

# „der Gasser“

Juni 2005



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Porsche Club of America



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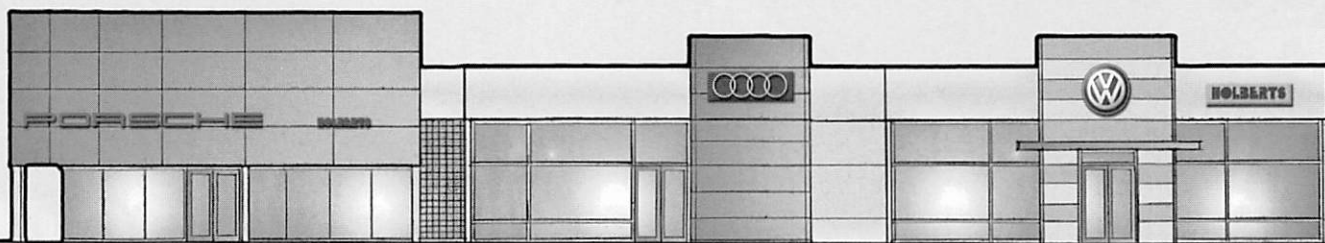
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3 NEW SHOWROOMS COMING SUMMER 2004

# „der Gasser“

Juni 2005

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## Upcoming Events:

- June 25-27 • Driver's Ed @ Jefferson/Summit Point
- June 29 • Membership Meeting - PCA 50th B-Day Party!
- July 16 • Tech Session (Watkins Glen)
- July 27 • Membership Meeting & "MakeAWish" DE Reg.
- July 29-31 • Driver's Ed @ Watkins Glen
- Aug 31 • Membership Meeting - Race Cars @ Rosen's
- Sept 10 • Tech Session (MAW@Pocono)
- Sept 10 -11 • Fall Rally and Concours - Radnor Hunt Concours
- Sept 23-25 • Driver's Ed @ Pocono - Make-A-Wish
- Sept 28 • Membership Meeting & Summit Pt. DE Reg.

### On the cover:

RTR Spring Rally - Morgantown area, May 2005

Photographer: Tony Sciales

„der Gasser“ is published with the goal of being in members' hands on the 15th of the month. 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 issue or the issue after. Please include SASE if return is required. All material for print should be received by the Editor by the 25th of the month prior to the issue it is to appear. Copy material in electronic format is required although photos may be sent for scanning. Editorial contributions and pictures are welcomed. Address changes should be sent to both the Membership Chair & National. If you are having problems receiving „der Gasser“, contact the membership Chairperson. Classified ads are free to PCA members and are printed on a space-available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. „der Gasser“ is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are those of the authors and do not necessarily reflect the official position of Riesentöter Region PCA. „der Gasser“ is published to time a year, monthly with combined January-February and November-December issues.

For the latest information, please visit the Riesentöter Region web page at: [www.rtr-pca.org](http://www.rtr-pca.org)

# State of the Region

Tom Zaffarano, RTR President

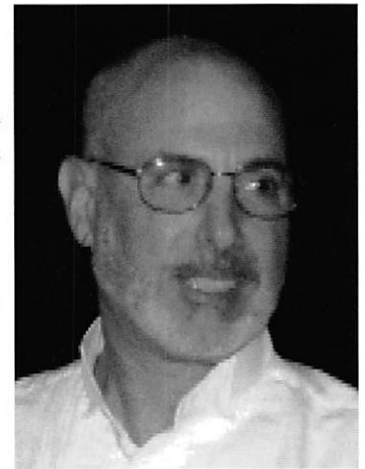
We were again blessed this month with a mostly dry DE track event and another beautiful rainbow. It looks like we are on a 'rainbow tour'.... See both the Shenandoah and Pocono rainbows on our web site. Rainbows always make me think of making wishes and wishes make me think of our Make-a-Wish weekend.

It's time to mark your calendars as this event is a little over three month away. This year we have more planned – with an event-hotel, a three day Drivers Education program, a larger silent auction, and a banquet – all within 90 minutes of most of our membership.

