

# "der Gasser"

März 2005



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Porsche Club of America

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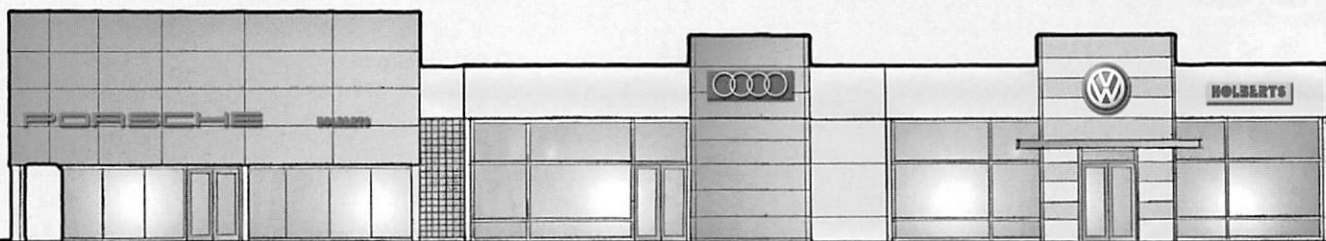
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# „der Gasser“

März 2005

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Buy! Sell! Trade!

## Upcoming Events:

March 20 • New Member Breakfast

March 30 • New Member Night - Membership Meeting

& Pocono DE Registration

April 9 • Tech Session - Shenandoah

April 22-24 • Driver's Ed @ Shenandoah

April 27 • Membership Meeting & Jefferson/Summit

Point DE Registration

April 30 • Dyno Day @ AWE

### On the cover:

Farnbacher Racing 996 Cup  
Car driven by both  
Wolf Henzler and Dominik  
Farnbacher @  
Sebring PCA Club Race.

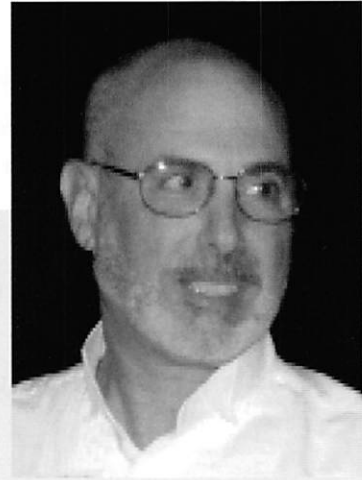
Photographer: Mitch Reading

„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](http://www.rtr-pca.org)

# State of the Region

Tom Zaffarano, RTR President



This is one of the few months when I get to write my message after the monthly meeting.

So I will take advantage of the opportunity and report that we had a great meeting with a large turnout at the Annual Vendor Appreciation Night held at Dougherty Automotive Services in West Chester, PA. To our host Bill Dougherty and the other nine vendors who participated in this event I say:

*"Thank you. Your continued support is appreciated."*

Time is a-marching and we are closing in on our first Driver Education event for 2005. This will be our first official trip to Shenandoah, so unofficially I can tell you that you are in for a treat. This is one track where you won't get bored. This is a technical track not unlike Jefferson Circuit, but longer and with a few surprises. I suggest that if you are one of the lucky ones who made the cut, you get a good night's sleep before you hit the track....

International report—Betsy and I took a respite from the cold weather with a visit to Cancun, Mexico in early February. During our morning walks along Kukulcan Blvd. we observed 4 Porsches (all Boxsters), two BMW z3s, and a newer Maserati coupe.

Parade update—The 2005 Hershey Parade was oversubscribed as we suspected it would be. Over 1100 applications were received for the 700 available slots and by the time you read this article you should know if you are one of the lucky ones.... Look at PANO, the WEB, and this publication's columns for alternatives to attending this year's parade.

2000 hp in a Porsche....

This tantalizing tidbit and others like it can be found in an entertaining book *The Gold Plated Porsche* by Stephen Wilkinson, who served for a time as editor-in-chief of *Car and Driver* magazine. The author colorfully recounts, in this short work, his experiences restoring a 1984 SC. I'm reading the book with my wife and I feel that this shared experience explains some of my passion for the marque to her.

If you haven't checked yet, we have updated the calendar so you can start planning your life.

Remember, don't lift.

