

„der Gasser“

Oktober 2006

Riesentöter Election Ballot

Democracy in Action p.3

Riesentöter Holiday Banquet

Saturday December 9, 7pm
Ritz-Carlton, Phila, Pa
p.9



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Upcoming Events:

- Oct 25 Membership Meeting & RTR Elections
- Oct 27 Registration closes for Summit Point
- Oct 28 Tech @ Performance Auto 9a-2p
- Nov 10-12 Driver's Ed @ Summit Point
- Dec 3 Not-Just-New Members Breakfast -
Meet, Greet and Eat - RTR Style
9am @ Exton Bob Evans (303 Pottstown Pike, Exton Pa)
- Dec 9 RTR Holiday Banquet (Save the date!)

On the cover:

The Mt. Rushmore experience. On the way to the 2006 Parade in Portland.

Photographer: D. Angelisanti

„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 10 times a year, monthly with combined January-February and November-December issues.

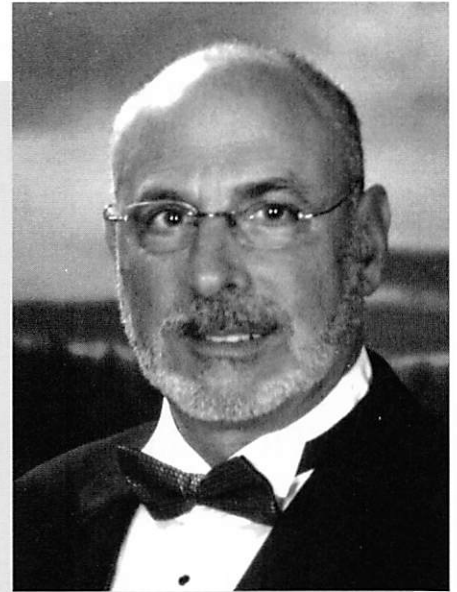
For the latest information, please visit the Riesentöter Region web page at: www.rtr-pca.org

State of the Region

Tom Zaffarano, RTR President

Finally, a real election—not in the past 5 years have we had more than one member wanting to serve the same elected position and now, for 2007, we have two contested positions. Read what the candidates have to say in this issue. Who is running for office? See the Ballot in this issue.

September was a busy month with the final 2007 Scanticon Auto-cross, the Radnor Concours, the Porsche Escape (to the Finger Lakes), the Make-A Wish DE, Auction and Banquet, The Victory Fall festival and just to cram in a little more, Betsy and I took a leisurely 1500 mile trip to the Toronto Film Festival in her new Boxster. We still love this car.



This year's Make-A-Wish weekend was over the top! Despite the weather, RTR members, their guests and Make-a-Wish families joined to participate in this worthwhile cause and they had a great time. Rumor has it that we exceeded last year's contributions. Full story with pictures next month....

This year's club events are drawing to a close with our last DE in November and our gala Christmas and Awards Banquet in December. Speaking of awards, in this issue is a listing of the awards to be presented at the banquet. Send me your input on whom you feel should be so honored.

The Election of 2007 club officers will be held at the October 25th meeting. Please use the Ballot in this issue for mail in voting. Use as is, or make a copy and follow the mailing directions. Ballots will be available at the meeting.

Peace....

Tom Zaffarano

2007 ELECTION BALLOT

As provided by the club bylaws, at the October Meeting the officers of the club for the following year are elected by RTR members in good standing. The Nomination Committee selects one person for each elected position and nominations for those wishing to run for any position are accepted until the close September meeting. This year, there were two nominations from the floor -- one for the position of Treasurer and one for the position of Social Chairman. The Bylaws also provide for write-in candidates, if desired. If you are not attending the election meeting and you wish to vote, you may send a copy of this ballot to **Bill Cooper, 1148 St Finegan Drive, West Chester, PA 19382**. To insure your ballot is counted, print the words **BALLOT** on the envelope. The ballots should be mailed to arrive at Bill's house no later than October 24th. The envelopes will be opened at the election meeting.

**PLEASE VOTE FOR ONE
PERSON FOR EACH
POSITION (circle name)**

	Committee Nominations	Floor Nominations	WRITE-IN
President	Brian Minkin		_____
Vice President	Jeff Haas		_____
Secretary	Terry Minkin		_____
Treasurer	Art Rothe	Stephen Mankowski	_____
Track Chairman	Tom Zaffarano		_____
Technical Chairman	Larry Herman		_____
Autocross Chairman	Graham Knight		_____
Membership Chairman	Marty Kocse		_____
Social Chairman	Robin Zelinskie	Katherine Weber	_____
Der Gasser Editor	Sandor Ferenczy		_____
Goodie Store Proprietor	Francine Knochenhauer		_____

Voter's Name (print)

Membership Number

Signature

(As it appears on membership card)

Riesentöter 2007 Candidates

Courtesy of the Exec Board, RTR

Arthur Rothe
- Treasurer 2007

The old-timers would call me a fossil (over 22 years in the club). Twenty of those years I served as Autocross Chairman, Treasurer, Secretary and again as Treasurer. I am a past recipient of the Riesentoter Award.

