

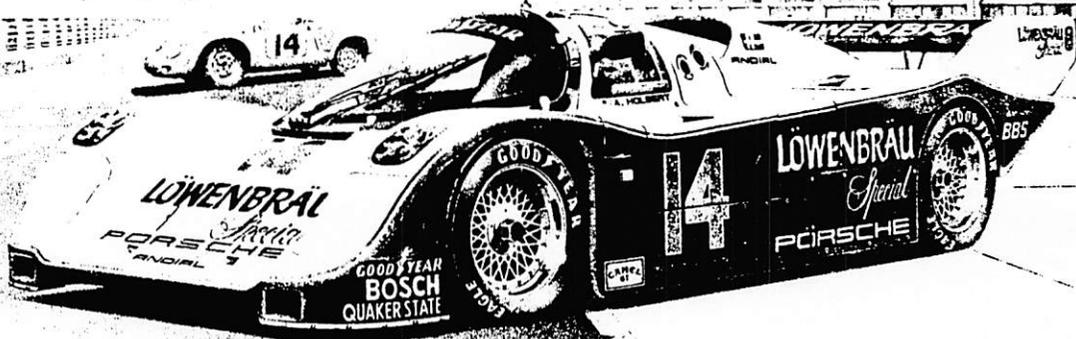
# *der Gasser*

FEBRUARY 2003

*Rolex 24 Hour at Daytona  
Supertech at Dougherty's  
Autocross Is Alive !*



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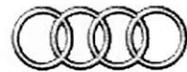
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# HOLBERT'S

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# President's Message

Appreciation is one of those intangible qualities that eludes me on a daily basis. There are only twenty-four hours in a day, and most of that, for me, is at work. By choice, mind you, but I am still at work with the stress clock constantly ticking. I love Porsches.

My first one developed out of a poker game in college and the passion has never waned. To drive one, any model or vintage, is an experience unique to the Brand. Yes, I have strayed over the years. There is a certain Italian manufacturer that temporarily sets the senses tingling, and I have satisfied that itch several times over the years. I even joined their club. But it is not the same. Every time I come back to drive a Porsche, the overall feeling of quality and purpose reign supreme in my mind. The true Art of a Porsche, however, is often hidden until you drive the car.

Porsches are a product of constant evolution, not a designer's pen. The 911 basic style dates back to the 1960's and a heritage of consistency is readily detectable to even the most naive. Style is not forgotten but it exemplifies the true "form follows function" rule. And the beauty remains in the subtleties. Enter "my" first GT2.

As it came off the truck, it was another Arctic Silver 996. Nice, but not worth leaving the comfort of my office to ogle and ahh like I used to. Later in the day I looked thru the garage door and there, on a lift, was a most unusual rear wing. Different and dazzling enough to draw me into the shop. The detail on this car is amazing. Every panel is different from a 996, with subtleties and nuances that scream custom, and perfection. My eyes danced from point to point, every glance brought fresh awareness of the genius that brought this magnificent car to life. It is truly sensory overload and the more you look, the more you see.

If the GT2 was not a Porsche, it would be the most desirable Exotic in the world. As an evolution of the 911, it is merely the epitome of design of a car we already love and know on a daily basis. The GT 2 deserves a special reverence held only for the Best of the Best.

Now, that Carrera GT.....

Craig



## Features -

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Cover Photo - rip off of vintage 24 Hours of Daytona racing poster

This Issue

# Calendar of Events

## FEBRUARY

- 26 Membership Meeting, (pg 3) Vendor Show  
Dougherty's , 720 E. Nields, West Chester

## MARCH

- 1 Super Tech, Track Clinic, & Autocross  
Session - Dougherty's , 720 E. Nields, West  
Chester - 9:00am to 4:00pm (pg 5)
- 26 Membership Meeting - Holbert's-New  
Member Meeting- Warrington (see pg 15)

## APRIL

- 26 Hershey Swap Meet - see pg 13
- 27 Autocross - Central PA Region
- 30 Membership Meeting

## MAY

- 10 Tech Session 1 - Holbert's Porsche,  
1607 Easton Rd., Warrington, 9a.m.- 2 p.m.
- 11 Auto Cross Team Challenge from the Central  
PA Region - Hershey, PA (see pg 4)
- 23 RTR Driver Ed, Advanced Groups Pocono
- 24 - 25 RTR Driver Ed, Pocono
- 28 Membership Meeting

## JUNE

- 8 Autocross - Central PA Region
- 14 Tech Session 2- To Be Announced
- 25 Membership Meeting
- 28 - 29 RTR Driver Ed, Jefferson Circuit

## JULY

- 19 Tech Session 3 - To Be Announced
- 30 Membership Meeting

## AUGUST

- 1 - 3 RTR Driver Ed, Watkins Glen
- 23 - 24 Club Race - Shenandoah
- 27 Membership Meeting

## SEPTEMBER

- 13 Tech Session 4 - To Be Announced
- 24 Membership Meeting
- 26 RTR Driver Ed, Advanced Groups - Pocono
- 27 - 28 RTR Driver Ed, Pocono North
- 28 Autocross - Central PA Region

## OCTOBER

- 4 Tech 5 - To Be Announced
- 13-14 Drivers Ed - Watkins Glen Charity Event
- 19 Autocross - Central PA Region
- 29 Membership Meeting - Elections



*February  
Membership  
Meeting at  
Dougherty's  
Automotive  
Services*

720 E. Nields,  
West Chester, PA  
(See directions on page 5)

7:30 Social  
8:00 Meeting

### 2003 Track Schedule

Pocono (Advanced only)	May 23, 2003
Pocono	May 24 - 25, 2003
Jefferson Circuit	June 28 - 29, 2003
Watkins Glen	August 1 - 3, 2003
Shenendoa (Club Race)	August 23 - 24, 2003
Pocono (Advanced only)	Sept. 26, 2003
Pocono	Sept. 27- 28, 2003
Watkins Glen (MAW)	Oct. 13 & 14, 2003

See RTR Driver Ed Application on page 11 and  
[www.rtr-pca.org](http://www.rtr-pca.org) for the latest updates.