Now is also the time to become a Make-a-Wish sponsor, volunteer, or donator. Contact Mark Reynolds on the web at [mar1223@transfertechnology.com](mailto:mar1223@transfertechnology.com) or by phone: home (before 9 PM) 610-738-7115, or work 610-430-7444. Watch for more information in this magazine and on the web.

Reminder: The PCA 50th Anniversary Parade is this month at Hershey, PA. Our region will celebrate this event with an anniversary party at our June membership meeting at Vision Porsche, Reading, PA—an event not to miss....

School is out—drive carefully!



*Tom Zaffarano*



[www.pca.org/parade/2005](http://www.pca.org/parade/2005)

# The Calendar

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## Monthly Member Meeting

.....

### June Member Meeting

Social 7:00            Wednesday  
Meeting 8:00        29 June 2005

Vision Porsche  
2736 Bernville Road  
Leesport, PA  
610.777.6500  
www.visionautogroup.com

(Visit website for directions)

Food & Refreshments

.....

### July Member Meeting

Social 7:00            Wednesday  
Meeting 8:00        27 July 2005

Knopf Porsche  
3401 Lehigh Street  
Allentown, PA  
610.439.1555  
www.knopfauto.com

(Visit website for directions)

Food & Refreshments

.....

### August Member Meeting

Social 7:00            Wednesday  
Meeting 8:00        31 August 2005

Don Rosen Porsche  
1312 Ridge Pike,  
Conshohocken, PA  
800.814.0656  
www.drimportsporsche.com

(Visit website for directions)

Food & Refreshments

.....

## Social Events

.....

### Fall Rally

Radnor Hunt Concours &  
Rally

Saturday  
10 September 2005

www.radnorconcours.org/html/rally.  
html

.....

## Track • DE • Autocross

.....

### RTR Autocross

8:00A to 4:00P            Sunday  
5 June 2005  
Valley Forge Convention Center

.....

### Tech Session - Jefferson/ Summit DE

9.00A-2.00P

Saturday  
11 June 2005

Tillson's Motorears  
2097 North 63rd Street  
Philadelphia, PA  
215-473.6400

.....

## DE • Jefferson Circuit @ Summit Point

.....

25-27 June 2005  
Summit Point, VA

.....

## Tech Session - Watkins

Glen DE  
9.00A-2.00P

Saturday  
16 July 2005

Brandywine Porsche  
4005 West Chester Pike  
Newtown Square, PA  
610.886.1000

.....

## DE • Watkins Glen Int'l

.....

29-31 July 2005  
Watkins Glen, NY



# Past, Present & Future

Jeff Haas, RTR Vice-President

## Monthly Meeting News

Tech Sessions, Track Events, New Member Breakfasts, Country Caravan VI, Dyno Day, Spring Rally and Membership Meetings. Are we a busy club or what? And that's just April and May. For a car club, we do appear to have something for every interest. And above all else, we thrive on member participation and "volunteerism". Without such a strong and willing volunteer base, I truly believe we would not be the club we are today. As an award winning club, we find our programs being used as a base for comparison. Our Driver's Ed program is "top-flight" with an instructor group that often finds itself being modeled. Attendance at Membership Meetings has been ever increasing. For the loyal groups, thanks! For the curious, come join us!

April's Membership Meeting was held at Tillson Motorcars. Mike Tillson's facility in Philadelphia is an eclectic storehouse of

automobile history. At any given time, one will find rare and unusual automobiles at Mike's facility. And, have no doubt, Mike will know the history of each of the gems in his stable. After a food and refreshments social, Mike once again entertained us with interesting stories from his participation in endurance races at Sebring, one of the most



Photographer: Tom Zaffarano

historically challenging motorcar racing events. Thanks again to Mike, Sue and Company at Tillson's.

Our June Membership Meeting will be held at Vision Porsche. Craig Rosenfeld

and Bill O'Connell will be our hosts this evening for a celebration of PCA's 50th Birthday. As this meeting falls in the middle of PCA Parade, 2005 being held in nearby Hershey, we are fortunate to also have with us an old friend of Riesentöter, Bob Russo. Come join Bob and a few other "fossils" to hear of tales of past adventures of the club and PCA. Social with food and refreshments will be from 7:00P to 8:00P. The meeting will begin at 8:00P.