While you don't need an accounting degree to be Treasurer, you do need to be reliable, diligent and trustworthy. I strive to be consistent and spend the time needed to be on top of the bills, refunds, collection of debt, etc.. The Treasury has grown under my term due to a great effort by each chairperson and my effort to make all expenditures justifiable and accountable.

So come to the meeting and vote. For the old-timers who can't make it and want to support a fossil, please send in your mail in ballot immediately.

Steve Mankowski
- Treasurer 2007

My name is Steve Mankowski and I am interested in becoming the Treasurer of the Riesentoter Region of PCA. I have been a member of our Region since November 2003 and received the Most Active New Member "Door Prize" at the 2004 awards banquet. Throughout my career, I have held several executive positions including Treasurer of Lu Lu Country Club and Treasurer of my homeowner association. I have also served on finance committee of LLCC prior to becoming their treasurer.

As Treasurer, I can employ the knowledge that I have gained through my career as a Certified Public Accountant to our Club in areas such as budgeting, reporting and tax preparation.

Budgeting is an important component of an organization's financial health. It not only provides a basis for monthly and annual reporting but also works to ensure that the various committees are functioning within their predetermined limits. Financial reporting is crucial to the success of our Club. The reports should be both accurate and concise as well as presented in a format that can be understood by both the Executive Committee and our members. Annual tax returns are now required due to our non-profit status. As a CPA (and one who prepares these returns every year), I would ensure that our records facilitate the preparation of our annual tax filings to ensure that we retain our non-profit status.

In addition, I believe that the members of our Club should receive a financial report quarterly, at a minimum, in addition to the annual budget and financial statements. Obviously, the means of presentation would be at the discretion of the Executive Committee.

Robin Zelinskie
- Social Chairman 2007

I have been an active member in Riesentöter for the past eleven years.

During that time I was the Goodie Store proprietor for 1996 and 1997. In 1997, I sold the Fortieth Anniversary member jackets and track instructor jackets that were personalized with the embroidery of their name on the front. I have been the Social Chair for 1998, 2005, and 2006.

If elected, my plans for 2007 include holding the annual Riesentöter Family Picnic and the Holiday Awards Banquet. Also, for next year, our Vice President has asked for my assistance in planning some of our Membership meetings as social events as I have done for our September meeting this year at Victory Brewing. Our candidate for Autocross has asked for my assistance in adding some après-autocross social time and I have volunteered to help out with our Fiftieth Anniversary celebration which will be ongoing all year.

Katherine Weber
- Social Chairman 2007

My Name is Katherine Weber, I would like to opportunity to be PCA/RTR Social Chair.

I have been a member of PCA/RTR for a little over a year. I was drawn to the club with the prospects of being able to get together with other individuals and their families that have common bond. I have had a great deal of fun attending new member breakfasts, driving in DE events, and running time slips to those of you who enjoy the thrill of Autocross.

I would like to be the Social Chair to help fellow club members organize other events that would suit their needs for sharing in this common bond that we all hold. Although I have not held other board positions with PCA/RTR I do have experience with other organizations, I.E. National Ski Patrol and PTO, with similar roles.

Membership Ramblings And News

Brian Minkin, RTR Membership Chair

As the driving season enters the fall months it is a reminder that the planning of next years club events is soon to get started. But before I focus on 2007 I want to extend an invitation to all members new and old to join Terry and I for a final 2006 Not Just For New Members Breakfast. Lets meet on Sunday December 3rd at 9:00 AM at the Bob Evans restaurant in Exton for one more round of Meet, Greet and Eat RTR style. Join us at 303 North Pottstown Pike in Exton Pa. (Rt. 100) for great food and conversation. If you have never been to a club event come out and learn what you missed and what is on tap for next year.

2007 is a banner year for the RTR region. We turn 50 years old in 2007 and plans are under way for many different events to celebrate our 50th. One of the ways we plan to celebrate is to gather at least one car from each year we have been chartered, for a Car Show and Concours. A review of membership records shows that we have members with cars from 1957 to 2007 except for the year 1962. However there are many mem-

bers who do not have a car recorded as part of their membership record so if you own a 1962 Porsche please let me know. You can also visit the National PCA website <http://www.pca.org>, register if you are not already registered, login and update your membership record with information about your car. This will assist us in contacting the appropriate members to assemble the cars we need to display for all 50 years.

Our Web Forum Continues to grow and after 2 1/2 months of operation we have 88 members, 93 topics and 616 posts. Check out the forum. (There is a link at the top right side of the RTR Web Site.) There is lots of great dialog about many different topics. Even bet-

ter register and become part of the RTR cyber community and let your opinions and ideas be heard. Ask a question that has you pondering for the answer and see how our community can help find the answer from their collective knowledge. It's a great place to get acquainted with the club and its many active members.