## AUTO SHOW REDUX

The 2003 Auto show meeting turned out to be a bitter-sweet event for me and, I believe, the club. As usual we had a great turnout and most members and their guests enjoyed the opportunity to see the industry offerings and socialize at the membership meeting. Unfortunately that is not all that happened.

The Philadelphia International Auto Show management reported to us that the Will Call desk clerk was verbally and, in one case, physically attacked by 'Porsche club members' when she informed them they were not on the free pass list or were bringing more guests than allowed. These members' reactions were totally out of line and may have cost the club its annual invitation to forthcoming Philadelphia International Auto Shows, but more than that, this behavior has damaged the club's reputation. The club relies on the generosity and good will of local organizations for various meeting and activity sites. We are their guests

when at their facilities. We must act accordingly.

February's Membership Meeting will be held at Dougherty's Automotive Services in West Chester, ([www.das-sport.com](http://www.das-sport.com)). Mark your calendars and join us for fun, food, and door prizes. The meeting will be held Wednesday, February 26, with Social at 7:30, Membership Meeting at 8:00. Address: 720 East Nields St. West Chester. Phone: 610-692-6039.

Dougherty Automotive is a long-time friend and supporter of the Porsche Club and Riesentöter Region.



What a great day for Porsche at Daytona and we have the story. As a matter of fact, we are jammed with news this month.

The amazing Daytona coverage is on page 8. That is, the coverage of the amazing 24 Hours of Daytona. And there's a bunch of specs on the Fabcar (like David Donahue drove) on page 11 for you techno-weenies and gear-heads. Throw it in reverse a little and you'll find info on autocross on page 4. It's back! Well, at least there is a lot of activity around it while we continue our search for a home site. There will be an information session at the Supertech on March 1 and a Central PA Region autocross challenge in Hershey the day after their Swap Meet [pg 13].

Speaking of Supertech, this year's is again at Dougherty's. It is a great way to get a lot of background information not only about our track program but also on everything Porsche. It is held at one of the premier auto shops in the area with years of experience. More on page 5.

Moving right along - the Snidely trip is back and waiting to delight. Details on page 7.

Once again, Chris Mahalick entertains us with his garage exploits on page 10. I love the way he writes. And finally, Porsche Cars of North America has a new CEO which we cover on page 15 right above another GT2.

As mentioned last month, we have some more changes. Evolutionary, mostly. A new masthead. A change to how page one looks (although I'm not sure how that is going to turn out long term; having a watermark or underlying picture sometimes makes reading difficult). Still looking for good local articles like Chris'. Still looking for a replacement editor, too. This is a fun job with oh so many perks. Okay, it's a fun job.

John Floyd has suggested we recruit a person to sell ad copy for der Gasser. I think this is a good idea for someone who would like to help the club but does not want to tie up a lot of time. In fact, the task could probably be accomplished over a couple of weekends once a year. It would be a great help. I'll run an ad in next month's issue but if interested contact John or myself in the meantime (contact info on page 16).

Have a good month,  
Jim

P.S. Check out the great Classifieds this month: there's a half price 928, a Turbo to lust for, and even a 356 with loads of potential.





## SUPERTECH and TRACK CLINIC

**Date:** March 1, 2003

**Place:** Dougherty Automotive Services  
720 E. Nields St  
West Chester, PA

**Schedule:**

**9am - Noon** Bays open for car work

**11:00 - 12:00** Autocross Clinic

**Noon** Lunch

**Noon - 3pm** Track Clinic

**Introduction**

**Objectives of Drivers Education Program**

**Organization**

**Track Schedule**

**Tech Requirements and Safety Equipment**



Have you ever thought about doing a Drivers Education Track Event but don't quite know where to start? If you own a Porsche you almost certainly have that desire to get it up to speed without attracting the attention of the local constable. You might be surprised how easy it is. And the cost is a fraction of a commercial driving school. Many people worry about having to modify their car to qualify for these events. Not so! You can get started with a stock Porsche in good condition. We will cover these topics and many more at the 17<sup>th</sup> annual SUPERTECH session sponsored by Dougherty Automotive.

This format is similar to last years SUPERTECH. It will start out the same, with the Dougherty shop bays open for RTR members to do maintenance and light repairs on their Porsche. You are also welcome to come in to see what others are doing to their cars and meet some of the other club members. The Dougherty experts will be around to answer questions and the parts counter will be open just in case you forgot something. Lifts will be assigned on a first come-first serve basis (\$20 fee). Please limit your plans to maintenance and minor repairs in order to stay within the time limits.

A lunch will be available around noon and we will start the TRACK CLINIC as soon as everyone gets something to eat (1:00). We will cover a variety of topics of interest to the beginner or seasoned expert. We will start with an introduction to the Driver Ed program where you will learn the purpose (no, this is not a race) and organization. We will try to answer all the questions that you might have about getting started and cover the track schedule for the year including a brief description of each track.

After that, we talk about getting your Porsche teched for the track. This is our version of the safety inspection to make sure the cars are in good condition for the track. The Dougherty team will cover safety equipment for your car. Safety is a something we take very seriously and we encourage drivers to make safety modifications before performance modifications.

All members are welcome, even if you just curious. This is a great time to meet other members and ask questions about your car. Dougherty's also has some great cars in the garage to inspect, ranging from stock to full racecars.

Directions: Take Rt 202 South to West Town Rd Exit. Bear right off the exit onto West Town Rd. Make a left turn at the first light onto Nields St. Dougherty Automotive is on the left about a 100 yards from the turn.