See you there!

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# Paul Newman Attends New Members Breakfast

Brian Minkin, RTR Membership Chair

## Membership News

For our May New Members Breakfast it was a perfect day for taking a ride in the Porsche to the Perkins restaurant in Emmaus. There 9 new members joined Terry and I for breakfast and talk about our club and their favorite "P" cars. As has been happening at past breakfasts we were seated fairly quickly and the table was soon abuzz with talk of Porsche and RTR.

Three new members from our last breakfast enjoyed themselves so much that they returned for another New Members Breakfast. Our thanks to Katherine Weber, Joe Asher, and Marty Koese for coming out again and helping us to welcome more new members to the club. In addition to Katherine, Joe, and Marty, we were joined by Dave and Marilyn Brickel, Mike and Kim Alvarez, Mike Newman, and Paul Newman. No this wasn't THE Paul Newman but a great guy we hope you will have a chance to meet at another event.

At the end of the breakfast the winner of the guaranteed slot for Watkins Glen was selected. Our winner this time was Mike Newman who graciously gave his winning spot to Marty Koese due to a family conflict on the day of the event. All agreed that the new members breakfasts are fun and a great way to meet fellow Porsche enthusiasts.

Our next and final New Members Breakfast for this year will be held on July 10 at the Bob Evans restaurant located at 19 Morehall Rd Malvern, PA 19355. At this breakfast we will be holding a drawing for a guaranteed slot at the Pocono Make A Wish DE event

that will be held in September. Cost of the DE event will be the responsibility of the member. So if you are a member who has joined in the past year or even if you are a member who has been in the club for a while, (yes we have had fossils attend the New Members Breakfasts) come on out and join Terry and I for breakfast. It's a great way to get to know your club and fellow club members in a very relaxed atmosphere.

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Morgantown  
to  
Reading



RTR Spring Rally

29th May 2005





# My Point of View: Pocono

Kip McFatridge, RTR

My Porsche career started when Brian Smith a very good friend asked me to go to Limerock Connecticut to watch a DE Event. He was new to the club then. So I went and watched and was impressed. But not enough to go purchase a Porsche.

Many years later I had a life long friend call me and asked if I wanted his car, a 1987 Porsche 911 Carrera. I entertained the idea for 30 seconds as I wrote two checks for my son and daughters college tuition for the year. Then I called Brian and told him the price. After he talked me into buying car which took another minute I was the owner of a Porsche. Didn't wow me yet except for the price.. So next, off to the Porsche meeting at Arnolds. Meet a few new people. Then the next meeting at Dougherty's. That night I started to get a little excited after seeing some really nice cars. Then March came around and off to Holbert to sign up for a track event. This is when it got interesting. An hour and a half early. There were twenty people already there to sign up for Pocono. (I thought I was there early, haha).

Well now its 5:00am Saturday morning on the way to Pocono. I get there, sign in,

through the tunnel and find a place park. Of course trying to be inconspicuous since I was the new person. Well that didn't work because everybody around came over to talk about the cars and track. I felt right at home after about an hour. Then I did Tech and Class room. A person came over to me and asked if I was Kip. It was Rick Owens my instructor that had to deal with me for the next two days. He didn't even know if I knew how to start the car and is willing to get in the passenger seat and risk his life with someone he's never met before. And I thought I was daring. A little talk about what I knew about Drivers Ed and off we went to our first session. Together we were finding the line. I thought I picked it up pretty quickly. Then afterwards we had a real talk session on what I did right and what I did WRONG. Then the second session was a little more intense. NO TRAIN. Felt real good with a lot of encouragement from Rick. Then we had our talk afterwards and learned more mistakes to think about. The third session went really good passing other cars and felt in control of the car and knew where the line was. Then the fourth session. I MIGHT AS WELL BE DRIVING A FORD STATIONWAGON. Maybe a little to cocky, too fast, off line, following a newer GT with my antique stock 1987 cab doesn't work. I think Rick was ready to jump out. After the session we had a longer talk than before. Then went to the hotel a little disgusted but had a fun day.

