

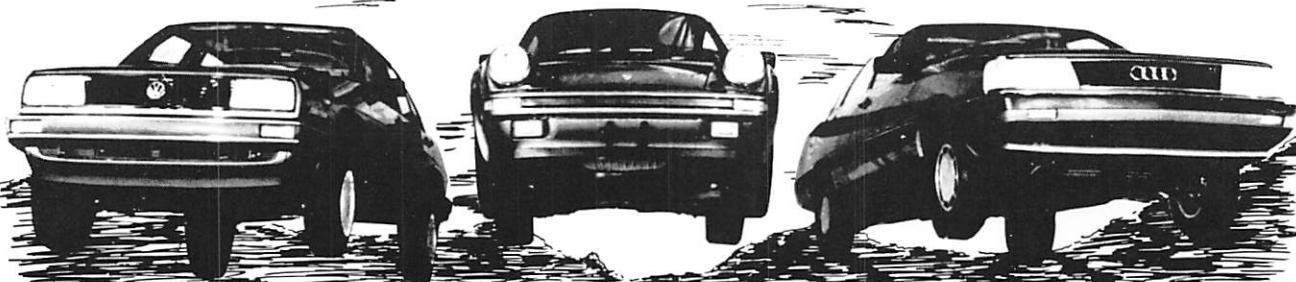
Der Gasser

FEBRUARY 1994



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President's Message

During the middle two weeks of January, Mother Nature's version of Murphy's Law seemed to control the Club's committee meetings. For all of the time that I have been in the Club, the region's executive committee has always scheduled its meetings on the second Friday evening of the month. In keeping with that tradition, the January exec was scheduled at our house for the evening of January 14th. We (or rather I should say Linda) cleaned the house and prepared the refreshments, and then around 6:30pm Art Rothe called from his house in Downingtown and said that his driveway and the streets were very icy. No more than five minutes later John Phillips called from near Chestnut Hill (180 degrees from Art's direction) and said that the streets around him were glare ice. Even though the first exec of the year is important, I decided that there wasn't anything that couldn't wait a week. So I then madly called everyone and postponed the meeting to the following Friday (the 21st).

The next Tuesday night I got a call from Paul Johnston about the Club Race Steering Committee (yes, the committee is formed and already hard at work planning this year's race) which was scheduled to meet Wednesday night at Paul's shop. By this time, the second ice storm had begun and the predictions for Wednesday were abominable. Paul said that if we had the meeting we should all drive our Porsches and if any of us had any "problems" on the way, then our cars could be left at his shop for repairs. Nice try, Paul!! Seriously, he said it was just too icy, and we decided to postpone that meeting until February 2nd. Thus, another round of frantic telephone calls. So far the score was Mother Nature 2 and Riesentoter 0!

Thursday afternoon on the 20th (my office was closed due to energy considerations) found me slipping and sliding up and down the hills of Route 1 between Media and Chadds Ford. If you had enough "steam" getting up the hills wasn't too bad in a front wheel drive car, but going downhill was a real thrill. Particularly if you were in the left-hand lane and the car ahead of you suddenly slows down to make a left hand turn! Thankfully, nothing serious occurred but I concluded that with the temperature still hovering around 10 degrees, the condition of the roads was not going to improve. Reluctantly, I called everyone on the exec and cancelled the "re-rescheduled" meeting. Mother Nature 3, Riesentoter 0. The exec was rescheduled to an hour

before the regular monthly meeting on Wednesday, January 26th. As I write this, guess what they're predicting for Tuesday and Wednesday - that's right, snow and freezing rain! In light of all this, it seems a bit ironic that the speaker for the meeting will be talking about the 1994 Parade -which is being held in July at Lake Placid - the home of the WINTER Olympic games. By the time you read this, we'll know if Mother Nature's record remained intact or whether (weather?) Riesentoter finally "won" one.

Speaking of meetings, Tony is working hard to find the first 993 to arrive in the area so we can arrange an "intro" meeting. So keep your eye on DER GASSER for an announcement.

