back for half an hour.

When he finally stepped out of the car, he said the words that would shape the next several decades:

"I'm getting one of these."

The Car That Changed Everything

That second drive flipped everything.

The handling.
The balance.
The sound of the flat-six sitting mid-engine.

Compared to the American cars Glenn had grown up around, this was something different entirely.

Precision. Control. Confidence in corners.

That was it.

Within six months, Glenn found his own—a **Tangerine 914-6**.

He flew to New York to buy it and drove it home... with one cylinder not working.

Didn't matter.

It still made the trip just fine.

That moment says a lot about Glenn.
He wasn't waiting for perfection—he was getting in the car and driving.

Learning by Doing

Early on, Glenn got a piece of advice that shaped his Porsche journey:

“If you're going to own one of these, join the Porsche Club.”

He did—within weeks.

And that's where things accelerated.

At one of his first club events, Glenn diagnosed the issue with his car—debris in the carburetor from a backfire. He decided to rebuild it himself.

A fellow member warned him:

“You've never rebuilt triple Webers... you should take it to a professional.”

Glenn ignored the advice.

“One year later,” he laughs, “he brought his carbs to me to rebuild.”

That's Glenn in a nutshell—figure it out, get your hands dirty, and keep moving forward.

From Street Car to Race Car

Like many enthusiasts, Glenn's 914-6 didn't stay stock for long.

Modification after modification... more performance... more tweaks.

Eventually, the car became something in between—not quite a great street car, not quite a dedicated track car.

So Glenn made a decision:

“Let's just build a race car.”

And he did.

He stripped parts from the original car, built a dedicated 914-6 race car, and spent years running track events—including at **Grattan Raceway** right here in West Michigan.

That era also connected him to many of the same PCA members he'd later reconnect with after moving to Michigan.

Life Happens (And Cars Come and Go)

Like a lot of long-term Porsche stories, Glenn's journey isn't a straight line.

Moves for work.

Starting a family.

Busy seasons of life.

At one point, the cars were simply sitting—and that didn't sit right with him.

So he let them go.

Even a **356C Coupe**—a deep green, nearly black car with just the right amount of attitude—eventually left the garage.

He still hears about that one.

The Comeback

Fast forward to the 2010s.

A friend who used to drive British cars—someone Glenn used to give a hard time—bought a Porsche.

Glenn saw it and had a simple thought:

“If he can have one, I can have one again.”

That led to a **Speed Yellow Cayman S**—and just like that, he was back.

Back in the cars.

Back in the club.

Back with the people.

Full Circle

Then came the moment that really brought things full circle.

Glenn started looking for another 914-6.

Originally, he planned to find a converted car—something more affordable than a factory model.

But then a familiar contact sent him photos.

Not just any car.

A **Tangerine factory 914-6**.

Same color. Same spirit. Same feeling.

The car that started it all... back again.

Always Building

These days, Glenn is still doing what he’s always done—working on cars, learning, improving.

His current 914-6 project includes a rebuilt **2.4L flat-six**, upgraded from the original 2.0L.

More power. More performance. More fun.

Even the setbacks—like chasing down an oil leak that turned out to be caused by 30-year-old gasket sealer—are just part of the process.

Because for Glenn, the work is part of the enjoyment.

Why PCA Matters

Ask Glenn what makes West Michigan PCA special, and his answer is immediate:

“The friendship.”

Not the cars.

The people.

The shared experiences. The drives. The events. The conversations.

He describes it simply:

“Just getting together with other car people.”

That’s the core of it.

Advice from Glenn

Thinking about buying your first Porsche?

- Get a PPI (Pre-Purchase Inspection)
- Do your homework
- Use the club as a resource

“There’s always someone who knows the answer.”

Already a member but haven’t been active?

- Show up
- Go to an event
- Meet people

“That’s how it starts.”

Still Driving Forward

Today, Glenn balances multiple cars, multiple roles, and decades of experience—but the mindset hasn’t changed.

Drive the cars.

Work on them.

Learn from them.

Share it with others.

Because in the end, this isn’t just about Porsche.

It’s about the journey.

And sometimes... that journey takes you right back to where it all started.