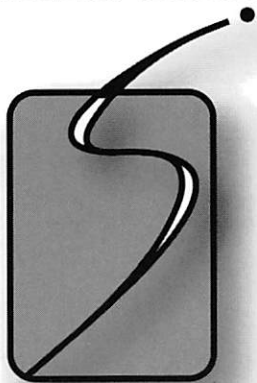
Sunday morning on the way to the track, I was on the cell phone telling my wife and I didn't miss an apex all the way back to the track. But not hooked on DE Events yet. The first session went sensational. The second session was great up to when the brake pedal went to the floor in turn 5. Rick talked me back to the garage with very little brake. I thought the day was over but Rick came back with a couple of Guru's and said I just boiled the brake fluid. I had regular dot 3 in the car. WONT DO THAT AGAIN. Just change the fluid and you will be back out there. After the help of all the people around me lending me tools, Blue Brake Fluid, some knowledge, and 45 minutes I was back in action. Rick asked if I wanted to solo the third session. I guess you have to sometime. It was great. The control was back. I soloed the fourth session and had a great day of driving. Oh yes, I did work my session and met some very nice people while doing so.

I was on my way home on the turnpike thinking before next month I only have to rebalance the front tires, change the oil, replace the right front wheel bearing, change the brake fluid and pads (now I know how important that is) check the linkage on the trans, and then go to tech. Does this mean you're hooked.

Now for the important information. Thank you to all the people that take the time to put these events on. From the coordinators, instructors, (especially Rick) and the people of the club for there knowledge and physical help when you need a helping hand. I hope to see all of you at the next event.

WOW, now I am impressed. Hope to see you in my rear view mirror.

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# The Best Day Ever

Christopher Mahalick, RTR

Traction Control, Porsche Stability Management, ABS, and all-wheel-drive. These tools are really useful for keeping the average street driver out of trouble when he or she does something stupid on the street. Unfortunately, these tools also keep the average street driver out of trouble when he or she does something stupid on the track. And as long as that doesn't artificially inflate their egos to the point of driving over their heads, everything is copacetic. So much for learning the basics, such as car control, proper cornering and braking technique, and all the other good stuff that makes driving on the track such a fun and adventuresome challenge.

If any of you have followed the latest trends in skiing, you will surely be familiar with the concept of "shaped skis". They are shorter than usual and have very deep side-cuts. So what does this do for the average skier? Well, in short, it lets the "average skier" look better than he or she actually is. And as long as that doesn't artificially inflate their egos to the point of skiing over their

heads, everything is copacetic. So much for learning the basics, such as turn initiation, optimal body positioning, and all the other good stuff that makes skiing such a fun and adventuresome challenge.

Has technology taken the fun out of skiing and driving? Have the "safety-nazis" infiltrated all that is sacred to us thrill seekers? Will I be sentenced to hell for subsisting on a high fat, high cholesterol, high carb, high nicotine, high alcohol diet? The time is now to reclaim our fun. Skiers (those under thirty), go buy some Telemark equipment. It's a lot more work, but when you get back on your Alpine skis, you will totally tear up the slopes. The only drawback is that it also tears up your muscles. As in a lot of pain until you get in shape. Nonetheless, it is definitely an activity with favorable danger/thrill attributes.

Some people subscribe to the "No Pain, No Gain" philosophy. Personally, I subscribe to the "No Pain, Better Gain" school of thought. And that philosophy expressly

forbids any and all potentially injurious / strenuous physical activities. That alone slashes Telemark skiing from the list of potential thrills, let alone the aforementioned diet.

Driving fast through corners, on the other hand, provides just as many thrills as skiing, with none of the associated side effects (sore/pulled muscles and cold temperatures). And driving fast through corners in old vehicles just ups the "fun-ante" that much more. If you like to drive by feel and by sound, then you have got to drive an old Porsche. Sure, the new ones are nice to drive, yet they fail to emulate the tactile experience afforded by driving one of the earlier versions.