Tech Chairman  
Bill Cooper



*Hey, guess what?*

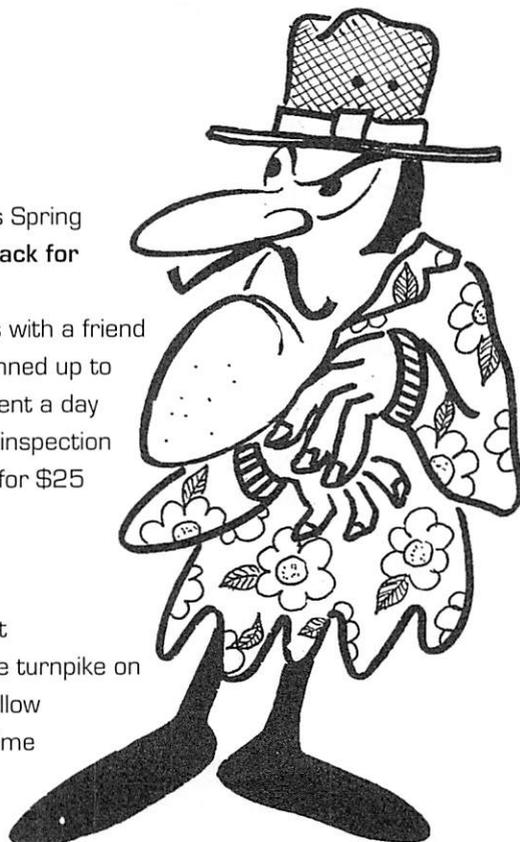
*Snidely's back!!!*

Hi gang... Snidely here... down in warm, sunny Florida where Dudley, Nell and I have decided to return to "Riesentöterland" this Spring to conduct the **FOURTH** annual **Snidely Whiplash Trek to the Track for the Faint of Heart!** ... (after Daytona and Sebring, of course!)

As you may remember, last year twenty anxious RTR members with a friend or spouse all met on Saturday morning for breakfast and caravanned up to Pocono International Raceway with their favorite Porsche and spent a day jam-packed with classroom instruction, flagging experience, tech inspection and, best of all, time on the track with an RTR instructor! All this for \$25 and lunch too! Well, it was such a hit we just couldn't turn down this opportunity!

Looks as though this will all take place on Saturday, May 24, 2003 so make your plans now. As in previous years, we will greet you for Breakfast at the Charcoal Drive-in in Allentown, just off the turnpike on Rt. 222, or at Otto's Restaurant in Horsham, 1 mile from the Willow Grove exit of the PA turnpike. Look for a registration form sometime soon! (can't take any early entries, though!)

Sound good? Be sure to look for more details next month!



*Snidely*



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*continued on page 16*

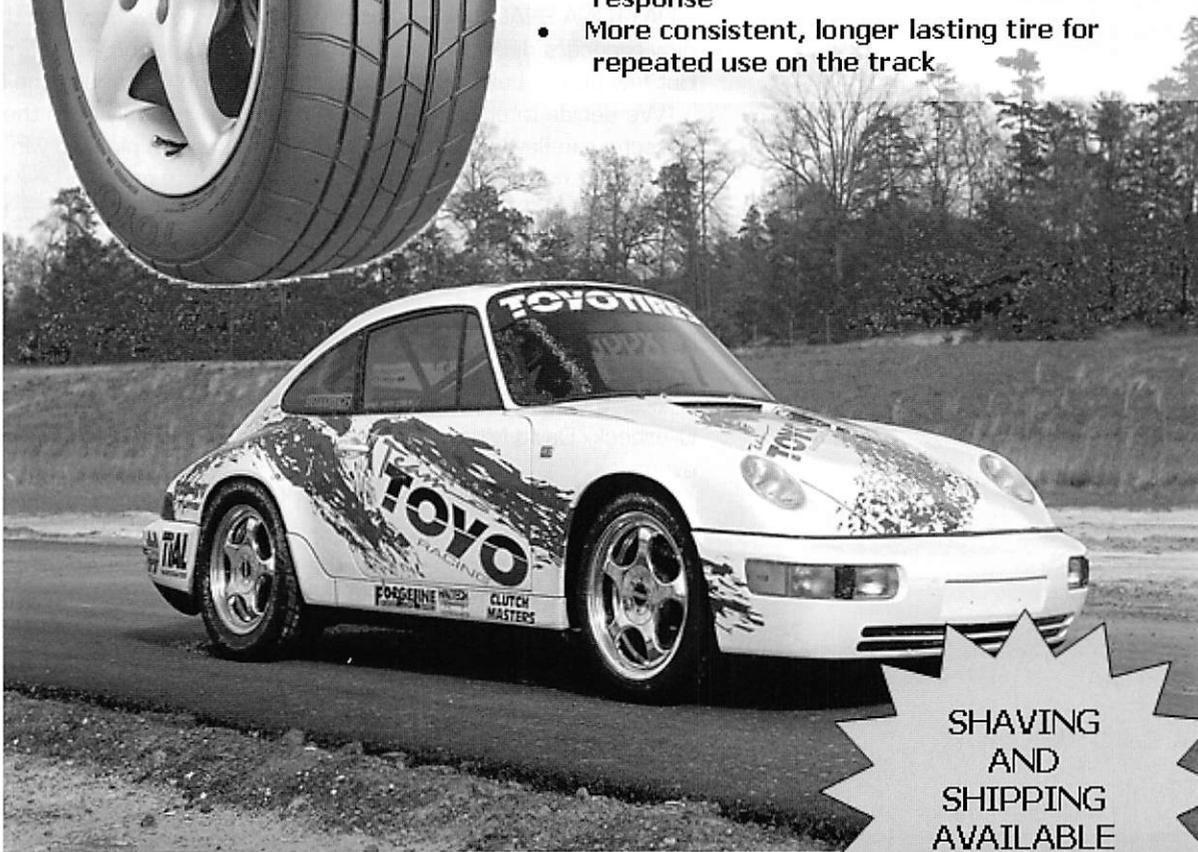


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## GT CLASS SWEEPS TOP AT 2003 ROLEX PORSCHE RACERS P AS THE RACER'S

Racers Group's Timo Bernhard/Jorg Be  
pull off the big one - an overall

The Racers Group repeat last year's GT win in Porsche 911 GT3

DAYTONA BEACH, FL. February 2 - No one knew how fast the new Daytona  
new racecars did not finish the event, it would be the GTS cars - Saleen, Corvet  
But few people believed that the Porsches and Ferraris in the GT class could s

"We decide to attack the field, running aggressively from the green flag and r  
Porsche ran flawlessly for all 24 hours to score a nine-lap win for the team. "W  
had to, but not running so hard that we hurt the cars."

