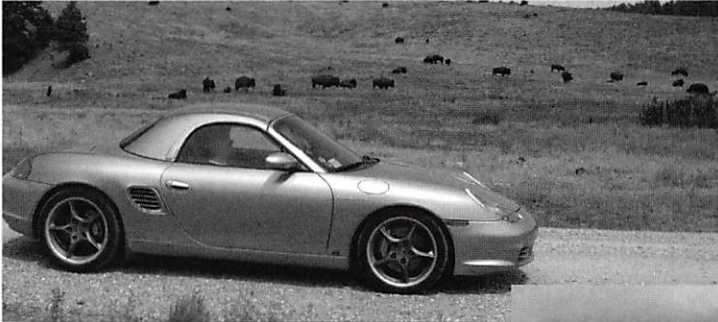


„der Gasser“

Januar/Februar 2007



Snidley 2007

Whiplash at the Track

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50th Anniversary

Celebrating Our Region

p.9

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„der Gasser“

Januar/Februar 2007

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| Feb 3 | Member's Meeting p.3 |
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Meet, Greet and Eat - RTR Style
9am @ Bensalem Bob Evans |
| Apr 14 | Tech Session - Holbert's 9a-2p |
| Apr 28-29 | DE @ Shenandoah |

On the cover:

On the road to Portland for Parade.

Photographer: Dennis 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 Januar/February-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

Brian Minkin, RTR President

Happy New Year and best wishes to all. As I settle in to the role of President for 2007 I am watching the schedule of events for the year evolve and wow what a fun year it is going to be. And to top it off it's a very special year for RTR members as we celebrate the regions 50th Anniversary. See John Heckman's article in this issue for greater details on how we plan to celebrate our 50th. We have a special club logo that will be used only this year, which will help us carry the 50th anniversary theme throughout the year's events. Thank you Fred Bonsall for your outstanding design.



Francine our Goody Store proprietor has a new limited edition jacket and sweatshirt ready to go with our 50th logo and will be taking orders at upcoming membership meetings.

Jeff has several membership meetings arranged including a trip to the auto show and vendors night.

Tom has already booked the entire years Drivers Education Events giving our region 8 events with 19 days of driving. Now all we need to do is insure great weather and once again we have a Drivers Ed program that other regions envy.

Paul and Steve are ready to kick off the start of the tech program for 2007 with Super Tech, a sure sign that the driving season is fast approaching.

Jack our dedicated chief instructor is planning programs to teach car handling in a safe environment to enhance our Drivers Education programs focus on safety.

Graham is hard at work looking into additional sites for an expansion of our Autocross Program. If you know of any large parking lots that are empty on Sunday I am sure he would love to hear from you.

Marty has already scheduled this years Not Just For New Members breakfast in a variety of locations throughout the region making it easy for you to find one to attend. Help Marty beat my current record of 30 members at the last breakfast in 2006.

Dennis is back as Rally Master with more great Rally events that are sure to create a unique bond between driver and navigator.

Robin has booked the 2007 holiday banquet and is also hard at work with John Heckman on our spectacular Anniversary Party this June.

Plans are also shaping up for some touring events, car shows and lots of great social fun as well.

Doug Mahoney has retired as our Webmaster. Thank you Doug for creating our presence on the web and all your years of dedication to our web site. Our new Webmaster Peter Majka is busy updating the web site with the latest news and our web forum continues to grow with great discussions about every imaginable topic having to do with Porsche, RTR and our member's interests.

I must remind you that all these great events are organized and run by volunteers. It can be hard work but it is always very rewarding. Enjoy your P-car and Turbo-Charge your passion. Get Involved! Volunteer!

Stay Tuned

Brian Minkin

• **January's "Social Gathering" – February 3rd, 2007**

Lunch at "Theresa's in Wayne, PA with trip to the 2007 Philadelphia Auto Show.

When: February 3rd, 2007 @ 12:00 Noon (yea, I know it's February)

Where: Theresa's – North Wayne Ave., Wayne, PA (parking at train station across street)

*Then What: Train ride into Philadelphia to the **Auto Show**. After a couple of hours at the show, return train to Wayne where you can be on your merry way or.....?*

The "catch": Theresa's can comfortably seat approximately 45 to 50 people. We will be taking reservations for the 1st fifty (50) respondents via email (jwhaas@comcast.net). The train ride is available to all as is the Auto Show. While this is a club venue, you will be asked to pay your way.

The Ride: From Wayne to Market Street East – Septa Regional Rail departing Wayne at 2:14PM arriving MSE at 2:53PM.

From Market Street East to Wayne – Septa Regional Rail departing MSE at either 5:10PM or 5:40PM (your choice)

• **February's Membership Meeting – February 28th, 2007**

"Vendor Night" at Dougherty Automotive.