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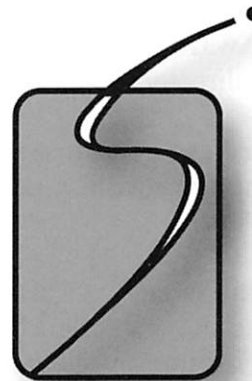
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2006 Award Nominations

Fall is upon us and once again the year flew by too quickly. As I write this, the year is quickly coming to a close. One more DE event, a couple of meetings, and before you know it, our Holiday Awards Banquet will be here.

Each year at the banquet we present awards to members in various categories. The respective chair decides some of these categories, but the executive board as a whole decides others. This year we decided to try something a bit different. We would like your ideas.

Below is a list of the awards and a brief explanation of each award. If, as you are reading over the list, you think of someone who would be deserving of such an award, then let us know. Drop an email to Tom Zaffarano at tzaffarano@aol.com. Please give us the member's full name, the award you think they should get, and a short reason why they should get the award. Your ideas will be taken into consideration by the executive board. Then come on out to the Holiday Award Banquet and see how it all turns out.

Riesentöter Awards

1. **“Riesentöter Fossil” T-shirt** - presented to each active 20-year member (membership since 2004).
2. **John Heckman’s “Annual Door Prize”** - since 1994, presented to the most active new member.
3. **The “Mighty-Nitto” Award** - originated by the Lyles in 1981. On a Saturday they purchased a 911 equipped with Mighty spark plugs and Nitto tires (neither one recognized as a go-fast goodie), and the very next day they both won their classes in an autocross. This award is presented to the person who “Makes the Best of a Bad Situation”.
4. **“Tattered Helmet” Award** - first won by Howard Reed, who in 1970 purchased the very first 914 in our region. This is awarded to the person who somehow distinguishes him/her self in a less than glorious manner.
5. **“Case-Beilder” Award** - presented for service as past president; originally presented to Charlie Beidler, Regional director in 1957.
6. **“Press on Regardless” Rally Award** – created in 2002 at the request of Steve Choi, our Rallymeister at the time, with a generous donation of a 70’s vintage Heuer stopwatch by fellow Riesentoter Jeff Meyer.
7. **The “Broken Crankshaft” Award** - originated by William C. Schmidt, an avid autocrosser, in 1972. Bill donated the crankshaft from his brown 1968 912 for this award. This heavy award is presented to the most improved autocross driver.
8. **The “High-Speed Driver” Award** - originally presented to Al Anderson in 1984 and currently presented to the track driver who shows the most improvement during the year.
9. **“Instructor” Award** - presented first to Kurt Faller (2000).
10. **“Riesentöter” Award** - originally presented to Charlie Beidler in 1959. This award is the oldest and most coveted award of our region. This is presented to the person or persons who in the opinion of their peers has/have made the greatest contribution to the club over a number of years. Literally translated, “Der Beste Riesentoter Des Jahres” is “best Riesentoter of the year”. It is interesting to note that the word Riesentoter, which loosely translated means “Giant Killer”, was part of the inscription long before it was adopted as the official name of the region in 1973.

RTR Web Forums

Wayne Devonport (Wellardmac), RTR

Forum

n 1: a public meeting or assembly for open discussion
n 2: a place of assembly for the people in ancient Greece [syn: agora, public square]

Some might also say that a forum is a place where gladiators go to fight. Having participated in many Internet forums, I personally can attest that some places do have a slightly gladiatorial atmosphere to them. Thankfully, we can say with all honesty (and thanks to the efforts of Brian Minkin) that the Riesenötter web forum that opened its doors in July has few gladiators and plenty of open discussion.

The new forum has become a place to hang out and talk, sell/buy parts for your car or get advice on maintenance. At the time of writing we had almost 90 members discussing topics as wide ranging as the Make-a-Wish event last weekend, to suggestions on how to upgrade their cold air intakes to make for a sexier exhaust noise.

This web forum is set apart from other Porsche forums by the fact that people you have probably met at local events populate it. A fair number of members hang out there to chat and they're all ready to help, give advice, or just be a sounding board for ideas.

You don't have to be a web junkie to participate; you just need the ability to use a web browser. You can jump right into the ongoing discussions on how we might reshape RTR events, or post on any topic that comes to mind. If you've not been involved in a web forum before, you might want to become a 'Lurker' - just hang out in the background and read the posts of others, while getting the swing of how things work. If you're more proactive you can jump right in and express your

opinions about how we can improve our events. Right now we have discussions going on about how to improve our autocross events (including a poll to voice your opinion about what's most important to you about AX) and autopsies (thankfully figuratively) on the last track event. It's also a great place to get help on anything from rotor replacement to suspension upgrades. Another great use of the forum is to post information on events and get-togethers that you'd like to attend and have other RTR members join you.