In the last 12 months, Buckler has won the Rolex 24 twice, the 24 Hours of  
Rolex Sports Car events and two American Le Mans Series events in 2002. Co  
Germany and Michael Schrom, an advertising executive from Ghent, NY, thoug  
ance they were able to get early in the race.

"I thought we could win overall in the last couple of hours if everyone broke b  
with the prototypes," said Bernhard, who was with Buckler at both Daytona and

After the second place Ferrari, third place in GT and third place overall went  
Overbeek/David Murry/Dave Strandridge/Richard Starenka. The Rennwerks  
event.

The #43 Orbit Racing Porsche 911 GT3 RS, with Leo Hindery/Peter Baron/  
class.

In the Daytona Prototype class, the two-car Brumos Fabcar team powered by F  
mechanical problems which led to the DNF of the #58 Riesentöter's own Davi  
pointing fifth place finish for Hurley Haywood/Scott Sharp/Scott.

"I can't believe it," said Kevin Buckler, who both owns and drives for The Race  
We came here, put our heads down and went to work. We didn't want to talk a  
battle last night with one of the Daytona Prototypes where we were 30 second  
on, we just stayed consistent and didn't make any mistakes. The little Porsche v



(l to r) David Donahue, Alex and Holly Job of Alex Job  
Racing, and Chris Bye (driver)



# THREE SPOTS OVERALL 24 AT DAYTONA RACE FIRST AND THIRD GROUP PREVAILS

Bergmeister/Kevin Buckler/Michael Schrom  
win for the GT class at Daytona.

...S, but this year, they bested the entire field with an overall win.

...prototype class entries would be, but conventional wisdom said that even if these  
...s, Ferraris or Moslers that would pick up the slack in the overall winner's circle.  
...ep the podium by outracing the faster classes at the Rolex 24.

...ying on the Porsche equipment to keep us in the hunt," said Buckler, whose #66  
...raced the prototypes straight-up for the whole event, out-running them when we

...Mans, and the Porsche Cup world-wide award. He also won two Grand-Am  
...rivers Timo Bernhard and Jorg Bergmeister Porsche factory drivers from  
...they could win if the new class cars broke but no one expected the perform-

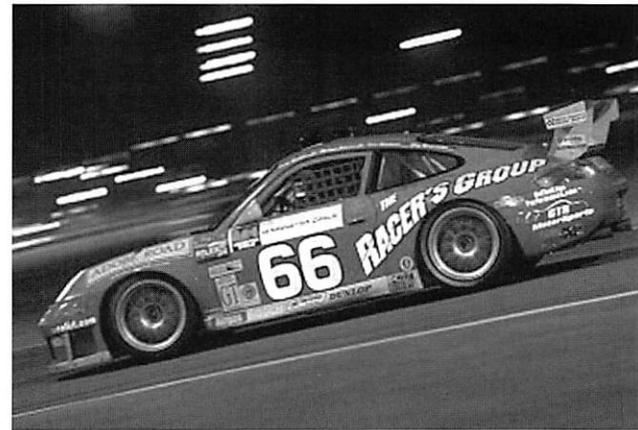
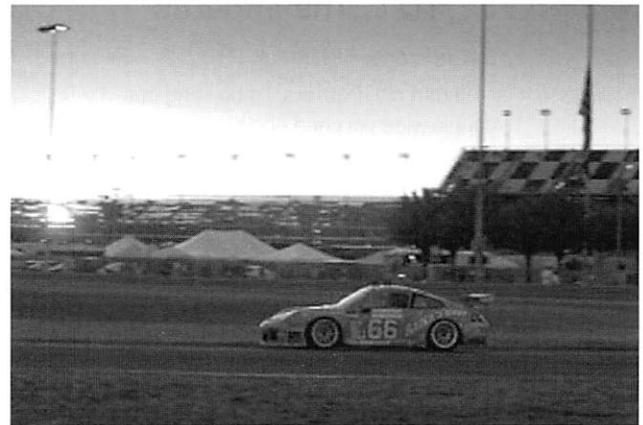
...we were just concentrating on a class win until it became clear we could run  
...e Mans last year.

...the Rennwerks Motorsports Porsche 911 GT3 RS driven by Johannes Van  
...rsche was in the top three for the whole event, and even led briefly early in the

...Mark Lieb/Kyle Petty sharing the driving, was sixth overall and fourth in the GT

...rsche were one-two overall in the early going but both cars suffered nagging  
...Donohue/Chris Bye/Randy Pobst/Mike Borkowski car (engine) and a disap-

...Group. "We knew we had a tiny chance, but the guys did what they always do.  
...out it too much because there were some really good teams here. We had a  
...apart for hours. We were biting our nails the whole time. As the race stretched  
...s perfect."