See you out there,
Don

Track Clinic V

MARCH 6th

Johnston Enterprises
325 Westtown Road
West Chester, PA
610-696-2164

11:00 Beginners Session

12:00 Lunch

12:30 Race Program

2:00 Bob Cusimano from

CMW Racing, Santa Fe Springs, CA
High Performance Motor Building

Down The Pike

Sundry Comments

By The Editors

FEBRUARY

23 Monthly meeting Holiday Inn Ft. Washington

26 Winter Tech & Demo Dougherty Automotive

MARCH

30 Monthly meeting Holiday Inn Ft. Washington

APRIL

23 Central Penn annual swap meet

23-24 Pocono Driver's Ed

27 Monthly meeting Holiday Inn Ft. Washington

MAY

25 Monthly meeting Holiday Inn Ft. Washington

JUNE

29 Monthly meeting Holiday Inn Ft. Washington

JULY

23-24-25 Watkins Glen Driver's Ed

27 Monthly meeting Holiday Inn Ft. Washington

AUGUST

31 Monthly meeting Holiday Inn Ft. Washington

SEPTEMBER

28 Monthly meeting Holiday Inn Ft. Washington

OCTOBER

14 Summit Point, Driver's Ed

26 Monthly meeting Holiday Inn Ft. Washington

NOVEMBER

DECEMBER

10 Holiday Banquet

Is this January weather the pits or what? One wonders just what this country did to annoy the powers to bring on earthquakes on the left coast and this major freeze here. It played havoc on the Exec meeting, PCA Race meetings and of course, the Monthly Meeting. A grand total of 12 of us ventured out to the Holiday Inn. Not sure if we are dedicated or demented.

To date, no one has come forward to claim this job - what a surprise. Looks like you will be stuck with John and me for the duration. First issue went with only a few glitches, like snowstorms that kept articles from arriving, mailing list from arriving, etc. and yes, we noticed the date conflict, but after it got printed.

Be sure to read Betsi's report on the Holiday party. She sent it in and it arrived the day after we went to press. As I started this month's issue, I could not find it anywhere, but as luck would have it, there was a copy living in her computer. Thanks and sorry Bets.

As this is being typed, we are still below 0 and it looks like it may be a few years until the ice goes away.

Come on spring.

Bill

READ THIS!

ALL articles, want ads, pictures are due at the meeting for the following month's issue. If you choose to mail it, they should be sent to BILL not JOHN. Bill does the exciting stuff, like data entry and John does the final print and delivers it to the printer. Articles delivered on a floppy disk stand a much better chance of being printed as written. ASCII (.TXT) or Word Perfect files preferred.

CENTRAL PENN SWAP MEET - APRIL 23

18th annual Porsche only swap meet sponsored by the Central Penn Region.

Sell or swap parts and accessories. Porsche only parking available! Food vendor and clean bathrooms. The event will be held rain or shine..

If you want to set up a booth, pre-registration is available.

LOCATION: Ski Roundtop, Lewisberry PA

CONTACT: Steven Baun, 717-932-4473

NO CALLS AFTER 9:30pm EST

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DER BESTE RIESENTÖTER DES JAHRES

(or thanks, Tony, Eileen and
Vern)

Betsi Lyle

Receiving the Riesentbter Award this year was quite an honor. The morning after the Banquet, I examined the Bowl closely, noting the names of past recipients and quickly realizing that I indeed was in the company of The Best of Riesentöter. The names inscribed on the Bowl are the legends of this Club and symbolic of how RTR means different things to different people. This prompted a reflection on what RTR means to me and how it came to be that I received the Riesentöter Award.

I guess it was written in the cards that I would get deeply immersed in this organization. I had always wanted a Porsche and when I finally acquired my '73 911S I was extremely proud (and still am) of the fact that I had purchased the car on my own. Proud, but worried. How was I going to afford to fix this thing if it broke? To this day, I still maintain a "car account" - originally started for repairs, but now that that is no longer a concern (thanks to Vern), it finances all those sticky autocross tires we use!

Enter Tony and Eileen Checkowski, who started tl-ds all for me. Without them, I wouldn't be writing this today. They took me to my very first RTR meeting - Oktoberfest to be exact, in 1983 at the Rhineland Inn. Funny, but I can still remember the people I met that night, even the clothes I was wearing - perhaps a portent of how involved I was destined to become!

You'd think I had a lot of time to spare. I jumped right in as Membership Chairman, autocrossed and then when the Bylaws needed revision, volunteered as Parliamentarian. Now that was interesting, Roberts Rules of Order is fascinating reading (zzzz!). More autocrossing and even scooted the trusty S around a track event at Pocono. And then another omen - the "I love to give parties" philosophy was blossoming - hosting the 30th Anniversary Cocktail Party at my home. And did I mention more autocrossing? But not enough I guess, because next thing I knew I was Autocross Chairman and reinstating the annual class

competitions. Meanwhile, the social idea continued to percolate but I temporarily detoured to Rally Chairman. Then presto chango - Social Chairman! And oh yes, more autocrossing.

I've had some great times with Riesentöter, but one thing tops them all. I met and married the most wonderful man in the world, Vern Lyle, through this Club. What more could you ask of any organization? Vern has brought a whole new dimension to my enjoyment of the cars, the Club and indeed, life in general.