When: February 28th, 2007 – Social @ 7:00PM, Meeting @ 8:00PM

Where: Dougherty Automotive in West Chester, PA

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Membership Meetings

Jeff Haas, RTR Vice President

Well Gang,

Here it is, the final days of 2006. A pretty good year in all. Believe it or not, your RTR Exec began preparations for 2007 several months ago with the planning of the 50th Anniversary of Riesentoter. If you haven't heard, Riesentoter is 50 years old this coming year. Quite an accomplishment and well deserved.

This coming year, we will be trying something a little different with the Membership Meetings. After much discussion, suggestions, comments and thought, this year we will be dividing our meetings into "formal meetings" and "social meetings". There will be four (4) "formal" meetings spaced at approximately quarterly intervals, and there will be "social gatherings" between the quarterly "formal" meetings.

The "formal" meetings will typically follow the format of previous Membership Meetings. The "Social Gatherings" will be typically held at interesting (or maybe not) restaurants or taverns where all can meet, socialize, eat and generally have

fun with your fellow RTR friends. A brief "les affaires du club" will be presented at each social (thereby satisfying charter). We will be trying to accompany each "social gathering" with interesting venue. For example, our Januar/February "social gathering" will be a buffet lunch at "Theresa's" in Wayne followed by a train ride into Philadelphia to attend the 2007 Philadelphia Auto Show. See details in this month's "Der Gasser" and on the RTR Website.

In February, our 1st quarterly formal Membership Meeting will be our annual "Vendor Night". Dougherty Automotive in West Chester will again be hosting this event. See details in this month's "Der Gasser" and on the RTR Website.

Robin Zelinski (our Social Chairperson) will be assisting in this new format. Venue suggestions will be gladly accepted by both Robin and I. So please contact either one or both of us with your thoughts and suggestions.

Let's make it a great year!

Goody Store News

Francine Knochenbauer, RTR Marketplatz

We are having embroidered jackets and sweatshirts made with the new logo for the fiftieth anniversary of the club. The sweatshirts are a limited edition and will be sold as first come basis, the colors are Navy, Steel blue, and black. Sweatshirts are \$30 each.

The Jackets are medium gray with black trim. They sell for \$90. Personalized embroidery such as your name, and/or car number can be ordered for an additional charge of \$ 5. These

Jackets are not stocked by the Goody Store so pre payment must be included for your order to be accepted. A sample jackets as well as jackets of all sizes for proper sizing before ordering will be at our first general membership meeting along with order forms.

A wonderful healthy happy & safe new Year

Francine Knochenbauer

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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Membership Ramblings And News

Marty Kocse, RTR Membership Chair

Welcome to another year of fun and excitement, enjoying our Porsche cars and all the people that make our club so great. As the new RTR Membership Chairperson, I hope to be able to make newcomers feel welcome and look forward to being able to answer any membership questions you may have. Let's make it a great year together.

As some of you may know, 2007 will be a special year for our region, celebrating its 50th birthday. And just like any other birthday, this year will be marked as a celebration of 50 great years of club history. Look for that theme throughout the many RTR club activities planned for the year. As Brian Minkin, RTR President, told us earlier, one event will entail a car show with at least one model from each year of the club's existence. A virtual evolution of the advances in Porsche automotive technology will be on display for everyone to see and compare. Don't pass this one up.

If you're new to the club, you'll find that RTR is made up of all kinds of people, young and old, with all kinds of interests related to their cars. And most are more than willing to share their past experiences (good and bad) with you. All this makes

for a good time and lots of laughs whatever the occasion. So, whether your car is a trailer queen, track prepared, or anything else in between, make sure to come join in the fun. You won't be disappointed.

Remember, RTR offers something for everyone. Whether it be a picnic, a breakfast meeting, a holiday banquet, a concours, a "Make-A-Wish" auction, a road rally, a driving tour, a swap meet, an auto-x, or even a track event, I can guarantee one thing for sure, you will have fun. And don't forget about the RTR on-line forum which allows you to share your ideas or ask questions on absolutely any topic. Just make sure to take the time to come out and share in the RTR experience. Please be sure to check the calendar of scheduled events via the RTR website at www.rtr-pca.org for specific dates and times.

As a chance to get together with both new and old RTR members, I would like to continue the informal breakfast gatherings at various locations throughout our region. So, whether you're new to the club or a fossil, please come join us for good food and conversation. I look forward to seeing you (and your cars) there.

"Not Just for New Member Breakfast" gatherings will be 9am at the following locations:

Sunday March 25th - Bob Evans Restaurant, 1369 Bristol Pike (RT 13), Bensalem, PA 19020

Sunday May 27th - Quakertown Family Restaurant, 25 N West End Blvd (Rte 309), Quakertown, PA 18951

Sunday July 29th - Trolley Car Diner, 7619 Germantown Avenue, Philadelphia, PA 19119

Sunday September 30th - Ruby's Diner Brinton Lake, 919 Baltimore Pike, Glen Mills, PA 19342

Sunday November 25th - Cracker Barrel in Plymouth Meeting, 2095 Gallagher Road, Plymouth Meeting PA 19462

Again, if you have any questions about the club, feel free to contact me at RTRMembership@verizon.net or even give me a call at home 610-865-0550.