## Garage Improvement 101...The Impetus

By Christopher Mahalick, RTR

If I had my druthers, I'd be living in a double-wide perched above a ten-bay garage. But alas, the cruel hand of fate has intervened in the form of a sinister trailer salesman who refused to strip out the paneling and shag carpeting from the home of my dreams. Still, I soldiered on eventually settling for a rancher in Wayne situated on a wooded half acre lot. Sometimes one must make concessions. While the house was fine and the view great, there was

Most likely this brilliant thinking came from the same gene pool which later gave us cigar bars, spot-utes, and coffee franchises that serve latte (my personal trinity of evil ).

one niggling little problem. The floor plan was designed in the 1950s, a time when the average American sedan was about sixteen feet long and the garages fifteen feet long. Most likely this brilliant thinking came from the same gene pool which later gave us cigar bars, spot-utes, and coffee franchises that serve latte (my personal "trinity of evil"). Oh, back to the garage - needless to say, something had to be done to convert this "one and a half" car garage to something larger and more workable. While some folks like to work from highly detailed plans, I employ the "shoot from the hip" approach. Demolish first, ask questions later. Actually, there WAS a highly detailed plan: more space, more heat, and more light. These three requirements came as a result of my spending time in other folk's garages. In fact, there were two incidents in particular that drove me to this project....

The first incident occurred as a result of my owing a favor to a carpenter who had performed some preliminary work for my garage project. In return for installing a door and frame, he asked if I could help him replace an alternator in a Jag XJ-6. Sounded like a fair trade. Until I learned that his garage was just this side of Lancaster. As if that wasn't bad enough, his "farmette" was situated on a plot of land that was really flat,

looking like a veritable tornado breeding ground. Now this guy is pretty showy. In fact, dressed in black with a long pony tail and sporting a Kruggerand medallion on a gold chain around his neck, the uninitiated would most likely mistake him for some sort of "Amish Pimp". Actually, a few of my friends just refer to him as "medallion man".

Now medallion man has a bunch of buildings on his land and decided one day to start collecting Jaguars. He had told me how he converted an old indoor horse ring into the ultimate garage that had a workshop and a lounge area in addition to his collection of Jaguars. I couldn't wait to see it. On the day I arrived it was very cold and very windy. "No problem", I stupidly thought, "the garage should be nice and warm". I met medallion man at the door and



*During Demolition*

The uninitiated would most likely mistake him for some sort of Amish Pimp .

should have become immediately suspicious when I saw him don a Carhartt one piece that would have looked at home on a Siberian oil line worker. Undaunted, I followed him to the garage still excited to see the cars. When we first entered everything was exactly as he had described, only colder. "I'll fire up the heaters. That'll take the chill from the air". Good move. Only the heat never worked. I don't know why, as I always thought that a frame building clad in corrugated metal had excellent insulation properties.

Even though it was cold, I decided to peruse his "collection". Let's make this easy: name the two Jaguars that have the lowest resale value. If you said XJ-6 and XJS, give yourself a beer. And so it was, a collection of about six or seven of these aforementioned cars in varied states of (dis)repair. I actually

thought that the duct tape holding the sunroof on one old XJS looked quite stylish. But medallion man has a plan. He will restore these beauties to their

It was at that point that I decided that my personal garage would have heat. If I had to drop a match in the tank of my Carrera to stay warm, then so be it.

former glory and retire on the proceeds. A quick thumbnail analysis revealed that it would cost about a hundred thousand to restore all these cars, ultimately fetching about five thousand per car leaving our friend with a sixty-five thousand deficit. Good plan!! I wisely with-

held this conclusion.

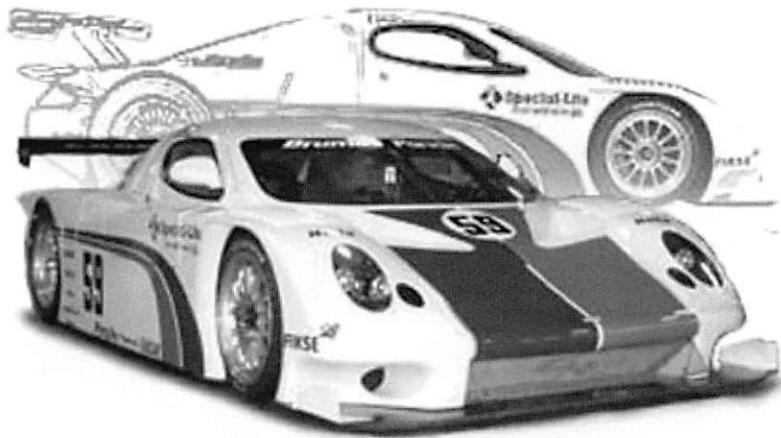
Well, we went to work on the XJ-6 which refused to start. After performing some cursory checks, we decided to change the plugs and the car started. Unfortunately, it emitted smoke like a crop duster and proceeded to fill the icy premises with smoke. Now keep in mind that this work was done in a twenty degree, icy cold environment. So cold, in fact, that even the simplest of tasks took forever due to the loss of feeling in my fingers. Next we attacked



*Sweet Completion*

the alternator. As luck would have it, the belt was just loose so no replacement was required. As luck wouldn't have it, I had to crawl under the car on

*continued on page 16*



## 2003 FABCAR Daytona Prototype FDSC/03 Powered by Porsche

### TECHNICAL SPECIFICATIONS

#### ENGINE

Six-Cylinder Boxer Porsche 3598 cc -  
76.4mm stroke, 99.99mm bore  
Horsepower: 470 @ 8500 rpm  
Torque: 420 N/meters @ 7500 rpm  
Max RPM: 8500  
Cooling: Water Cooled  
Intake System: Six Individual Throttle  
Valves  
Fuel Injection: Sequential multi-point  
Bosch MS 3.1 system with ignition control  
Lubrication: Dry Sump with Heat  
Exchanger and Mobil 1 oil  
Exhaust System: FABCAR fabricated to  
Porsche specs

#### POWERTRAIN

Transmission: EMCO GA 46-P six speed  
sequential gear box  
Gear Shift: Cable operated  
Flywheel: Tilton  
Differential: EMCO Limited Slip