I think when you get this involved with an organization, you do it because you want to, because you derive personal satisfaction out of it. While recognition is a great reward, it doesn't rate real high on my personal list of motivators because it may never come. Therefore, I was deeply touched to be named DER BESTE JAHR RIESENTÖTER for 1993. I want to thank the members of the Executive Committee, who made the final decision, and to those RTR members who demonstrated their support through enthusiastic participation in the social events. It was a great year!



With apologies to Betsy, her article about the Holiday Banquet will appear in the March issue due to space limitations in this issue. Editors.

PCA RACE AWARDS

I received a notice from Robert Winer of NNJR. He is past president and has organized a safe driver award for the PCA Race series in conjunction with Paul Miller Porsche as the sponsoring Dealer. Robert noted that Paul Miller Porsche provided all engraved tray awards, plus other materials attendant to the success of the program. The Dealership is located in Parsippany, New Jersey and features Porsche, Audi, Range Rover, Rolls Royce, Bent-ley and GMC Truck. Paul Miller is a well known SCCA and IMSA Racer of past years. Both he, and his Dealership have been highly supportive of PCA. We need sponsors such as the Miller Organization.

In order to qualify, an individual had to participate in at least three of the following four PCA Races without a 13/13 incident.

LIME ROCK..... MAY 8, 1993
BRIDGEHAMPTON..... JULY 10, 1993
POCONO..... AUGUST 8, 1993
LIME ROCK..... AUGUST 30, 1993

The following earned the award for 93.

DELAWARE

Allen Duff Will Pyle Vince Suddard Gregg Wilson

NORTHERN NEW JERSEY

Skott Burkland Ken Geiger Bob Kakascik Eugene McGillicuddy John Paton

SCHATTENBAUM

Dan Carter Jim Loftis Rick Feldman

RIESENTOTER

Colin Dougherty Joe Ilacqua

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Bob's Corner

BOB LAMB - TRACK REPORTER

FEBRUARY '94

January '94 was a winter wonderland. I don't remember driving my 911 once during the entire month. It has been several months since my last Driver's Ed Event.

Last February, to break up the long winter, several of us went to an event at Roebing Road in Savannah, Georgia, hosted by the Florida Citrus Region. The track is two miles long and is situated in a sandy, flat pine barren setting. Lap times are about three seconds faster than Summit Point. The temperature was in the fifties. The Florida people thought it was cold. Us Yankees thought it was great. This year, I plan to attend a three day Car Guys event at Road Atlanta during the third weekend in February. Road Atlanta is one of the superb tracks in the country. It is 2 1/2 miles long, set amidst rolling hills. There are dramatic elevation changes with climbing and diving corners. There are several blind turns where you have to turn in before you can see where you are going. I have not driven the track since it was repaired a year ago. It should be a fun way to break up a long winter.

Our first Driver's Ed event is at Pocono on April 23 and 24. An application is in this issue of Der Gasser. If you have been thinking about attending your first Driver's Education Event, but still have some questions or reservations, come to Track Clinic V on March 6th at Paul Johnston's in West Chester.

There will be a presentation about Driver's Education Events, what they are, and what they are not. It will be tailored for those who have not attended an event. There will be an opportunity to answer any questions you may have. You will find an announcement elsewhere in this issue giving directions and more information about the Track Clinic.

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THE BEGINNING

My interest in cars goes back almost as far as my conscious memory. At age 11 I learned to drive a commercial lawn mowing tractor, somewhat like the one in Arnold Palmer's Pennzoil TV ad. We lived in the Philadelphia suburbs in a sparsely populated area with large fields.

During my 14th summer, a friend suggested we get an old car and drive it around the fields. I couldn't conceive of such a wild idea. Cars were expensive to buy and maintain; my parents would never allow it, etc. The more I thought about it, the better the idea sounded. I started to explore the subject with my parents. Their initial reaction was cool.

Several days later, I was with my mother as she pulled into her local gas station. As the owner was cleaning the windshield, my mother casually asked where one might find an old car for field use and how much it might cost. The owner responded and said he had an old 1936 Plymouth by the side of the garage. He said it ran, and if she put \$10 on the fender, it was hers. We went over and looked at the '36 Plymouth. It was a faded grey, 2-door sedan with a few dents and tired innards.

Up to this point, the idea of a car was a grand speculation, but now it was a distinct possibility. I could probably scrape up \$5 cash and I was being paid 85 cents an hour for miscellaneous yard work. My father was concerned about the economic hardship he would have to endure to maintain the car as I had no money. He also spoke of danger, noise and commotion, etc., associated with me owning a junk car.

My mother, for some reason, sympathized with the proposal. A transaction was concluded and the car arrived in our driveway under its own power. It had 6 different brands of spark plugs and 4 different kinds of tires, all poor at best.