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Bill Boys

Hey Gang, Guess What?

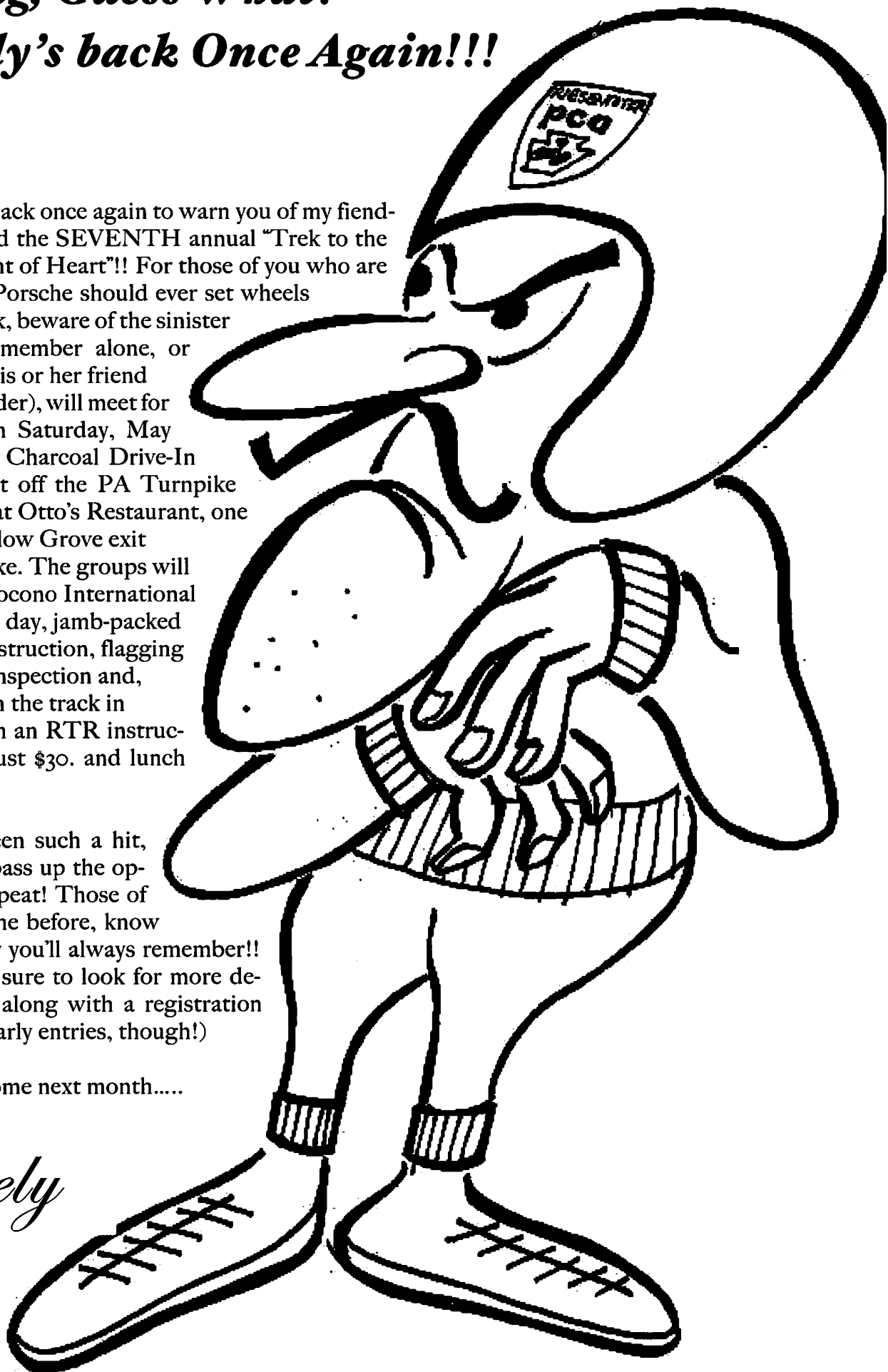
Snidely's back Once Again!!!

That's right, I'm back once again to warn you of my fiendish scheme to hold the SEVENTH annual "Trek to the Track for the Faint of Heart"!! For those of you who are not sure YOUR Porsche should ever set wheels on a real race track, beware of the sinister scheme afoot...a member alone, or accompanied by his or her friend or spouse (18 or older), will meet for breakfast early on Saturday, May 19th at either the Charcoal Drive-In in Allentown, just off the PA Turnpike on Route 222, or at Otto's Restaurant, one mile from the Willow Grove exit of the PA Turnpike. The groups will then caravan to Pocono International Raceway for a full day, jamb-packed with classroom instruction, flagging experience, tech inspection and, best of all, time on the track in your Porsche with an RTR instructor! All this for just \$30. and lunch too!