You can visit the forum from the RTR Web Site (Top right side of the wheel) or type the URL-<http://itr.mywowbb.com/>- into your browser. Click on the discussion title to take you into a discussion area and you'll see all the current topics listed. Click on the topic title to read the discussion thread. If there's a comment that you'd like to respond to you can click on the little 'quote' button above the post to post a reply that includes the post that you're responding to, or just hit the 'reply' button to post your comments without referencing the previous post. Reading and joining the discussions can be daunting at first for the newcomer, but you'll quickly get the hang of it. Before you know it the discussion just feels like a conversation with friends.

The best way to start is to visit a forum, click on "New Topic" and post a thread on whatever you have on your mind that's Porsche or RTR related - it can even be as simple as posting "Hi, my name is ..., I'm a Porsche addict, I'm new here, and just wanted to say hello." The good thing is that unlike a Roman forum, you'll leave without injury and might even have some fun or learn something.

Warm weather wheels.

Current Pre-Owned Inventory

- '99 911 Carrera, Sold
- '00 911 Carrera, 6-Speed, Red/Black
- '02 911 Targa, 6-Speed, Silver/Black
- '02 911 Carrera 2 Cabriolet, Tiptronic, Silver/Blue
- '02 Boxster, 5-Speed, Silver/Black
- '02 Boxster, 5-Speed, Silver/Blue
- '04 Cayenne, Sold
- '04 911 Carrera Cabriolet, 6-Speed, Black/Black
- '05 911 Carrera, 6-Speed, Red/Black

New Inventory Sample

- '06 Cayenne, Tiptronic, Grey/Grey
- '06 Cayenne S, Tiptronic, Silver/Grey
- '06 911 Carrera S Cabriolet, 6-Speed, Red/Black
- '06 Cayman S, 6-Speed, Red/Black
- '06 Boxster S, 6-Speed, Yellow/Black



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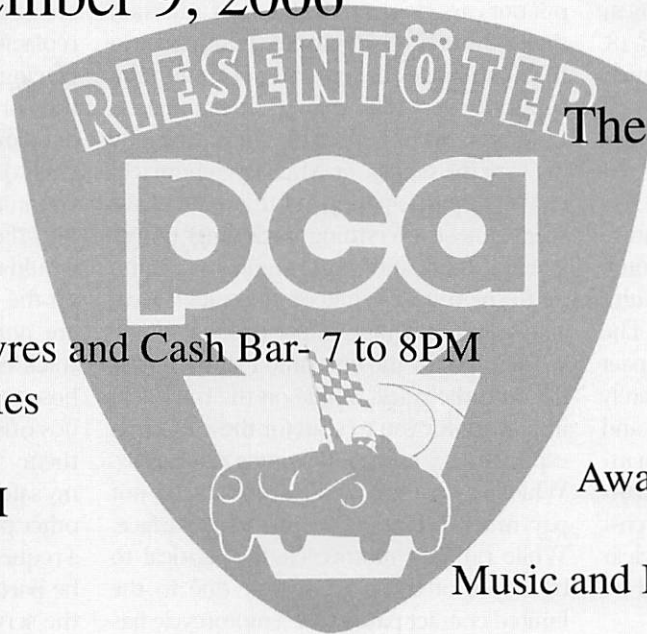
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Riesentöter Holiday Award Banquet

Robin Zelinskie, RTR Social Chair

Saturday, December 9, 2006



The Ritz-Carlton Hotel

Ten Avenue of the Arts
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Butlered Hors D'Oeuvres and Cash Bar- 7 to 8PM
Arden/Mellon Balconies

Sit down Dinner- 8PM
Petite Ballroom

Awards Ceremony to follow

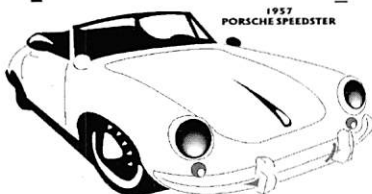
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- ♣ A/C systems
- ♣ PA State Safety and Emissions Inspection
- ♣ Hard to find parts available

Small Part Big Problem

Steve Meenan, RTR

The accident at the Three Mile Island Unit 2 (TMI-2) nuclear power plant near Middletown, Pennsylvania, on March 28, 1979, was the most serious in U.S. commercial nuclear power plant operating history. This disaster was caused by the failure of a pressure relieve valve to close as it was designed to. This valve allowed coolant to escape from the reactor and core temperature to get high enough to melt the zirconium tubes that held the fuel pellets and ultimately suffer a partial core melt down. The TMI unit two incident had a severe impact on the nuclear power industry and severely limited the potential for development and construction of new facilities. In fact many plants that were in the process of construction were never even completed due to cost prohibitive regulations that the Nuclear Regulatory Commission implemented after the incident.

Many are probably wondering what does the TMI Unit 2 incident have to do with Driver Education. In driver education you have to put a tremendous amount of faith not only on the mechanical correctness of your vehicle but also the cars driven by other DE participants.

The unit 2 disaster was caused by the failure of one small part of the system. In DE the failure of one seemingly insignificant component could spell disaster for the driver or others on the track. If enough incidents occur it could jeopardize our opportunity for to continue DE events at such a reasonable cost.