In the ensuing weeks the plugs were replaced with a matched set and 2 Pep Boys' re-caps improved the tire problem. The car ran for 6 months without mechanical failure before it expired. I can barely describe the pleasure I had roaring up our driveway and around the fields. I had a dirt oval track in one field; it was too long for 1st gear and too short for 2nd gear. In wet and muddy conditions wild broad slides were possible, frequent, and enjoyable.

(Cont. next page)

THE BEGINNING

(Cont. from previous page)

My friends rapidly increased in number and they would frequently come over for rides. One day a friend lost it in a turn on the driveway and hit an embankment. That was the end of a front fender; I took the other one off so it would look balanced. The muffler was quickly removed to enhance the sounds.

From mid-June until December, the '36 Plymouth ran on and on. Finally, I tore out the fuel and brake lines while running through an overgrown area trying to create new trails. I was not capable of repairing the damage. Several older boys wanted the car to take apart to see how it worked. They took it away and it was gone.

To this day I can vividly recall the thrill of driving an 18-year old car for six months in 1954. A lifelong love affair with cars had begun.

NAZARETH TRACK EVENT?

Al Anderson

Riesentoter is contemplating the possibility of sponsoring another track event at Nazareth Raceway. The last event was held there a few years ago and was marginally successful with regard to number of applicants. However, I feel as though this would be an excellent "home track" due to it's relative closeness and the fact that it has been rumored that an additional road course is going to be incorporated into the tri-oval.

I've been in contact with the facility manager, Mike Moorehead, and he has expressed enthusiasm about having PCA there.

This is simply a feeler to find out who is and isn't interested in doing an event there. I would like to hear from you so please call with your opinion. 610-793-3911.

INSTRUCTOR MEETING

We are going to hold a meeting of all Riesentoter track event instructors on Sunday, March 26th at 9:30 AM at Johnston Enterprises, prior to Track Clinic V.

We intend to have this grow into an annual event with classes and training. Among other things, this event will cover how the program will be run this year, what is expected of you, and what we intend to do for you in return.

If you currently are an instructor, please call either myself (610-793-3911) or Bill O'Connell (610-640-1675) to enroll.

Tech 94

RON PACE

RESERVE FEBRUARY 26

WINTER TECH and DEMO

**Dougherty Automotive
614 Westtown Road
West Chester, PA
9:00 AM - 3:00 PM**

**Normal tech session PLUS watch the Dougherty
Team demonstrate corner weight checking**

The first Tech event for 1994 will be our annual *Winter Tech and Demo* which will be held on February 26th from 9 AM to 3 PM at *Dougherty Automotive*, 614 Westtown Road in West Chester. The day will provide an opportunity to do that winter wrench your own project that you have been putting off and learn about corner weighting. As usual, Bill and the Dougherty Team have a full day planned so plan to arrive early. We'll start off with demonstrations of how to check corner weights on a water pumper and air cooler. During the demo a talk will be given about the effect weight distribution and balance has both on and off the track. Then we will draw SIX names from those that have registered at the session. Those six lucky participants (TIME PERMITTING) will have the corner weights of their Porsche checked as we all look over the Dougherty Team's shoulder!! (We will not be adjusting the corner weights due to the time consuming nature of this procedure). In the event anyone would like the corner weights of their car adjusted, you'll need to make an appointment to schedule this fix. As usual, we will have doughnuts in the morning followed by our traditional luncheon feast of pizza.
SEE YOU AT THE WINTER TECH AND DEMO!

Are There Porsches in Heaven?

Jim Hartman

Apparently I am still alive because the fingers are moving on the keyboard. Last night I may have died, and I certainly went to heaven. Heaven has to be measured by the quantity and quality of surrounding automobiles, and the more Porsches the better.

My experience started with being invited to the PCA Executive Council annual planning meeting in Los Angeles. The Council wished to discuss the coordination of all club sponsorship and promotion efforts, for which I am soliciting national sponsorship for PCA Club Racing. Our day long meeting concluded with a visit to Vasek Polak, the Hermosa Beach Porsche-Audi-VW-BMW-Saab dealer with extensive ties to Stuttgart and to a myriad of racing interests.

I imagined we would go to the dealership and see the current inventory (dig this, 12 Speedsters in stock!) plus a few of the Vasek Polak race cars. Instead we flitted through dimly lit streets in a warehouse district south of the dealership. We unloaded in front of an urbane warehouse, although the trailers and tow vehicles hinted that something unusual awaited us.