#### BODYWORK

Chassis: Nine-piece carbon composite  
fabricated for FABCAR by Crawford  
Composites.  
Front: Nose, nose wing, center section,  
two side pods.  
Tail: Engine deck lid, rear bumper, two  
doors.  
Under tray: Four-piece carbon compos-  
ite with replaceable Jabrock skid plates  
in nose.  
Rear wing: Carbon composite Grand-Am  
spec wing fabricated by Crawford  
Composites, with removable wicker bill.  
Liebeck air foil section LA104E  
Windows: Lexan 3/16" windscreen,  
1/8" side and rear windows fabricated  
by Shields Company with Supercoat.  
Headlamps: Porsche 911 lenses with  
Hella lights  
Mirrors: Porsche 928 aero cockpit  
adjustable  
Seating: Recaro seat  
Fuel System: 24 gallon custom ATL fuel  
cell built to FIA spec FT-3 with internal  
sump and two  
internal pumps  
Jacking: Four AP air jacks

#### SUSPENSION

Steering: Custom Woodward power  
steering rack with Toyota electric pump.  
Suspension-Front: FABCAR designed and  
fabricated unequal length double wish-  
bone with pushrod actuated  
springs/shocks, Grand-Am spec Riley  
and Scott spindles and center lock nuts.  
Suspension-Rear: FABCAR designed and  
fabricated unequal length double wish-  
bone with pushrod actuated  
springs/shocks, Grand-Am spec Riley  
and Scott spindles and center lock nuts.  
Grand-Am spec Pankl driveshafts and tri-  
pod joints.  
Anti-Roll Bars: Cockpit adjustable front;  
crew adjustable rear.  
Shock absorbers: JRZ 3-way adjustable  
Wheels: BBS or Fikse three piece  
adjustable (11.5"x18" Front - 12.5"x18"  
Rear) with Center Lock  
Hubs  
Tires: Grand-Am spec tire for class:  
Goodyear 25.5 X 11.5 - 18 front; 28 X  
12 - 18 rear

#### BRAKE SYSTEM

Pedal Assembly: AP with cockpit  
adjustable bias bar.  
Calipers: Brembo six piston  
Rotors: Performance friction 355mm  
Pads: Performance friction

#### ELECTRONICS

Engine: Bosch MS 3.1 Engine  
Management  
Data: Motec display with integrated data  
recording  
Lap Timing: Lap Trigger with Lap  
Recording in Display

#### DIMENSIONS

Weight: 2000 lbs.  
Wheelbase: 110"  
Overall width: 78.5"  
Overall length: 180.0"  
Height: 42"



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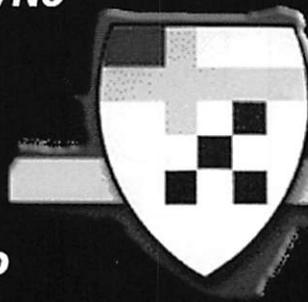
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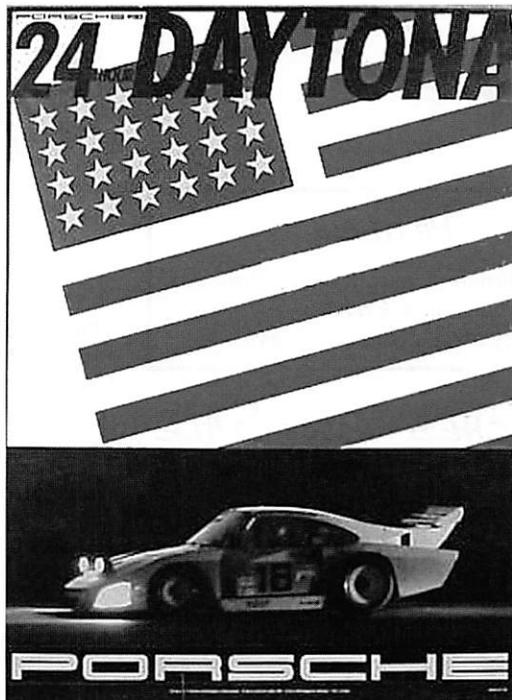
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## **Wanted**

Editor for this mag. Some knowledge of software an advantage and the desire to take der Gasser to the next level of performance a must. Contact anyone on The Exec (page 16).



## **27th Annual Porsche-Only Swap Meet**

Saturday April 26, 2003  
HersheyPark, Hershey, PA  
This is the largest Porsche swap meet in the country.

7:30 - 4:00

Event is held rain or shine  
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ALSO

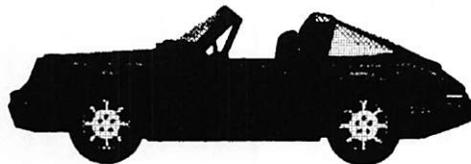
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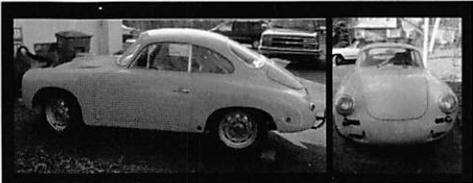
# der Gasser's CLASSIFIEDS

## Pictures!

Have a picture of your item published. Just send along a picture. E-mailed ones are best but we'll try to run whatever you give us.