In driver education it could be something as simple as that small hose that

is rubbing on a throttle linkage for years until one day it rubs through and dumps fuel on a hot exhaust causing your car to go up in flames, or that 15 year old lower radiator hose held on by a rusty hose clamp that was holding the air filter on you 1972 lawn boy that was just the right size that fails on

track. During a driver education event we put out cars closer to the limits of adhesion than we ever do on the street. Being close to that limit makes the presence of any foreign substance very unforgiving. It can make a car go out of control whether it is driven by me, you the reader, or Michael Schumacher. While participating in DE events I have seen almost everything including power steering fluid, antifreeze, engine oil, dump on to the track. While on the track I have also seen mufflers, exhaust tips, air filters, wheels and for the first time I saw a motor fall onto the track. While on the track it is important for you to scan for these hazards especially if you are following a red 240 sx. While on the road most car drivers do not pay much attention to the road surface. While riding a motorcycle it is critical to be aware of the road surface due to the limited contact patch that a motorcycle has on a motorcycle even that slightest amount of contamination will lower the friction coefficient between tire and road and you are sliding across the pavement thinking what the f just happened. In DE it is just as important to monitor the track surface and pay attention to the flag stations for

Many may think that replacing hoses that are not leaking is paranoid, but the cost of replacing these hoses is much less than replacing your car after a 15 year old coolant hose or oil hose fails and dumps antifreeze or oil on your rear tires sending you into the wall, or worse sending the person behind you in their brand new \$100,000.00 GT 3 into the wall. No one in their right mind would think about running 15-year-old tires on the track. They may hold air but they are not acceptable for the demands of a track environment neither are old coolant hoses and old oil lines. I have had 2 early 90s 911s and replace the oil lines on both of them. Not only were these lines replace for my safety but it was also for the safety of the other people on the track with me. This is a request for all owners of cars that going to be participating in DE events to research the service history of their automobile. If your car is older than 15-20 years old replace these components before they fail, not after because it may be too late. Even if an accident does not result from a hose failure your event could be cut short or potentially costly engine damage could result. It is also not nice to not be the guy that makes every

one on the track need to change their line to avoid the mess that you created. Spend a little now and save a lot later.

It is very important for all to take the tech inspection process very seriously. It could be a matter of life and death. All DE participants should try to actively participate in a tech inspection before a track event. It will help create level of understanding of how the suspension brakes and driveline systems in a Porsche are

constructed. It will also allow participants to be on the underside of other people's cars both newer and older to see the continuous engineering development that has kept the 911 as a benchmark for sports car performance.



warnings flags pertaining to track surface problems. In the tech inspection part of the inspection is to look for fluid leaks. What is unfortunate is that Drivers Ed will subject the car to demands that it has never seen on the street, so a hose that may not be leaking now will potentially fail on the track.



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Milton goes Mod

Christopher Mahalick, RTR

The town of Hershey, Pennsylvania was founded in 1905. Built on a foundation of moral responsibility and benevolence, Milton Hershey's factory town was unlike all others. Single brick homes, manicured lawns, and tree-lined streets came together to create a town that even today reminds one of a Mennonite version of the neighborhood in *Leave it to Beaver*. "Ward, have Wally and the Beaver been playing with my prayer veil?"

It is against this backdrop that thousands of Porsche fanatics gather every April to attend the world's largest Porsche-only swap meet. And if the five thousand plus folks attending this event weren't enough, then throw in a really big Volkswagen gathering in another neighborhood. If you are thinking "German Auto Utopia", then you've hit the nail right on the head.

The reason I selected my 914 as this year's transport was twofold. First and foremost, none of the major automobile publications have been clamoring for my writing, so funds are tight. In order to provide a quick cash infusion into my track program, I figured that the car corral at the swap meet may just have been the answer. (To relieve your guilt, please send Hawk Blues and Toyo Proxes to my home address). Aside from avarice, though, an anachronistic town like Hershey beckons for an equally anachronistic ride. And a 1971 914 fits the bill perfectly. Slab-sided, slow, and inherently unreliable, the 914 looks like a fashion refugee from the seventies. But that's what makes it so cool. One could easily picture Jim Rockford's lawyer, Beth Davenport exiting this car dressed in a polyester pantsuit, sporting some major league seventies big-hair. If the seventies were a car, they would be a 914.

I hit the Pennsylvania Turnpike west at about seven-thirty on a beautiful Saturday morning in this particular 914 for the ride to Hershey. Since the car is over thirty years old, I decided to keep the speed to about fifty-five or sixty. And that proved to be a perfect plan.....for about three miles! After being repeatedly passed by old Chevy Cavaliers and chintzy Oldsmobile products, I finally had enough. It was time to let this puppy run and deal with the consequences

later. I was a little nervous as the needle crept to eighty, but the car felt completely composed and comfortable. And the next thing I knew, I was cruising at a safe and prudent ninety, while weaving my way through the Cavaliers and Oldsmobiles that had previously passed me. In reality, the 914 is an awesome, relaxed highway car. It could probably cruise at ninety all day long with nary a complaint. Not bad at all for a much maligned antique.