Each year has been such a hit, we just couldn't pass up the opportunity for a repeat! Those of you who have gone before, know it's a fantastic day you'll always remember!! Sound good? Be sure to look for more details next month along with a registration form! (sorry, no early entries, though!)

More to come next month.....

Snidely



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It's a Birthday Party, and You are Invited!

John Heckman, RTR 50TH Anniversary Chair

If you were in attendance at our gala Holiday Banquet at the Ritz Carlton last month, what follows will sound familiar. If you were unable to attend, we missed you!

Riesentoter will turn 50 in 2007! From its humble beginnings back in 1957, our beloved Club has grown from some half dozen member enthusiasts back then to nearly 1500 today. I find it interesting to note that it was in Springfield, Delaware County that Jack & Ginny Case, Charlie Beidler, (see from where the Case-Beidler Award to outgoing Presidents takes its name?) and half a handful of other Porsche devotees first met to work out the details of forming our Club. And, it was in Springfield, Delaware County, at the home of our newly elected President and Secretary Brian and Terry Minkin that your Executive Committee and I first worked together

on the details of our 50th Anniversary celebration, back in October of 2006.

It is truly my pleasure to serve my good friends in Riesentoter, as your 50th Anniversary Chairman. I guess when one has been a member for more than half those 50 years, he can expect to get tapped for responsibilities from time to time. Actually, I volunteered for the position, but don't tell anybody.

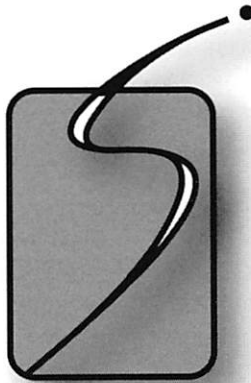
throughout the year contain a 50th Anniversary flair. From membership meetings, autocrosses, DE events, and tech sessions, to social events and everything in between, our 50th Anniversary banner will fly at as many events as logistics permit. Driving shirts will carry the logo. Stationary will carry the logo. Der Gasser will carry the logo. The webpage will carry the logo. We will have decals with the logo to put on our cars. And of course, we will have our beautifully detailed 50th Anniversary jackets available for purchase through the Goodie Store.

A highpoint of the celebration will be our 50th Anniversary Birthday Party to be held at Radnor Hunt on Sunday, June 10. Plans are for a Porsche display with one representative of the marque for each of the 50 years. There will be a people's choice concours where everyone will be encouraged to shine up their ride and put it in the show. For those who prefer not to show, there will be a Porsche Car Corral where you will be able to park your street Porsche. All members will have a standing invitation to attend, and the event will be complementary - free to all! There will be food, drink, merriment, great cars, historical documents, great people, and whatever else blesses our day. We'll have a big tent to get out of any potential rain. So come one, come all. Eat, drink, be merry, and celebrate this wonderful automobile that has brought us together for the past 50 years and promises to continue to bring us together. We will be contacting some PCA dignitaries with invitations as well, so take a moment right now and mark Sunday, June 10 on your calendar. Short of a family emergency, you have no reason not to attend! Invitations will go out in a future issue of Der Gasser so that we can compile a head count for the caterer.

Now, although this may sound like it's all buttoned-down, we are always open to ideas and suggestions. So please, don't be afraid to speak-up or step-up to help as you feel the urge. My contact information is in the back of this issue. Happy motoring!



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On the Road to Portland for Parade

Dennis Angelisanti, RTR

The numbers for this adventure to the Portland Parade are:

- The Car, an '04 Boxster Anniversary Edition mit hardtop in GT Silver with Cocoa interior.
- Total miles, 7,613.
- Number of states, 16.
- National Parks and monuments, 4.
- Days on the road, 23.
- Fuel mileage, 28.3.
- Average Speed, 62 mph.
- Speeding tickets, 1.
- Cost, Priceless.

We left our home in Wyomissing, PA at 6:00 am on the 28th of July and spent the next 14 hour putting as much of the East and Midwest behind us. Been there, done that.

From Rockford, IL we spent another 10 hours on the road heading for Sioux Falls, SD. At last we were in new territory, for us. Hey, who'd of thought we'd find a great gourmet restaurant in downtown Sioux Falls, nice surprise. The falls were a disappointment, but not dinner.

We visited a unique sculpture garden in the middle of the prairie. A 90 year old guy collected our entrance fee at 8:30 am. We woke him up. This was an almost surreal adventure.

We now headed for Wall Drug, then Rapid City and the Black Hills. The Black Hills area is a must see, and although Mt Rushmore and The Crazy Horse monuments were impressive, Mary and I most enjoyed Custer State Park. We sought out Buffalo herds which could only be found traversing dirt roads. The Boxster handled them well, sometimes at up to 50mph. Some fun, eh? Oh yeah, the bike rally at Sturgis was later that week and nearly 75,000 bikes were already there. Sturgis was a bust, but Deadwood was a winner.