A gregarious, knowledgeable Carl Thompson greeted us and proceeded to tour us through what might be described as the most extensive collection of racing Porsches outside of the Porsche museum. Picture this: a huge warehouse with extensive machine shop equipment, including unique equipment such as a mechanical fuel injection pump measuring machine just for 8 cylinder engines (the companion 12 cylinder unit was elsewhere); several race cars under renovation; several cars under cover; racks and racks of racing wheels and tires; racks upon racks of engine parts and engines (details to follow); and three levels of car storage for 54± cars and several motorcycles.

One's heart could stop just by observing either the 908 or the 917-10 under renovation. That would have been enough of a treat. Do you get the sense of my dying and entering heaven, though, when your eyes roam across the cars and you see three other 917's, two or three 934's, three 935's, the Interscope Porsche Indy car, an RS, a 2.1L turbo RSR, three 924 race cars, and other significant Porsches? What about when you learn one of the 917's is the first Porsche winner of LeMans? What about the serial #1 935?

The fun didn't stop with Porsche. There were several BMW delicacies, including a prototype M1 and

2 FIA CsL race coupes. There was a BMW powered Chevron B-19. There were also a street 512BB and 2 other Ferrari coupe race cars. Many formula cars populated the third level. Elsewhere, one could find an Audi rally car peeking under its cover, Carl's own Super Vee, a Formula 5000 car under renovation, a Formula Atlantic, a couple of Rolls Royces, an early Daimler, and a prototype body for the 959.

I hinted earlier about racks of engine parts and engines. How does five brand new, ready to run 917 engines grab you? Carl told us that Vasek Polak had more 917 engines and parts than the factory. Maybe three 908 engines would grab you? Carl even had a 2.0L 908 engine (the type 771 boxer) with its fabled 200+ hour assembly history. How about a spare Indy engine or several 4 cam motors?

For the motorcycle fans, most of the models carried BMW markings. Evidently Vasek Polak raced motorcycles. We chuckled at the BMW bike with a 4 cam Carrera engine stuffed into its frame.

As I think about the visit, I still suspect I may be in heaven. If I am, I will go out of my way to ask God to think highly of Vasek Polak and to thank him for his idea of a car collection.

Note: My apologies for inaccuracies of actual car counts, but once you see more than a couple 934's, 935's, and 917's, who's counting?



Vasek Polak photos by David Webber

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Motorsports Medicine

Dr. Harien C. Hunter and Rick Stoff published by Lake Hill Press

Book Review by Kevin Gross Reprinted from Porschephiles on Internet, a world wide computer bulletin board and submitted by Kate Blizzard.

Two years ago, when yours truly took on the task of being our region's Safety Chair, I did so not knowing a whole lot about safety stuff. I was equipped with a certain amount of common sense, and of course had available all sorts of "received knowledge" (perhaps better referred to as "oral history"), for what they're both worth. Probably not much.

So my plan was to educate myself. There are thousands of books out there on cars and motorsports; just take a look at Classic Motorbook's catalog. Surely there were at least a few having to do with safety sorts of things, right? Well, no. The only sources I came up with were published by the Sports Car Club of America (SCCA); their General Competition Rules (GCR's), and their Medical and Safety Manual. Both documents have quite a bit of interesting information. The GCR's describe acceptable safety equipment, such as roll bars and cases, harnesses, and so forth, and how to install and use them. It really is not a good source of the "why" sort of information, though. The Medical and Safety Manual is largely devoted to staffing racing events with medical and emergency people and apparatus, and to managing medical emergencies. It does have a few other tidbits, for example, brief safety guidelines for fuel system design.

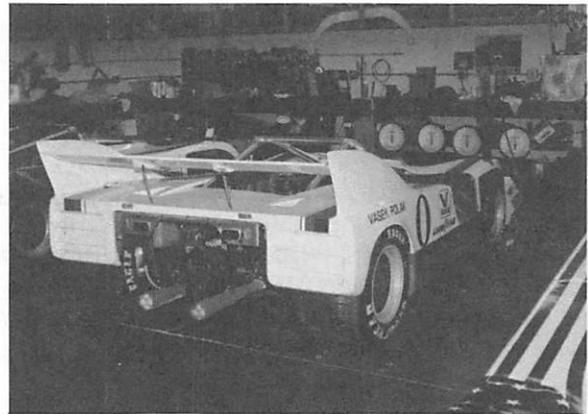
Then along came Hunter and Stoff's book. To get right to the point, it is a terrific book, and I recommend it not only to the safety czars of the world, but to anyone involved with high performance or competitive driving.

The book's subtitle is "Race Faster! Longer! Safer!" and in its 250 pages, the authors do their best to suggest how that might best be accomplished. A good half of the book is devoted to driver preparation, how to get in shape, what sorts of foods to eat and drink, vision and hearing issues, and the role of age (good news here for us post-teenagers). They also give attention to matters of sleep, dehydration, exposure to the sun, and so forth. And after all, what's the point of having that MFI tuned to 100% if the driver's only running at 80%?