## PORSCHEs FOR SALE

**63 356B Coupe**, Project for vintage racing or occasional street use (not a good candidate for restoring). Rollbar, bare interior. Pictures at



<http://www.grube.com/356> \$4200 obo. Tom Grube, cell ph 610-909-1059 or tom@grube.com Wayne, PA

**70 914-6**, All numbers match, #9140432167, 2.0 Liter engine #6405423, transmission #7502187 Type 914/01, PCA member 3rd



owner. Recent work includes floorpan restoration, suspension rebuilt & powder coated, new wheel bearings, brakes rebuilt, transmission rebuilt, new clutch & flywheel, carbs rebuilt by Otto's, new alternator, pressure fed tensioner upgrade, gas tank sealed & repainted, Optima battery, exhaust powder coated w/new correct 914-6 muffler. Original restored 14" Fuch's, new Bridgestone RE940's, halon extinguisher, original interior in excel. cond, steering wheel professionally recovered. Needs paint and misc body repairs. \$16,000 firm. Pics & info at jon-watkins@mail.charter.net.

**79 924**, Street/DE car. S option group (928 brakes, limited slip, no air/sunroof), rebuilt motor, sport seats, harnesses, 951 struts/bars,



250# springs, 28mm bars, header, custom exhaust, cam, big throttle body. street wheels/tires and 2 sets of track wheels/tires. Car is awesome on the track. \$5,000 obo. Randy 215-997-1762 or mccoehens@aol.com

**1980 911 SC Targa**, VIN# 91A0142663 Triple Black, leather @75,000mi. always garaged, Chain tensioner upgrades, pop-off valve upgrade, turbo tie rods, factory short-shifter. Power windows, A/C, power mirrors, H4 lights, Blaupunkt Houston w/ CD, new clutch, battery, front calipers. Great shape, excellent power, tight. Overall, an excellent car. \$15,000. Jason Robbins 23 Latham Parkway, Elkins Park, Pa. 19027 215-635-9915

**83 928S**, 1/2 price sale! 5spd, about 85K miles, silver blue interior, front sport springs, new clutch hydraulics, Devok Aluminum radiator, custom 3 inch exhaust, with the factory manuals and timing belt tensioner tool. \$3250 Looks nice runs great! Ted Heinritz 610 265 1684 Heinritz@nswccd.navy.mil

**84 911 Carrera**, White/black leather, very good cond. Tail, creast steering wheel, CD changer, built-in radar, painted phone dials. Recent tires and starter. New clutch and rebuilt trans at 77K. Daily driver great for driver ed, 135k hiway miles. \$15,700. 215-297-0784

**91 911 Turbo**: Blk ext, int removed painted blk, 2820lbs, Cup Suspension, Big Red brakes, Kinesis K28, Spacro EVO seats, TeamTech



Belts, fully welded cage, GHL headers, RSR Splitter, GT2 with EVO Carbon Fiber Wing, Powerflow/K&N air filter, ltd slip, lightweight fly, too much to list. \$53,000. Will e-mail pictures. Chip Grimes: Malvern, PA 610-389-3352 or chip@fsgflooring.com and atgrimes@comcast.net (please use both addresses)

**'99 Carrera 4**, Zenith Blue w/Graphite Grey, Power Leather Seats, 18" Turbo Wheels, Hi-Fi, Am/Fm w/CD, LoJack, 7 yr/75,000 Extended



Warranty, Original Owner, 9,000 miles, Excellent Condition. MSRP \$79,000 Asking \$59,000. James Pesci Doylestown, PA. home: 215-348-5845 cell: 267-474-6817 jmpesci@comCAT.com

**00 BOXTER S**, Excellent Condition. Ocean Blue/Savanna interior w/blue top. "S" has been kept out of the snow, seen limited rain, been babied and garage kept. This car, being a "S", has the bigger engine, 6 speed, "Big Red" brakes and improved suspension. Digital AM/FM/CD, windscreen, Litronics, cruise, 18" Turbo Look Wheels w/crests & Pirelli Tires. 16K miles and under Warranty until Jan. 2004. \$39,500 deboerner@nursingcarservices.com for more info and/or pictures. Dave Boerner Doylestown, PA 18901 cell #267.664.0922

**02 986 Boxster S**, Arctic Silver/Black Leather, 6 speed, PSM, Sport Package, Heated Seats, 17" 996 Wheels, CD changer, 8,100 miles, Factory warranty until May 2006, \$44,950. Bill Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382. 610-793-9345. barrett356@comcast.net

**928S4**, 6.0L Supercharged Racecar: Fresh professionally built 6.0L Devok stroker engine with Vortec supercharger, custom forged pistons. Limited-slip 5-sp, Accusump, Kinesis wheels, custom full race Bilstein coilovers, etc. Fully sorted and race ready. Visit [www.supercharged928.com](http://www.supercharged928.com) for full spec sheet and pics. Call Byron @ 985-845-4347.

## PORSCHE THINGS

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**87 928S Wheels**, frt & rear, org phone-dial style w/silver crest, gd cond. \$200. Jeffrey Benner, 610-740-2131 pager

**911: 7:31 ring and pinion set**. For 915 gearbox, electric or mechanical speedo. Perfect condition, magnafluxed and polished. \$600/BO. Mitch Reading, 610 715-3532. MReading@muhlenberg.edu

## OTHER STUFF

**02 Volkswagen Passat Estate Wagon**, Dark Green Pearl/beige velour interior, 5 speed, Sunroof, Alloy Wheels w/ Michelin Pilots, bun warmers, Monsoon Sound System w/CD changer. Always serviced with Mobil 1, like new, bumper-to-bumper factory warranty 'till July 2005. \$20,900. Bill Cooper, 1148 Saint Finegan Drive, West Chester, PA 19382, 610-793-9345, barrett356@msn.com.



## Schwarzenbauer To Be New President & CEO of Porsche Cars North America

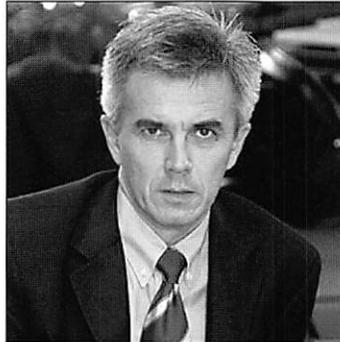
STUTT GART/ATLANTA, JANUARY 9, 2003 — From 1985 onwards he was a top management member of the largest foreign sales company at Dr. Ing.h.c.F. Porsche AG, Stuttgart, taking up the head position in 1992. Now a successful career is drawing to a close: Fred Schwab, President and CEO of Porsche Cars North America (PCNA) seated in Atlanta, Georgia, will cease leadership on the 1st of March 2003. The PCNA Supervisory Board has nominated his successor to be Peter Schwarzenbauer, currently still Managing Director of Porsche Iberica for the Spanish and Portuguese markets.