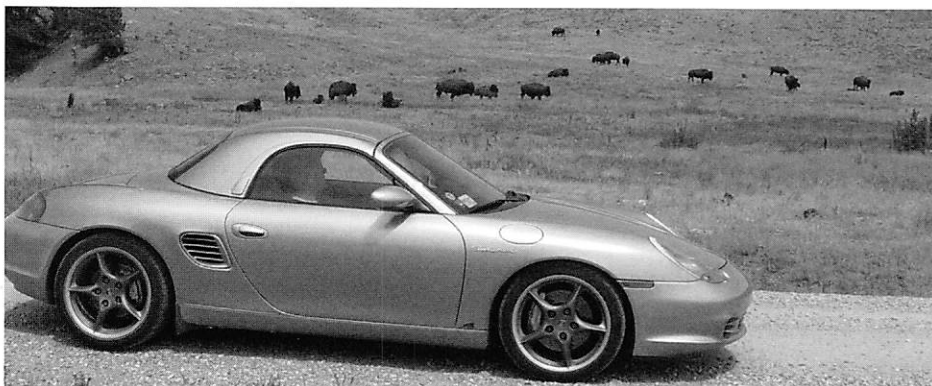
After 3 nights in Hill City, we were on our way to Cody, WY and Yellowstone. The Park greeted us with a 14 mile dirt, rock and mud road under construction, this was not as much fun as those dirt roads above.

The most fascinating thing about this park were the geysers and how close you could actually get to them. Hearing them hiss and burble was quite unique. Old faithful was faithful, and the Grand Canyon of Yellowstone was very impressive. 14 miles of dirt and mud awaited us on our return to Cody.

The Grand Tetons were grand and we moved on through Montana. At every interchange off I 90 in this state was a combo, gas station, Subway and Casino! No they did not get one dime.

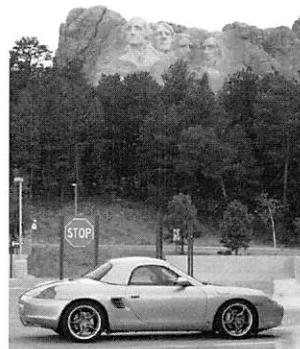
We hurried through Idaho, traveling through it's narrowest part. The states of Washington and Oregon are more flat desert than pine forest, quite a surprise. An eye popping ride through the Columbia River Gorge and then our first view of Mt Hood, let us know we were close to our destination... and the Parade.

We settled down for 5 very nice nights at The Oxford Suites and some Porsche fun. We did the Porsche Paddock, Rally and Autocross. We were basically field fillers, but hey, someone had to be also-rans.



A visit to the Oregon Coast, Mt St. Helen (a very awesome experience), the Timberline Lodge on Mt Hood, followed by 2 nights on a floating home, completed our stay in Portland.

We were now on our way East. It was August 14th and Colorado beckoned, but before I could enjoy CO, I would meet the Wyoming Highway Patrol and donate \$120 to the fund which probably pays for those Dodge Chargers (mean looking in black with black wheels) After issuing the ticket he asked, "how fast CAN this car go." Mary replied, "about twice the speed the citation was for". The nice officer smiled and said, "be careful now."



My daughter-in-law's family has a small ranch in LaVeta CO. It is situated at 9,000' which did wonders for my 64 year old lungs. A small trip up stairs left me gasping. The ranch oversees the Spanish Peaks and is just a gorgeous tranquil place. It is located in South Central CO, almost in NM.

After a pleasant 2 nights at altitude, we were on the road again, with a vengeance. White line fever indeed and the car was like a horse headed for it's barn. The eastern slope of Colorado and the plains of Kansas couldn't pass fast enough. After a night in Kansas City and the next in Columbus Ohio, in Comfort Suite that was located in a scary area, we were home by 3 pm the 3rd day....zoom, zoom.

The Boxster is not only a great sports car, but has proven to be a very good grand tourer as well, even with it's European sports chassis and 18" wheels. It absolutely devours luggage, the A/C is cold and the CD player kept us entertained with Kerouac's unabridged "On the Road" a very appropriate book.

This was our second cross country round trip. In the winter of 2005 we did San Diego for 2mos. We managed over 9,000 miles that time, 4,000 of those miles just touring California.

So far we have traveled through 33 states and 1 Canadian Province in the 986 and were always comfy. So folks get out and use your P-cars and leave the sedans and SUVs (shudder) at home.

From the Right Seat

Jack Kramer, RTR Chief Instructor

It's time to resurrect this column started by Brian Smith, our past Chief Instructor. Hopefully I can share some insights about our instruction program and how high performance driving instructors see the world.