So I arrived in Hershey with a smile on my face, all set to enjoy a fun, sunny, spring day. The swap meet was great. There were a ton of folks from the Philadelphia area present, so it was as much about the socializing as it was about the cars. And if I ever want some shredded fiberglass panels for my Carrera, I'll know who to call. From absolute junk through an eighty-five thousand dollar Gambella 911, it was all there for you.

At about two o'clock the crowd began to thin, so I decided it was time to head back home myself. It took forever getting out of the parking lot, but once on the open road the traffic began to thin, and I was on my way. Only I was heading in the wrong direction. I finally found an exit and turned around to head back east. The traffic began to slow a bit, eventually coming to a stop. When the traffic started to move, I didn't. There was no first gear. So I hit second, slid the clutch a bit and was moving once more. I then shifted to third, and the shift lever went limp in my hand. I hobbled into the parking lot of a local grocery store. Now what do I do? In a moment that defined my infinite wisdom, I had jumped into a thirty-year old car that morning without even packing a single tool. So I went into the grocery store and purchased a pair of pliers. The next problem was that they proved to be totally ineffective. So I decided to limp up the road in third gear. Well that wasn't going to work, but at least there was a mini-mart to pull into on the main road. As luck would have it, there was a road crew working nearby, and they were able to lend me an eight-inch Crescent wrench. With this tool I was able to remove some of the bolts, but I still needed a socket. I began to ask around to see if any of the folks gassing up their cars had any tools with them. Based

on the responses I received, I may have just as well been asking for porn and alcohol in Saudi Arabia. I was just about to give up hope when I noticed a young guy gassing up his Gti VR6. I asked if he had some tools. He didn't but he offered to drive home and return with a socket set. He returned in minutes, and I was finally able to repair my car. Once I had the bolts holding down the shifter out I told him I would be OK, and he returned home.

I progressed with the needed repairs, only to realize that I needed a screwdriver to complete the process. Since my tool connection had left, it was time to recruit his replacement. As luck would have it, two more Gti's pulled in, driven by two guys who looked like they could have been extras in the movie *American History X*. Nonetheless, I asked them if they had a screwdriver. Not only did they have one, but they hung out to offer moral support. I continued to work, and as I did, more folks began to mill about. It became like a little VW/Porsche party. At one point, as I am just finishing up, I hear a guy say, "Bro, are you gonna be OK, we can't leave one of the family behind". Thankfully, I was going to be OK. I'm sure that I would have achieved a higher level of "spiritual enlightenment" (wink, wink, nudge, nudge) had I been driven home in a psychedelic VW bus, but at that moment all my thoughts were focused on getting the car back home under its own power.

With the transmission shifting once again, it was time to get out of Dodge in a big way. My friends Mark and Carol Reynolds had stopped by and graciously offered to follow me home. This was to be the one and only time in history that a 914 would ever be leading a GT2. We headed back to the turnpike, and I was really feeling great that I had been able to get the car going again. The forces that be must have sensed my jubilation. So they stepped in and made the car stall as I entered the turnpike. That was it. I calmly pulled over and decided to call for a tow truck. Sometimes you just know it's time to quit. Skip right on by anger and go directly to the acceptance phase. Helps to lower the blood pressure. Mark and Carol pulled over behind me. There was nothing to do but wait for the tow-

truck to arrive.

So there we were. A GT2 and a 914 sitting on the side of the turnpike. And all of a sudden we look up from our conversation to see an Infinity G35 backing up towards us. Once stopped, the doors open up and a guy that looks like a bad version of Tiny Tim steps out along with his two young sons. He immediately goes into a dissertation on how fast his 450 horsepower, supercharged Infinity coupe is. Subsequent tales involving his bravado on the dragstrip provided further assurance that we were in

the presence of an automotive legend. As he approached the GT2 he inquired as to the horsepower rating. I immediately began to send Mark a telepathic message that said "pick any number over 450!". It worked! "I think this car has about 480", replied Mark. Excellent. An unintentional (on Mark's part) smackdown befitting the World Wrestling Federation. The (one-sided) conversation eventually wound down, and Tiny Tim and his sons got back in their car. "Watch, he'll burn out as he leaves", was Mark's sage, solitary, comment. And with that said, Tiny

Tim did indeed, burn rubber.

It has been written numerous times (and that's just by me) that life is what happens while you are making other plans. And that is more than OK with me. I feel that I lived a bunch of lives that Saturday in April. At times ludicrous, at times surreal, they came together to make for one special day. And if you feel you need some help getting there yourself, I have a broken-down 914 for sale.