I received a call from my friend Fred Brubaker a few weeks ago. He said that he wanted to photograph some of the cars in his current stable, as well as some cars from his friend Dave Fisher's collection. And he needed DRIVERS. He didn't have to ask me twice. It is a mortal sin to pass up

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a chance to drive someone else's expensive, old cars.

The appointed Saturday soon came. In the guise of a gray, rainy morning here on the Main Line. Which is why I chose to delay my departure to Allentown for an hour. How was I supposed to know that the storm had already cleared the Lehigh Valley? Needless to say, I arrived forty-five minutes late, to a very P.O.'d Fred Brubaker. What I had envisioned to be a low-key photo session had turned into nine-Porsche-speedathon-vehicular-orgy! There were nine cars jammed on the sidewalk, along with seven drivers. All awaiting my arrival! I was feeling lucky, having brought along a friend, John Randolph, who surely would deflect some of Fred's anger at our late arrival. It was not to be, I had to absorb the wrath myself.

But it was well worth it. The selection of Porsches was awe-inspiring. Included in this day's selections were the following: 1961 356B Super 90 Roadster, 1963 356 Carrera 2 (A rare, real 4-cam), 1969 911 Race Car with a 3.4 liter engine, 1970 911T, 1972 914-6 with a 2.8 liter twin-plug, 1973 Carrera RS Touring (1 of 1130), 1973 Carrera RS Lightweight (1 of 200), 1986 Carrera(16K miles), 1993 RS America (1 of 701).

So, armed with a bunch of digital cameras, we headed over to a local park for the shoot. Cars were assigned to each driver prior to departure. Rather than getting the RS Lightweight, I was assigned the 1969 racecar. Bummer. The racecar is loud and unruly, two good things, but totally uncomfortable for street driving.

We spent about an hour photographing the cars at the park, and then proceeded to another scenic area for more photography. Luckily for me, I got to drive the RS Touring for this segment. And what a great car it was. Just as I had anticipated, those old Porsche engines love to be revved. And surprisingly, it was actually quite civilized and easy to drive. Add this car to my short list of cars to own. After the final photos had been snapped, it was time to head to lunch. Better yet, it was time for another car change. I selected the Super 90 roadster for this jaunt. On a sunny, spring Saturday, nothing beats a convertible. Except an awesomely prepared nineteen-sixties Porsche convertible, of course.

Having just completed a re-read of John Updyke's "Rabbit" series made me want to drive a 356 all the more. In "Rabbit Redux", Jill the wealthy runaway drives a white 356 convertible. In one scene, Rabbit, Jill, Nel-

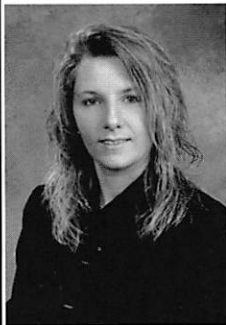
son and Skeeter(a radical fugitive along the lines of the Black Panthers) are touring the Lancaster countryside in the white Porsche. In retrospect, two people in the cramped rear quarters of a 356 could most likely be described as the embodiment of the term "Literary License". Skeeter Lives. Unfortunately, the Porsche didn't, having wasted the engine for lack of oil. Jill didn't survive either. You really must read the book.

Of the three cars driven that fine Saturday, the 356 really stood out. It was fun to drive, and had a really snotty sounding exhaust. Just a great driving experience that really takes you back in time.

As a testament to how well all these cars were prepared, there was not a single mechanical incident all day. A testament to Porsche engineering as well.

So folks, if you'd really like to have some fun, go out and buy an older Porsche. As an investment, they represent solid value. And are a heck of a lot more fun than boring old stocks and bonds.

Hope to see you out on the streets soon.



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# RTR Fights the Weather @ Pocono

Mike Andrews, Track Chair

Two events into the year and we still haven't had a complete day of sunshine. 2005 will certainly go down as a year with a cooler than normal spring. Hopefully things will get better for the rest of the year.