First, let me say that I've inherited a phenomenal program. Kudos to Brian Smith, Jim Zelinski, and the other incredibly talented Chief Instructors before them. Our list of past Chief Instructors reads like a "who's who" of PCA Drivers Education. They have built a cadre of superb instructors. These individuals unselfishly hop into high performance cars with people they've never met and head out onto a racetrack and drive at 100+ mph speeds. Some would describe that as lunacy - I prefer to explain it as competency. I've been involved with several other high speed driving clubs and associations and can honestly say that the RTR instructors are the best of the lot. Participants in our Drivers Education program are getting professional level instruction at bargain basement prices!

All that being said, there's always room to make our instruction program even better.

While our drivers education program is very safe, one thing that has bothered the track program officials is the number of incidents that result in car damage. Let's face it, there will always be a risk of this, but we want to do everything we can to minimize it.

Track program officials have discussed this in length and feel the competency of today's cars may indeed be a factor.

Stability Control: Bane or Boon??

How's that you ask? Well, modern cars have a variety of electronic safety features that engage when a driver makes a mistake. This is what Porsche calls PSM. From the Porsche web site:

"While it cannot overcome the laws of physics, PSM can provide additional control in difficult driving scenarios. Here's how it works: When the car is in motion, PSM monitors the car's direction, speed, yaw velocity (speed of rotation around the vertical axis) and lateral acceleration.

Based on this information, it can then cal-

culate the actual direction of travel. If your car begins to oversteer or understeer, PSM applies selective braking on the individual wheels to help bring it back into line."

So, how can this be a bad thing? It isn't in normal driving conditions. However, at the track, it masks the errors that all novice students make. The car corrects itself and the student never knows that he/she has made a mistake. But, as Porsche states - it can't overcome the laws of physics. PSM may be able to correct for a mistake when the car is being driven at 60% of capacity. However, that same mistake when made at 80% capacity may be more than it can compensate for. The result is an out of control situation. Since PSM has been intervening, this may be the first time the student has ever felt his/her car out of control and he/she may not have the car control skills needed to apply the appropriate corrective action.

OK - so why don't we just tell students to turn off PSM. Hmmmm - let's think about that. PSM does correct for mistakes. What if a student makes a PSM correctable mistake that results in a damaged car? Worse yet, what if a PSM correctable mistake resulted in a personal injury? No, turning off PSM is not the answer.

So, is there an answer? Potentially... The trick is to enable students to experience out of control situations before they encounter them on the track at high speed. This can be done in a variety of ways.

Autocross is a fantastic way to experience your car at the limit in a controlled, lower speed environment. RTR has an active Autocross program that will definitely improve your car

control skills. On top of that - it's a lot of fun!

Another activity we are contemplating providing is a Car Control Clinic. Our Delaware Valley BMW brethren have had success in offering this to their constituency. One of our senior instructors attended their event last fall and spoke quite highly of it and recommended we do something similar. Watch the RTR web site to see if we are able to make this a reality.

Finally, there's the skid pad. A skid pad is a specially designed, typically round, low traction course that allows a driver to safely slide his/her car in various controlled and uncontrolled ways. You can experience more skids, slides, and spins in five minutes on a skid pad than you hopefully will during your entire driving career! Two of the tracks we visit, Jefferson and Shenandoah Circuit, have skid pad facilities. We are working out the logistics of using these facilities when we visit these tracks this year. Again, watch the RTR web site for further information.

What ever you do - don't use the street as your practice ground!



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In With the New

Christopher Mahalick, RTR

Well, 2007 is here. I sincerely hope that you and your families survived this past Holiday season without too much wear and tear. Personally, I emerged unscathed (unless you want to count the "gas incident" at the Thanksgiving table). All set to go for another year.

Most folks at this time of the year generally make resolutions to quit smoking, drinking, and losing weight. And so did I. Quitting smoking lasted about 24 hours. As did drinking and losing weight. I figure I'll just play to my strengths in the upcoming months. Which brings us to the motorcycle and Porsche projects for the upcoming year.

Let's start with the motorcycle.

I was browsing through eBay about three years ago and came across an auction for a "nearly completed" Suzuki GT-750 project bike. It was a pretty cool concept, as the guy had put on motocross handlebars and a solo seat. It had all the makings of a nifty, old-school, retro-streetfighter style bike. At least that was what my (obviously) feeble brain was telling me.

By way of introduction, the Suzuki GT-750 was a water-cooled three-cylinder, two-stroke, manufactured by Suzuki from the early to mid seventies. The performance was nothing to write home about. They were heavy. But at the same time they were quiet, and ran really smoothly. In 1973, water-cooled motorcycles were considered to be "tres exotique". Plus two-strokes are fun.

OK, back to the story.

I was unemployed at the time with the bills mounting. So what did I do? Well, I wrangled some money out of my buddy Doug, and bought the thing. And to prove that stupid decisions come in twos. I turned down a job at a major Telcom establishment because we were five (that's right, five!) dollars apart per hour. In the course of driving back from Springfield Mass, on route 80, with TWO "project motorcycles". In a borrowed truck. Probably on borrowed

money all around! I should just go right ahead and schedule that CAT Scan. It may not be too late.