*Tom Zaffarano*

# The Calendar

## Monthly Member Meetings

### March Membership Meeting

Social 7:30  
Meeting 8:00

Wednesday  
30 March 2005

#### *New Member Night*

Holbert's Porsche/Audi/VW  
1607 Easton Road (Rt. 611)  
Warrington, PA  
215.343.1600  
www.holberts.com (Visit website for directions)

Food & Refreshments

### April Membership Meeting

Social 7:30  
Meeting 8:00

Wednesday  
27 April 2005

Tillson's Motor Car Service  
2097 North 63rd Street  
Philadelphia, PA  
215.473.6400  
www.tillsonmotorcars.com (Visit website for directions)

Food & Refreshments

### May Membership Meeting

Social 7:30  
Meeting 8:00

Wednesday  
25 May 2005

Brandywine Porsche  
4005 West Chester Pike  
Newtown Square, PA  
610.886.1000  
www.brandywineporsche.com (Visit website for directions)

Food & Refreshments

## Social Events

\*\*\*none currently

## Track • DE • Autocross

### Tech Inspector's Clinic

9:00A to 2:00P

Saturday  
19 March 2005

Dougherty Automotive Service  
720 E. Nields St.  
West Chester, PA  
610.692.6039  
www.doughertyautomotive.com (Visit website for directions)

### Pocono DE Registration @ Monthly Meeting

Wednesday  
30 March 2005

### Tech Session • Shenendoah DE

9:00A to 2:00P

Saturday  
9 April 2005

Holbert's Porsche/Audi/VW  
1607 Easton Road (Rt. 611)  
Warrington, PA  
215.343.1600  
www.holberts.com (Visit website for directions)

### DE • Shenandoah Circuit @ Summit Point

Saturday  
22-24 April 2005

### Jefferson Circuit/Summit Point DE Registration @ Monthly Meeting

Wednesday  
27 April 2005

### Dyno Day @ AWE Tuning

10:00A to 3:00P

Saturday  
30 April 2005

Willow Grove, PA

# Past, Present & Future

Jeff Haas, RTR Vice-President

Whew, two months down and many more to go!

Our January Membership Meeting was held at Arnold's Go-Karts where some 60+ hearty souls took to the "asphalt" in a somewhat competitive and spirited series of "heats". The fastest competitors then returned for a sprint race to determine the 2005 RTR Karting Champion. Congrats to Darren Mingus, 3rd place at 38.11 sec.; Kam Ho, 2nd place at 38.02 sec. and Steve Meenan, 1st place at

36.54 sec. Thanks to Carol & Mark Reynolds for the Practice & Testing Session before the "main event".

Once again, as judged by the "standing room only" crowd, Vendor Appreciation Night at Dougherty's was an overwhelming success. Our February Membership Meeting serves host to many area vendors that support our club throughout the year. It affords them the opportunity to meet our membership, display product, and offer assistance to RTR members who may be contemplating upgrades to their automobiles. Again, thanks to Bill Dougherty for being our host for the evening. And a special thanks to all of the Vendors for their gracious participation. Colin Dougherty and Dan Nahas at CDOC, Phil Casey at Phil's Garage, Todd Sager and Mike Romano at AWE Tuning, Les Tronzo at Sports Car Tire, Paul Schwarz at Cyntex, Steve Timmins at Instant-G, Justin Lane at Brandywine Porsche, Joe Fabiani at FabSpeed, and Frank Donato at Renn Communications. Thanks, hope to see you next year.

## Monthly Meeting News

The March Membership meeting will be at Holbert's in Warrington, PA. This meeting is our annual "New Members Meeting". New members, as well as current members are encouraged to attend this informative meeting. We will have several committee members available to discuss club activities. The success of any club depends on active participation by its membership. And for all you "track junkies", Pocono Driver's Ed Registration will be held promptly at 7:00P. Social at 7:00P, Meeting at 8:00P. Food and refreshments served.

April brings a very busy calendar of events. Aside from the monthly Membership Meeting (April 27) at Tillson Motor Cars, we will be preparing for our first track event of the season. Beginning April 9th, we have our Tech Session for Shenandoah DE at Holbert's. The Shenandoah DE is April 22 through April 24. And we end the month with "Dyno Day" on April 30 at AWE Tuning.

Mark your calendars now!

See you there.

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# Join Us for Breakfast

## Membership News

*Brian Minkin, RTR Membership Chair*

The 2005 season is upon us and club activities are popping up all over the calendar. I attended Vendor Appreciation Night last night and with over 90 members in attendance and 5 new members joining us you could feel the anticipation of everyone wanting to spend time in the seat of their P cars. Of course tonight it is snowing, the weather gods saying it is not quite time to bring the Porsche out of the garage. But soon it will be time.

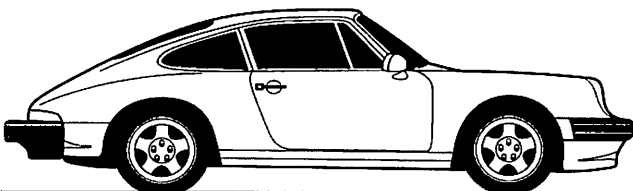
Membership of the region at last report was 1326. Welcome to the 33 new members who have joined our ranks in January and February this year. I hope you all will pick an event to attend and find out what a great club you have joined.

By the time you will be reading this the first New Members Breakfast for 2005 will have taken place in Exton. I am sure I will be reporting in the next issue what a good time all who attended had. So anticipating such pent up demand for the new members breakfast the next one is in the works. It will be Sunday April 17th, 2005 at 10:00 AM and will be held at the Bob Evans Restaurant, 4603 E STREET RD, FEASTERVILLE, PA 19053.