But, that didn't stop 120 or so people from having a great three day weekend. We started off the event by running a PCA instructor certification program, thank you Jack Kramer for your work in organizing the training program with national. Not only did we certify a room full of our regular instructors we added two more to the ranks. Congratulations all and welcome aboard Michael Pechstein and Mark Reynolds. By lunch time Friday the rain had stopped and the track dried off. A half day of dry track is better than none.

Saturday started off very nicely but brought two showers, one with hail, mid way through the afternoon. I guess it's true about what they say about the weather in the Pocono's. Sunday started out overcast and cold and went downhill from there. Let's keep our fingers crossed for Jefferson Circuit. But before we move off of the Pocono event, I want to take a moment to recognize and thank the almost 40 instruc-



Photographer: Tom Branoff

tors that made this weekend possible. We were able reach our goal of one student per instructor and based on the number of instructors sitting with their students after their run group I think we're on the right track (pun intended).

And now the graduations. Emrick Stellar, Brian Minkin, Bob Turgen and Dan Her-

man to black. John Bond, David Schaefer, Paul Walsack, and Shannon Turgeon to white. Tim Johnston, Charles Bowden, and Sharon Scalies to blue. Keep up the good work guys.

I hope to see you all at Jefferson Circuit this month.....



Photographer: Tom Branoff



All Photographs: Tom Branoff

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# Ending at the Beginning

Bob Turgeon, RTR

Since "prequels" are even more cliché with Stars Wars pulling off yet another, I thought it would be appropriate to do the same for all us gear heads out there. The final episode is set, Shannon (wife and track mate) and I are participating in the Holy Grail of track events in August. Some club members are going with us and we plan to document the trip for those club members interested in participating next year.

\*\*\*\*\*

November 2004, track season is over and my wife has a small birthday gathering at our house. As I panned the room, I reflected on forty. My "mid-life reality check" is hitting me in a nice way. I am surrounded by old and new friends, a quiet little 40th birthday party with a seemingly dominant number of track mates. During prior two years Shannon and I have experienced a shift in our social life. Track time is not just about the cars, but the people.

A fishing metaphor applies here. Just drowning worms hanging with your buds talking about nothing to important. Sitting in the paddock at the track, hanging with your buds while awaiting your run group, just talking about nothing to important. How about the fish that got away. On the track it would be "I was gaining on you, but the checkered flag came out to end the run session".

Shannon was hiding something and she really can't keep a secret long. Hope she spills it soon. Birthday cake is coming soon and everyone else knows what the surprise is but me. So how did I get my wife so interested in car club and actually driving? We met briefly over Christmas 7 years ago, dragged down from Boston by my younger sister, Shannon was not flying home to Maui (She is always asked why the hell she left Maui?). A passing holiday moment turned into a long distance relationship Boston/Philadelphia style. I would often fly on a 49\$ cheapy airline that in retrospect seldom arrived any earlier than if you drove North on 95 to Boston rather to Philly air-

port. RRRRrrrr, screech!!!! Beep!!! Boston drivers are part of larger faction that have earned the name "Mass holes". Shannon is weaving her Maui Honda cruiser in and out of traffic along with the rest of the psychotic drivers while unlike Marlin Perkins, I cannot watch from a safe distance. I AM A PASSENGER! I clutch the handle pondering a comment that may end our new and delicate relationship... "I think you should"..... Interrupted. "You see, if your not aggressive they'll cut you off Shannon explains. (A Maui transplant has learned the ways of the Northeast). I find this to be true but, shooting back seems to invite larger guns. I hold back comments and bury my finger nails a little more into the door handle. DAMN!, Shannon is really reserved with so many other things, but this driving thing has got to change.

Back and forth to Boston a dozen more times and our relationship continued to grow. It was July, Shannon's birthday approached and was only weeks away. With over a year behind us, I stepped up with a dream gift from a guy's perspective: Skip Barber Driving School at Lime Rock Raceway. How cool, she will learn car control, drive fast, respect the track as a place to drive at speed and mellow out on the street. (Men really are from Mars aren't they?)

I presented her with my well planned gift along with a double fudge chocolate cake as we sat on her balcony in South Boston. She really must have liked me at the time to go along with this, the cloud above her head imagined a bunch of guys in Nascar hats, drinking beer and burning tires awaiting their turn at the driving school. Shannon paused. "What a great gift and we will stay at a Bed & Breakfast? How romantic?" Her best acting job to date, and I bought it at the time.