As it happened, the two bikes were destined to become one, as the engine provided with the first bike proved to be incomplete. So Doug and I cleaned up the engine and put it in the modified bike's frame. And then came the "Saga of the Pipes". No! Not those kinds of pipes. Get your heads out of the sixties, folks. We're talking "exhaust" pipes here. Now anyone can photograph a vehicle's specific mechanical parts prior to disassembly for a handy reference guide upon reassembly. But it takes a visionary to put things back together by memory alone. As I kept telling myself. Repeatedly.

This particular motorcycle has just three cylinders, yet there are four exhaust pipes emerging at the rear. I know. I just don't get it. Wouldn't it have been easier to just use three pipes? Like that fourth pipe is really going to get that side-to-side weight distribution at an even 50-50.

So imagine this "medusa of pipes" all freshly clean and really looking good (thanks to Saint Doug of Radnor Township), yet at this point being merely a random pile of hardware next to the bike. Five pieces total. And I couldn't remember for the life of me how they all went back together. So I spent about two weeks just staring and trial fitting. The process was about as sophisticated as a chimp banging a coconut against a rock. But in the end it all came together and the pipes were solidly mounted to the bike.

Next stop. The nightmare known as "the electrical system". Again, two weeks were spent checking and re-checking what was thought to be a pretty a pretty straightforward wiring loom. But the bike would not turn over when I hit the starter. It turned out to be just one bad connection, which was actually just loose enough to drop all current when a load was introduced. Lesson learned. Upwards and onwards.

Then came the fun part. Putting in a new battery and some fresh gas in the tank. And believe it or not, the bike fired right up. Yahoo! A new toy to play with. For about a week. The oily spot on the bottom of the engine pointed to a bad base gasket.

Step one. Take off the G*d D&%n pipes that took me two weeks to get on. And then drain the coolant, and take off the carbs, and the head, and the cylinders.....

It's now back together, and I have a new source for factory parts to keep the project going till completion. That alone should keep me busy in the next bunch of weeks.

And the bottom line on this whole "custom motorcycle" excursion? A new respect for my job! Done over again, I would have just gone right out (albeit gainfully employed) and bought a newer 749 Ducati and never looked back. Just sign on the dotted line, and on with the flogging. I will never again bring anything home that cannot be taken out and thrashed immediately.

Oh, did I mention Porsche projects in the beginning paragraphs?

Big plans. Maybe a fresh coat of wax. Some new gas in the tank. Perhaps having the top recovered. Followed by weekly beatings throughout the year. Punctuated in June by the festivities over at Radnor Hunt. And then maybe a ride down to Summit Point in August to watch the AMA Superbikes run. And the Keystone Nationals at Maple Grove are in September, so maybe a quick blast up the turnpike is in the cards as well.

Looks like 2007 is already shaping up to be a pretty good year, at least car-wise and motorcycle-wise. As if there were another "wise" out there. Hope to see you all as the year progresses.

And remember. If you didn't want to steer with the gas pedal, then why did you go out and buy a Porsche in the first place?



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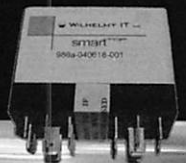
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44,900 miles. Black/Black over Cashmere, windscreen, magna bra & boot, Nakamichi radio, new tires & inspection, 6 speed, recent major service, 17" cup wheels, loaded with options, garaged & perfect, call for details & pictures. Christopher Sheetz 610-296-5989,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



1993 968 MO30
VIN WPOAA2969PS820547, 41K miles, black/classic grey, leather sport seats (grey w/black piping), new transaxle (due to noisy pinion bearing), sparkplugs, newer brakes, battery, Mobil 1, never tracked, always garaged, excellent condition. \$25K obo. Marty Frith, 7676 Newport Dr., Santa Barbara, CA 93117. 805-968-3065 maf968@aol.com [11]

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1990 911 Carrera C2
all options sunroof AC CD player with new speakers. Set up as a DE car. Lowered, corner weighted with H&R Springs and Bilstein shocks. Fresh 3.6L engine runs great, with updated pistons and cylinders (\$11,000 job with no leaks) New Oil cooler lines, Two sets of wheels. Two sets of seats, harnesses F=stock class if club raced. Car retains full interior and is street legal. Car has never been raced. \$24,000.00 obo Email for additional pics stentech@verizon.net or call Steve 267-784-5936

Porsche Accessories

Tires: two-225/45ZR-17 and two-255/40ZR-17 BRIDGESTONE SO3S AND two-225/40ZR-18 and two-285/35ZR-18 CONTINENTAL SPORT CONTACT 2. TREAD NEAR NEW ON ALL TIRES. \$300 for either set of four tires. Tom Zaffarano, Tzaffarano@aol.com [8]