For ten years Fred Schwab was "Mister Porsche" in the USA and Canada. Under his leadership PCNA continually extended its position as the most important sales company at Porsche AG. As the sales figures for 1992/93 only accounted for 3,700 sports cars, the last fiscal year 2001/02 saw this figure rise to more than 23,100 car sales in the USA and Canada. Thus, under his auspices, the North American continent advanced to become the most important sales market for Porsche cars in the world.

Fred Schwab was born on the 28th of March 1939 in Detroit. His vocational career started in 1960 at the Touche Ross and Company (today known as Deloitte & Touche), management consulting company, where he rose to be accepted as a partner in the company. In 1974 he moved to the

Fruehauf Corporation, manufacturer of commercial-vehicle trailers. In 1982 he was appointed to Executive Vice President of the company. Three years later Schwab moved on to join PCNA.

Peter Schwarzenbauer was born on the 19th of October 1959 in Bavaria's



*Peter Schwarzenbauer*

Weissenburg. His school time was spent in Munich and Brazil. After successfully graduating in business administration at the Munich University of Applied Sciences he moved on to BMW AG in charge of overseas markets in Central Marketing. In 1988 he was appointed Head of Product Events in this area. Then he switched from cars to bikes: from 1990 to 1992 he took up a position as Business Development Manager in the motorcycle division of BMW of North America. Two years later he took over the sales management for Europe at BMW Motorcycles in Munich.

The change to Porsche AG was then undertaken in 1994. Schwarzenbauer was initially Sales Manager for the German market in Sales moving on two years later to take up the Head of Marketing position. In 1997 the company appointed him Managing Director of Porsche Iberica, Madrid. Schwarzenbauer is married and has one son.



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Der Gasser is published with the intention of being in members' hands on the 15th of the monthly. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next month or the month after. Please include a SASE if return is required. All material for print should be received by the Editor by the 25th of the month previous to the month it is to appear. Copy material in electronic format is required although photos may be sent for scanning.

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a frozen creeper to adjust the belt tension just inches from the frozen concrete. At least I was low enough to avoid the previously mentioned smoke. Plus, the onset of hypothermia provided me with some pretty hallucinations. It was at that point that I decided that my personal garage would have heat, if nothing else. If I had to drop a match in the tank of my Carerra to stay warm, then so be it.

It took me three days to get my core body temperature back up to normal. Strange thoughts seem to run through one's head while freezing. Remember that prolific photo from the Viet Nam era that portrays a Buddhist monk setting himself ablaze. That was no political protest, my friends. That monk had just done some serious time in medallion man's garage and was only trying to get warm.

Now onto the next garage and its problems. My buddy Doug had just bought a 911 race car and asked me if I could help him out with a few different projects. Since he has always helped me out I was only too happy to oblige. Doug and his wife have a beautiful home on the Main Line that looks like a muse-

um inside. So it is only natural to assume that he would have a killer garage. Not so. In fact, his garage is so small and dark that I have renamed it "The tomb of Tutankhamen". It is packed with an assortment of bikes, sporting goods, and lawn equipment rivaling the entire floor space of an average Wal-Mart. Oh, and there are two cars in there as well. Light is supplied via two work lights plugged into the end of an extension cord placed in the outlet normally reserved for the garage door opener. Add two electric heaters to this cord and you now have an "octopus" that rivals the one Bobby Brady found in the Brady kitchen when he was a safety monitor.

As for the portable electric heaters, don't bother. I may as well lie on my back with my legs up and hold a match to my . . . you get the idea. They just don't provide much heat. As for lighting, the work lights are not that bad, it's the getting tangled in the extension cords that is the total bummer. So now here you are, tangled in extension cords, in a dimly lit, cold garage. It can't get any worse. Wrong. Since the car is supported on jack stands, it can't be moved.

The car is so close to one wall, that in order to even bleed the brakes you have to either lie on the cold floor parallel to the car or stand in a half crouched position wedged between the car and the wall. I suppose one could learn to use a wrench with his toes like that guy in the movie "My Left Foot" to speed up maintenance but there has got to be an easier way. After a few sessions in this garage, it became apparent that good light and a lot of space would be essential elements of the ultimate garage design.

So what did I end up doing in my garage? I started by removing a wall in order to get some more workspace. Next, with the help of an electrician friend that I have nicknamed "Charles Manson" (because he has long hair and looks like a biker), we re-routed some electrical lines, added some outlets, and are currently working on installing a thirty-thousand BTU gas heater. Once all this is done, I'll finish up the drywall and spray everything bright white. A veritable "Carerra Coddler".

From here on in, I will never again have to work in cold, small, dimly lit spaces.



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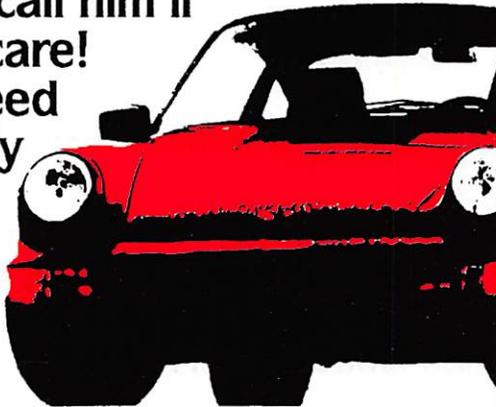


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