We arrive in Limerock and end up staying at a Shannon's Aunt's place nearby to save money (B&B's have become really expensive??) FIRST DAY. The classrooms fills up with what would be normal people, ex-

cept there is only one other women driver. "First, tell me about yourselves and what cars you drive" the chief instructor asks.

Anxious and first to stand up is my worst nightmare, Nascar Man, just as Shannon envisioned. "I am a deputy Sheriff in New Jersey (I am not sure if he divulged his exit on the TP), I drive a Trans Am, ...RAM AIR." Shannon rolls her eyes. I am doomed. (My car at the time was also a RAM .....err, Dodge Ram that is, pickup truck.) Nascar man was the poster child for an all night diner with the belly to prove it. This must get better.

Thank God it did. The Ferrari club showed up an hour later our first classroom and ran the big track while we did slalom, braking and skid pads drills all day. The second day included an autocross course and a timed competition driving Dodge Neons and Vipers. Finally, there was the option of driving your own car on the track and this is where Shannon was grinning ear to ear. Her older 3series BMW (Of course I had convinced her to upgrade her Honda in less than a year!!) did what they do best, handle. By the way, Nascar Man managed only second to last in the competition, further solidifying my comeback. Shannon was hooked. I wouldn't say wedding bells yet, but certainly I knew there was interest when my car magazines started migrating from my nightstand to hers. I had created a monster, or should I say a "gear head".

In 2001 we bought a used 99 Boxster and started DE events with Riesentöter. I was finally back to the track after 10 years of being absent and driving pickups. Our first event together, Watkins Glen (What a track!) and Shannon had now taken the gear head's form of asphalt heroin. Mike Andrews often starts the track event morning meeting with a very appropriate comment, "For you first timers, welcome to your new addiction". Within the year, the car changed, 02 Boxster S. Instead of picking out crystal, our family budget meeting concluded that we needed better brakes.

(It seems we are on a two year car clock). To solidify my midlife endeavor, I managed to score a 96 993 just before my 40th birthday. Shannon is going to drive the Boxster S for one more year. No sharing here!! More magazines, catalogues missing. Hey guys, this track IS more expensive than the clothes our wives buy, give them a brake, trust me I did the math, more tires, brakes, harnesses and she has begun timing me to see how much faster she needs to go to ..... PASS ME? NEVER!!

Back to the party finally:

Okay, so there it is, my 40th birthday cake. Looking down I imagine myself as the Goodyear Blimp. This looks to me like an aerial view of the "Ring" better known as the Nürburgring in Germany. Shannon has trumped me! I get her Skip Barber school with Nascar Man and she in turn raises the bar with the ultimate driving adventure: Three days of driving school at the Nürburgring in Germany.

The Nürburgring is a 14 plus mile track with 142 turns, every imaginable dip, apex, camber, straight line speed with German alps and castles in the background. The track is also a public roadway without speed limits. A Bread Truck can actually be in front of you along with a Ruf turbo moving along at say 300kph. For the driving school, they actually close the road for the BMW club to operate this once a year event. Can't wait.....Sequel to follow with our actual trip and how it went.....



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from good running car. No heads, Transmission 1973, Maybe I have 2 of them. Shift linkage and cross mount, Factory air cleaners 3 types. And whatever else ??? Bill 610-853-3199 billoradio@aol.com [6]

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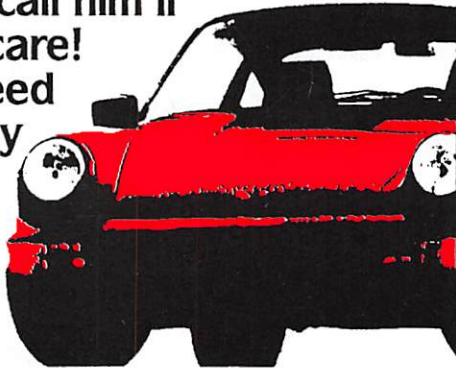
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