20' Enclosed Trailer
1993 Timberwolf Trailer, white with chrome wheels and stone guards, interior walls and ceilings are finished in white, tire rack, checkerboard sheet flooring is worn and torn, but will throw a roll of 8' wide gray rubber diamond plate design sheet flooring that was intended to

use on the floor, two of the four tires are brand new. \$3000.00 obo Dennis Howard 410-733-1115 or RSAMer@aol.com [9]

Fuchs wheels
2-16x6, 2-16x7 very good condition. 2-205 55 16, 2-225 50 16 Michelin Pilot Sport tires - as new. Mounted and balanced on Fuchs. Paid \$1500 will take best offer. Contact John @ 610.563.0209 or jpanizza@genterra.net [9]

Brey-Krause Fire Extinguisher Bracket - Model 2020- Brand New Never Installed List \$125 Sell for \$50 Ron Kellett 215-752-1582 kellett23@aol.com [10]

Boxster Tonneau Cover Brand New Factory Original Equipment Still in Factory Bag List \$950. Sell for \$300.
Ron Kellett 215-752-1582 kellett23@aol.com [10]

944 Front bumper
w/lights/rubber etc. complete Make reasonable offer(s) all or separate. G.Petito, 610.691.2133 before 10:00PM EST, gpetito@hymed.com [11]

944 Radiator w/fan
Make reasonable offer(s) all or separate. G.Petito, 610.691.2133 before 10:00PM EST, gpetito@hymed.com [11]

944 Aluminum engine drip pan
Make reasonable offer(s) all or separate. G.Petito, 610.691.2133 before 10:00PM EST, gpetito@hymed.com [11]

Simpson one piece SR-5 rated driving suit.
Approved by SCCA, PCA, NASA, etc. New, never used, Blue w/ Simpson badging. Size: LARGE, still in box/plastic. Was over \$400....(owner replaced w/red suit) Make reasonable offer(s) all or separate. G.Petito, 610.691.2133 before 10:00PM EST, gpetito@hymed.com [11]

928 BLAUPUNKT (oem)
Reno SQR 46 radio Make reasonable offer(s) all or separate. G.Petito, 610.691.2133 before 10:00PM EST, gpetito@hymed.com [11]

2000 Ford F-150 XLT 4x2
Less than 43k miles. Step-side extended cab (4 doors), short bed. Excellent cond. Dark metallic blue / gray, V8, auto, power w/l/m, alarm, AM/FM CD, AC, tow package, OEM bed liner & sliding rear window. Photos available by email. Priced under trade-in value at \$10,000 OBO MUST SELL - bring offers! Call Dan in S. NJ: 856-435-6340, lakeside5@verizon.net [10]

SSI Exhaust Headers
Stainless steel SSI exhaust system (No Muffler) in good condition. Will fit 3.0, 3.2 and 3.6 liters Porsche engines. Sell for \$500 Paul Cross 610-489-2552 or bill36751@aol.com [1]

Wanted

'95 - '98 993 Coupe.
Under 50,000 miles. Please contact Boyd Kelly, 610.329.9510 or boydkelly@gmail.com [8]

944 or 944 Turbo spares needed.
Call or Email me and I will send you my list of items needed. Please call 215-431-2968 or Email: lukebusier@yahoo.com [1]

Found

One 996 rear seat cover left at the Shenandoah DE. contact Tom @, Tzaffarano@aol.com

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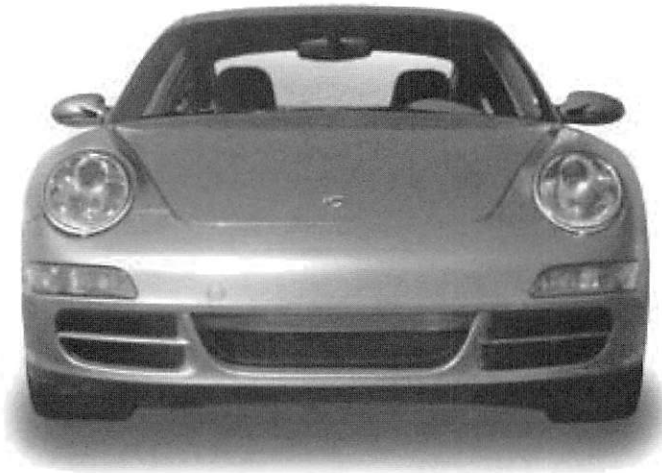
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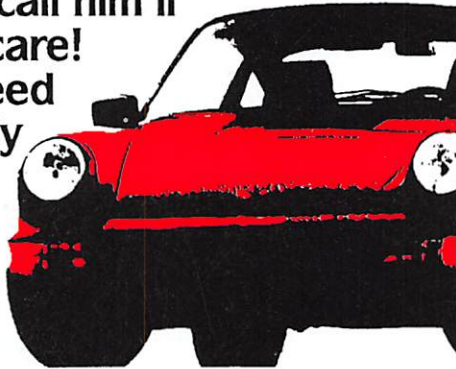


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