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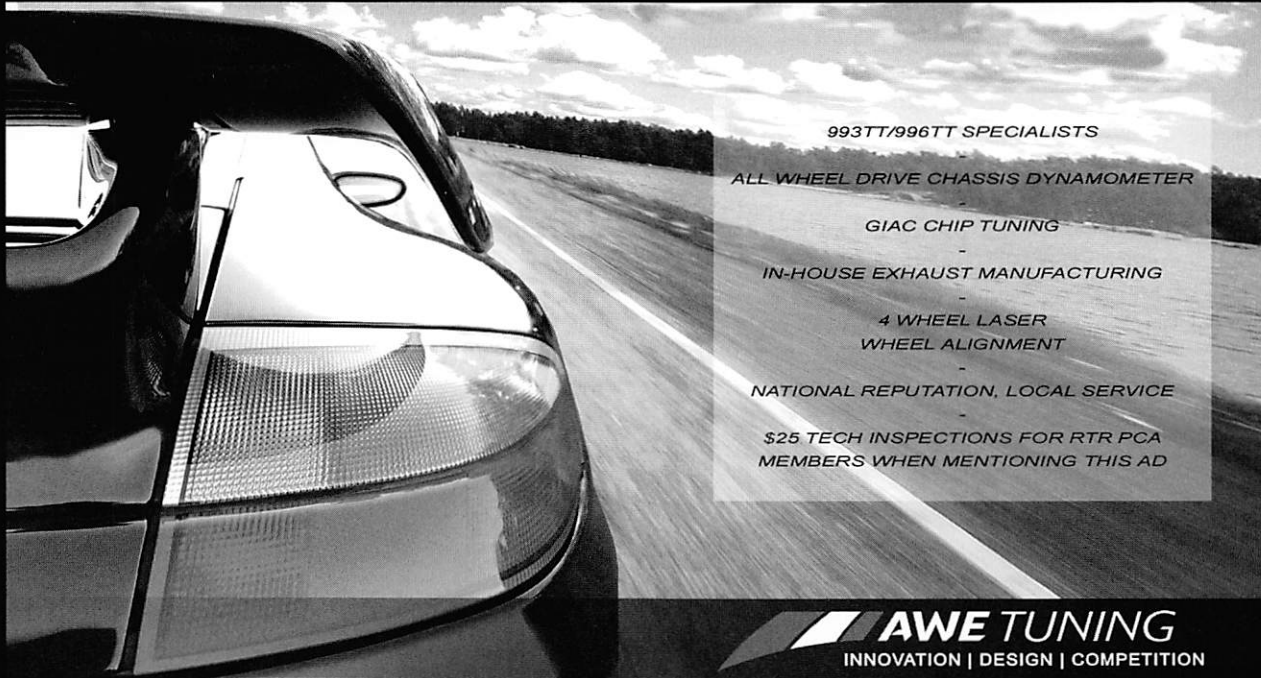
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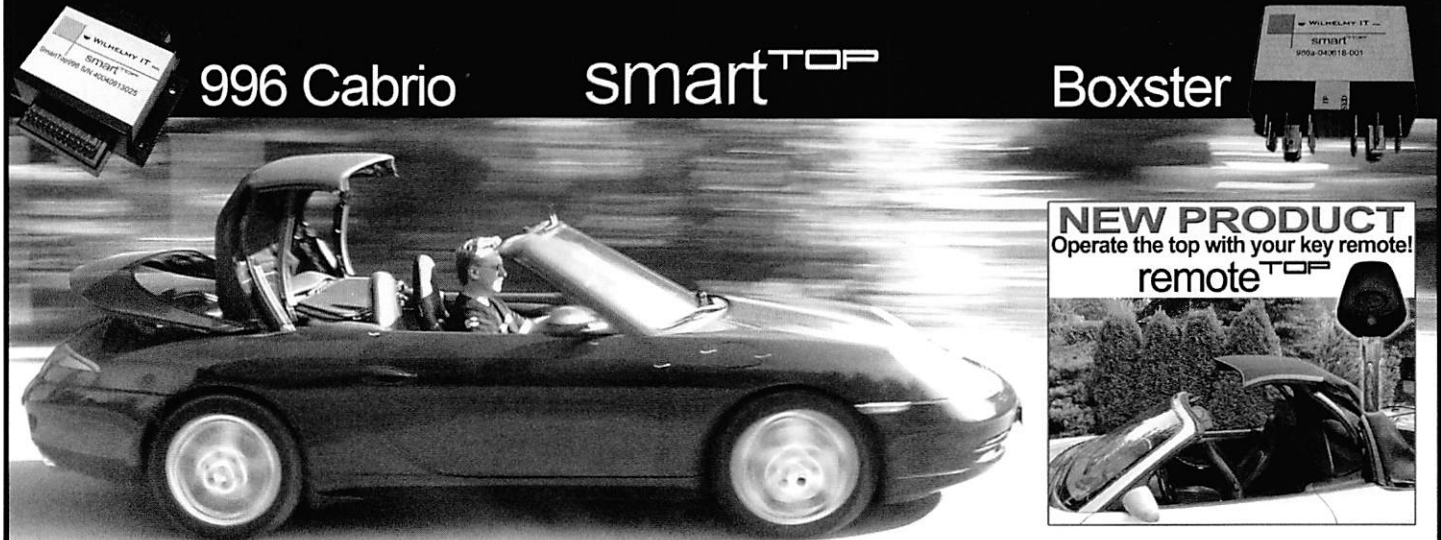