The rest of "Motorsports Medicine" has chapters

covering safety equipment and medical issues, such as what sorts of injuries take place. On the latter, quite a few surprises. You might guess that the most common injury to a driver is to his or her neck. But how about burns; most are due to contact with coolant, not fire. "Wheel whip" injuries to the hands and wrists are also quite common; ask Nigel Mansell about that.

The only problem you're likely to have with the book is finding a copy of this privately published book. Locally, European Performance Engineering has a number of copies in stock (508 651-1316). You can also order it from Miffler Bros. Machine and Tool in Missouri, (314 673 2464).



TRACK JUNKIES, BEWARE

Vern spotted this article in Tobacco Roads, the Carolinas Region newsletter and thought it might be of interest.

THE 3.6 ENGINE AND RACING Monte Smith/Intermountain Region

On April 9, 1993 my RS America 3.6 engine ate a valve that disintegrated in piston number 4 and then, in the shape of metal fragments, spread throughout the rest of the engine. It was only after this happened that I found out that a year and a half earlier a Carrera Cup car in Florida had a similar occurrence.

Porsche NA then put out a bulletin that stated that any 3.6 engine that was used in a "racing environment" operating "with high rpm" should have the stock valve keepers replaced with more adequate keepers. That bulletin went only to Andial. After speaking to a number of people who are racing their engine, I also found out that the valve springs should be stiffer.

In that none of this information was available to those of us who casually race these machines, the resulting engine trauma required \$3,800.00 in stock parts. \$1,400.00 for the correct valve keepers and springs, and \$1,800.00 for labor. If you race your 3.6 the valve keepers are available only from Andial (your dealer can't get them for Porsche) and the valve springs from Precision Motorworks.

Further, all Porsche Club racers should know that (according to your owners manual and Porsche NA) if you race your Porsche you have voided your warranty (my RS has 4,213 miles on it). If you use a non-stock chip you have for certain taken all responsibility from Porsche NA and they will not stand behind you. It was only because I have a dealer who likes to sell me cars that I got most of my expenses covered; it still cost me \$3,200.



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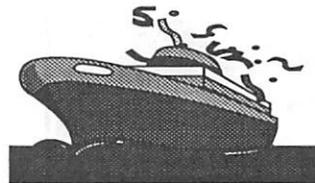


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Membership Info

February is upon us and I think we are all looking forward to Spring and the return of clean dry roads! While we are all sitting inside dreaming of the beautiful days to come, join me in welcoming our new members and transfers to Reisentotter:

Brian and Anna Buienwicz of Dresher, PA with their 1994 968.
Ronald Cohen of Oxford, PA with his 1976 911S.
Deborah Driscoll of Downingtown, PA with her 1973 914.
Ronald Early of Temple, PA with his 1987 944T.
David and Barbara Gordon of Huntington Valley, PA with their 1992 911C2.
Douglas and Constance Herrmann of Warminster, PA with their 1987 944 Turbo.
Rolf Hofer of Pottstown, PA with his 1959 356A.
Joseph and Joann Kocher of Pottstown, PA with their 1971 911 Turbo.
Cathy and Rod Nadal of Telford, PA with their 1984 944.
Barry and Kerri Nelson of Glen Mills, PA with their 1994 968.
Jeff and Pamela Rosen of Philadelphia, PA with their 1989 928S4.
Michael Voros of Colmar, PA with his 1989 944S2.
Carmel Davis of Philadelphia, PA with a 1984 911.
John Druzak of Philadelphia, PA with his 1977 930.
Clayton Duke of Bethlehem, PA with his 1983 944.
Paul Second of Doylestown, PA with his 1988 924S.

Welcome everyone!

Special Invitation FOR WOMEN ONLY

Bavarian Specialities is thrilled to invite you to participate in our special **Women's Workshop**. This exciting program was designed by and targeted for women. It's purpose is to increase your understanding of the mechanical systems in your car. You will gain useful knowledge of how and why your car works and why it sometimes doesn't work! There is **no fee** for this workshop.

Workshop Itinerary

1. The basics of auto maintenance. We will demonstrate hands-on (Your hands) the required routine checks that must be done between the 4,000-mile recommended off services.
2. What to do when it doesn't go, dealing with a minor mechanical breakdown. This demonstration can prevent you from being stranded on the roadside, such as how to change a flat tire.
3. Service Procedure Descriptions. A display of what goes on when certain service jobs are performed.
4. Q&A session. A question & answer/hands-on session including a guided tour of the underside of a car.

The workshop will be conducted on Saturday, March 26, 1994 at *Bavarian Specialities*, a BMW specialty shop. Please call Alice Moulder at (610) 277-6037 to reserve your spot in the program.

Bavarian Specialities
340 East Church Road
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PORSCHE

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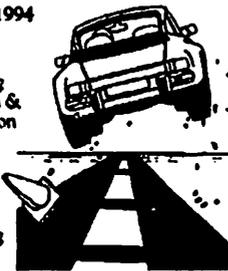
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For Sale

59 356A Sunroof Coupe, fully restored documents books, looks great drives like new. I was going to keep it forever but... Ruby red with tan. Call Saul Kun 283-6300 9AM - 8PM ^{1/94}

60 S-90 Roadster, Black with tan top & interior. Total professional restoration. Ready for street show or vintage racing. \$40,000 OBO. Dale Dries 966-2715 or 966-5358 ^{1/94}

72 916/6 GT Blk/blk red trim. No expense spared to create accurate copy of factory GT. Strong reliable 2.0 w/sideshifter. Flares w/7&8x15 Fuchs. Quality restoration completed in '91. Extensive performance upgrades incl. suspension, brakes, sets, gauges, cage, belts, etc. Beautiful street legal economical turn-key H Stock club racer. \$16,500. Want '67 912 Coupe. John Heckman, Box 27784 Phila., 19118-0784 248-4445 days ^{3/94}

73 911T Targa Yellow/Blk, stock CIS, Carrera tensioners, valve covers, steering ends, Aase trans, trombone oil collar, recent pads, oil lines, 6x16 Fuchs, Michelin XGTs, original trans and mech inj ('72E). CA car, no rust. \$11,000, OBO. Glenn Davis 1258 Georgia Lane, Hatfield 19440 368-6876 ^{1/94}

78 911SC Targa Blk/tan, 90k orig miles, 2k miles on engine rebuild incl new head studs, 10% duration cams, new valves, etc by Auto Research. 1,500 miles on trans rebuild.. Recaro, euro clutch, euro injectors, new fuel pump, Carrera tensioners, pop-off valve. Lowered w/short shifter, front spoiler, new MOMO wheel, new Colgen bra, new Hella fogs, new brakes. All records. 25K invested, sell 18,500. Ray Giambuzzi, Phila 446-8212 ^{1/94}

80 911SC Coupe, sunroof, metallic light blue/black leather, garage kept, Turbo tail & front spoiler, 7&8x16 Fuchs, Fiti wheel, 930 brakes, cool brakes, 2 front oil coolers, 22 & 28mm torsion bars, adjustable sway bars, 15k on rebuilt 3.2 long stroke motor w/ carbs, S cams, SSI exhaust and sport muffler. Light and fast (2550 lbs/260 hp). \$18,800. Johathan Baker 617 Newark Road, Kennett Square 19348 268-2603 ^{3/94}

81 911 SC Targa, 64k, chiffon white/tan leather, sport seats, Carrera tail 7&8 Fuchs w/body color centers, ADS speakers, lowered, everything works, super nice \$17,900. Bob Holland 436-6577 ^{1/94}

82 911 Club Racer. 3.2 w/mass air, turn key reliability for track events or club racing. Many new parts, all safety equip, Bremtek racing brake calipers, lightweight and lightning fast. You couldn't build one for less \$28,950 Bill 692-6039 days. ^{1/94}

82 911SC Coupe, Wine red metallic/black full leather, 36k miles, 7 & 8 x 16 Fuchs w/GTP wheel fans, sport seats, Carrera tensioners, Bilsteins, spoilers, bras, cover, AM/FM/Cassette, power antenna, A/C. No fogs, sunroof, or winters. Strikingly beautiful road car. \$20,000/OBO. Want '67 912 Coupe. Jill Heckman. 215-248-4445 ^{3/94}

83 944 Red/Black 5speed. High miles, ran good 'till head gasket failure. Parts or whole \$2,500. Jim 215-380-0426 or 354-2224. ^{03/94}

84 911 Carrera Ruby Met/beige leather, BBS wheels, air, cruise, sunroof, Weltmeister front/rear, bra, cover, garage kept, non-smoker, records available, 96k. \$17,000. Jeff Brok 800-346-6001 (W), 373-3921 (H). ^{2/94}

85 944 Red/Black leather, 5 speed, always garaged, no rain, no snow, no smoke. 35k. Mint condition. Asking \$13,000. Sam 821-8776 anytime. ^{2/94}

85 911 Carrera Coupe Iris blue met/blue leather, sunroof, air, power windows, cruise, Blaupunkt AM/FM/Cass, F/R spoilers, 16" alloys, alarm, excellent condition, service records, \$22,000. Matt Bieber 866-9260 ^{1/94}