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(built 8/90, titled:10/90) new targa top, guards red/black, major tune including a/c, 5sp, approx 88,000 miles, all original, perfect, serviced by Mike Tillson Motor Car Service, mobil one, garaged, custom cover, Nakamichi CD system by Goodman Radio(original blaupunkt available), BF Goodrich 205/50ZR16,225/50ZR16, 17 Cup wheels/Goodyear available Frank Mayer: fmayer129@comcast.net, 215.901.4593 [9]

1993 911 RS America

white/black, exceptional cosmetic and mechanical condition, never raced, no collision damage, no paint, no mechanical repairs, all four options - A/C, sunroof, limited slip, radio - "bolt on" mods only - "big red" turbo brakes, H+R springs, chip, exhaust, air box, harness truss, all records, 49,200 miles. \$43,500. John Griffith, New Hope, PA. jgriffith76@comcast.net [9]

1976 930 Turbo.

Serial # 9306800036. Silver over color-match blue. 43,000 original miles. Bone stock, always. Engine rebuilt at 40,000 miles. Painted one year ago to a high standard, by a Porsche-specified garage with German paint. Original interior. Original Fuchs and Blaupunkt. Although a driver, it is about as good as one can be. Many records, including the original manual with oil change stamps. No disappointments. Come see it at my house in Doylestown. Call Don at 215-766-1213, or e-mail: donbarry77@aol.com. [9]



1995 993 Cabriolet

44,900 miles. Black/Black over Cashmere, windscreen, magna bra & boot, Nakamichi radio, new tires & inspection, 6 speed, recent major service, 17" cup wheels, loaded with options, garaged & perfect, call for details & pictures. Christopher Sheetz 610-296-5989, tesheetz@aol.com [10]



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bolt in, black rollbar for 964-993 Porsche cabriolets.. Like new, no scratches, etc. Installation is easy and does not damage the upholstery. Can be removed in less than one hour and reinstalled quickly. Have all the installation, plates, bolts, installation instructions and specs. See dasport.com for details. New cost is about \$1150 delivered. My price is \$700 plus shipping (I will deliver free locally). Dave Schroeder 513-459-8006 dandnschroeder@aol.com [8]

Racing helmet SA2005.

Medium(7 1/8-7 1/4). White, open face. JEGs catalog no. GF 750...471-5403XXXWH. See jegs.com for details. Bought recently and used once. My price is \$90. New cost is \$150 plus shipping. Gloves and neck support are free with the helmet. Dave Schroeder 513-459-8006 dandnschroeder@aol.com [8]

Two sets of seat harness.

Black, 3 inch. 5 point, latch type. Bought last fall and used once. JEGS catalog no. 471-6000BK. See jegs.com for details. My price is \$80. New cost is \$140 plus shipping. Dave Schroeder 513-459-8006 dandnschroeder@aol.com [8]

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bminkin1@comcast.net

120 S. Bishop Ave.
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rttech@comcast.net

Editor

Sandor Ferenczy
srfenczy@cceceeye.com

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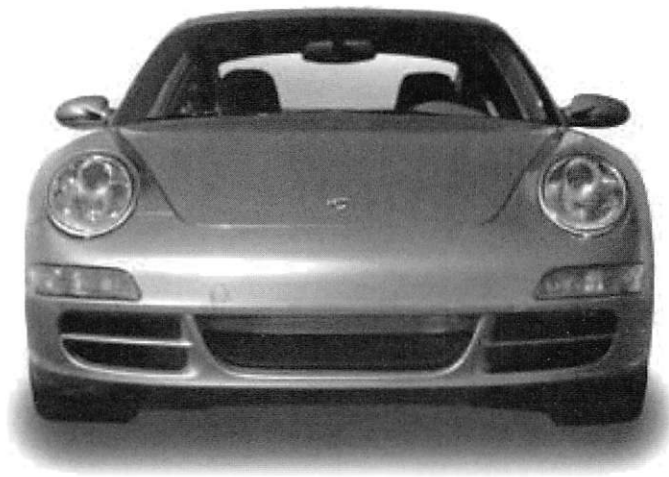
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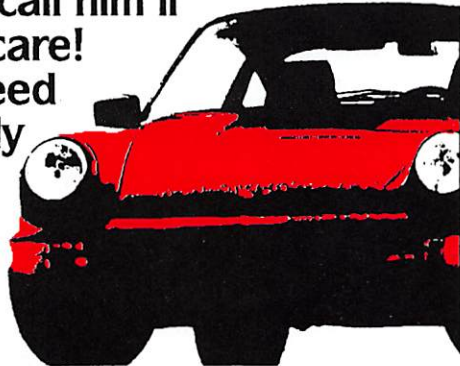
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