85 944 Coupe, Black/black leather. Power sun roof, rear wiper, limited slip, factory alarm, 5 speed. New dash cover, shift boot and outstanding Sikkens paint. Dealer installed factory 3rd light. Cold A/C. 72K, looks and runs great. \$6,800. Wlat Hafner 215-262-4805 ^{3/94}

924 Factory race car, built by Holbert Racing, won Porsche Cups to Germany '89 & '91, tons of spares, reliable, very fast. \$19,900. Don Meluzio 717-846-2222 ^{3/94}

Goodyear race tires, 23.0x9x15, very few heat cycles, plenty of tread. \$100.00 per set of 4. Don Meluzio 717-846-2222 ^{3/94}

Manuals for 911. 6 volume set of Porsche factory workshop manuals, covers 69 to 82. Porsche part nr WKD480520 & WKD 481021. Cost new \$326, asking \$200 OBO. Ken 646-6703 ^{1/94}

Carrera Cup wheels. New OEM 2 9x17 & 2 7x17, includes special factory center caps (\$250 value). \$1,700 for all. Carrera/RS America mirror bras \$20. 2 6x16 & 2 7x16 Fuchs rims w/A008R mounted and balanced. \$800 for all. C2/C4 OEM speedo. \$100. Target Motorsports strut bar, \$25. Joe Fabiani 525-7696. ^{2/94}

One pair black electric sport seats from 86 911 (including

Exec Minutes

Due to the fine January weather, the Exec meeting was not held, thus nothing to clutter this section with.

For Sale (Cont)

wire harness) \$1,600. One very nice set of 16 alloys with real good Dunlops (6&7) \$1,050. One 930 Ign distributor (84/85), maybe 5,000 miles on it, \$395. One black canvas boot from 85 911 Cabrio, \$375. One 86 cat and muffler unit, best offer. Call Tim 610-696-2696 day, 610-993-9091 eve, 610-695-0626 fax. ^{3/94}

WANTED

Back issues to complete my collection of VW & PORSCHE. Will buy or trade my spares. '79 - all, 10-80, 2-82, 4-82, 8-82, 2-83, 4-83, 2-89. Russell 665-8115 or 224-6220 ^{2/94}

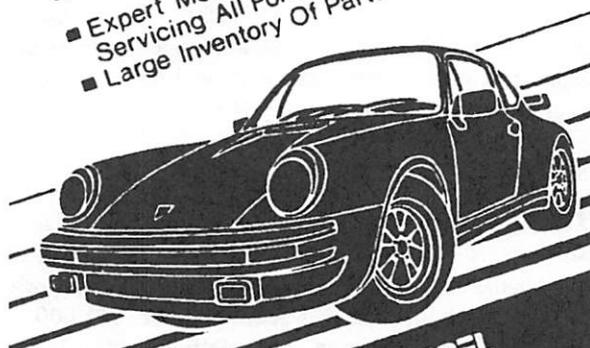
Please help locate a hard top for my 83 911 Targa. Keith Price. 558-5950 (W) 374-8630 (H) ^{1/94}

Dual axle car trailer, simple, inexpensive. Dave Weld 565-2112 ^{3/94}

911 with Automatic trans for my wife. Will partial trade my 944 Auto. Walt Hafner 215-262-4805 ^{3/94}

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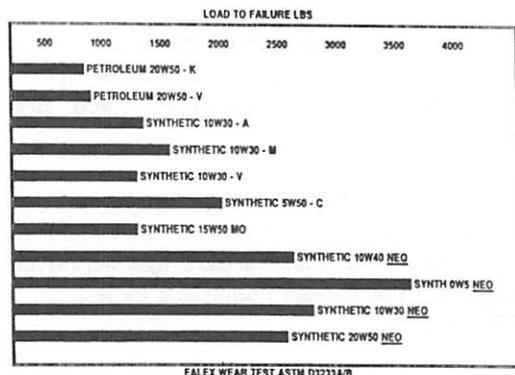
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Address changes should be sent to both the Membership Chair and National

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REQUIREMENTS: Valid Drivers License; minimum age 18; one novice driver per car; Snell 85 Helmet; 2.5 lb Halon Fire Extinguisher. Not limited to Porsches.

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610-650-0658 (H)

REFUNDS: Refundable if notification is received prior to April 10, 1994.

TECH INSPECTIONS: All cars must be tech inspected two weeks prior to the event by an approved Tech inspection facility. Tech information will be sent upon receipt of application.

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Bridgehampton	_____	_____
All Others	_____	_____

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2nd driver _____

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