At each breakfast a guaranteed slot in the green group at the next Drivers Education event the region is holding will be awarded to a new member attending the breakfast. The award is a guaranteed slot. The cost of the event is the responsibility

of the winner. The definition of a new member for this drawing will be a member who has joined the club within the 12 months preceding the breakfast and has never participated in a Drivers Education Event.

Please bring your membership number with you to provide proof of when you joined the club. The drawing at this breakfast will be for the Jefferson Circuit/Summit Point event scheduled for June 25 & 26, 2005. Of course any member new or old is welcome to join in these meet, eat and greet breakfasts so mark it on your calendar and bring your P car out for great food and conversation.



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# *A New Year...and a Fond Farewell*

*Francine Knochenbauer*

I would like to take this opportunity to say Au revoir as your PCA:Riesentöter Division social chair. It has been a pleasure working with the Executive committee and getting to know so many of you, our great members, personally these past two years. I would also like to wish everyone a safe, prosperous New year 2005.

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*Victory Brewing Co. Downingtown Pa*

*Porsche Cars North America Inc.*

*A.W.E. Tuning, Willow Grove Pa*

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*Goodman Radio, Bryn Mawr Pa*

*Cj's Tires & Automotive Service*

*Dougherty Automotive Service, West Chester Pa*

*B&B Performance Exhaust, Phoenix Arizona*

*Cherry Hill Porsche . NJ*

*Visionautogroup, Reading, Pa*

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# *Danke Schön!*



# Go-Karting Fun

Maureen P. Sangiorgio, RTR

Frigid temps and blustery winds couldn't keep RTR racing enthusiasts away from logging in some pre-season track time at the January 26th meeting held at Arnold's Karting Center in Oaks, PA. About sixty members attended the meeting, with thirty taking to the track. An 80,000 square-foot indoor facility, the track is a 1/3 mile, 9-turn Pro-Style Race Course.

A timed, competitive race, there were nine heats of ten cars, with the top single lap time from each heat going to the final race. The second fastest time from all of the heats would fill in the tenth spot in the last race. The final race was won by



whoever was the first to finish ten laps, making them the overall winner for the evening. Prizes were rib-

bons for the top three, and a nifty T-shirt for the overall winner.



Keeping their reflexes sharp and their performance driving skills up during the "off season," drivers entertained the crowd with tire tangles, spin outs, and even the occasional hook-ups.

*Winners are as follows:*

First : Steve Meenan: 36.54 sec  
Second : Kam Ho: 38.02 sec  
Third : Darren Mingis 38.11 sec

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## 2004



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# A Shootout at Sebring

Mitch Reading, RTR

Reality has set back in now; this last weekend seems too good to be true. Back at my computer it's 30 degrees outside, no one understands what I was doing all weekend (although my boys telling all the sorority girls that "Mitch is a racecar driver" isn't so bad) and there will definitely be frost on the windshield in the morning. Was I really watching Wolf Henzler battle 40 other 996 cup cars just a few hours ago in 75 degree sunshine? Such a scenario could only play out one way... it must have been time for the Sebring PCA Club Race.

Sebring will always be my favorite race of the year, and rightfully so. First of all, it is the biggest PCA club race of the season. The entry list is close to 300 strong, with names from all over the country and a few international playboys. Everyone is there with their cars prepared to the highest standards, months of cold weather has produced new race motors and ideas on how to extract those extra tenths of seconds... longing for the next season has come to fruition.

This would be my 6th visit to Sebring, and even had the opportunity to drive 2 years; I am a lucky guy with a loving and generous Dad. But this year my brother and I would be there for moral support, as Jim Reading (hereby referred to as "Dad") was there for the maiden race voyage of his new baby. Joining us this year was Bob DiMarco. Bob and my Dad happen to have identical

964 USA Carrera Cup cars, so the stage was set for a classic duel.

The 964 cup runs in PCA stock class D. They must make a minimum weight of 2760, without driver, after the race and are limited to basic suspension modifications and run stock motors. Since the motors must be stock in stock class club racing, suspension setup is where these cars can be tweaked. Both cars were extremely fast right off the trailer, thanks to Paul McDonald's expert knowledge and preparation, and I only played around with the bump settings of Dad's car for the rough concrete at Sebring. Bob and my Dad used each session to refine their driving and we zeroed in on optimal tire pressures for the hoosier road race times that both ran.

Saturday afternoon, the sprint races rolled around and both Dad and Bob were flying! It was Bob's first visit to Sebring and Dad's first time in "race mode" in the 964 cup. I think both

guys pushed each other, as their class was the slowest of their group but qualified in the top 30% overall.

D class is extremely competitive, the top qualifying time was laid down by a 944 turbo cup car, followed by a fast 993, a third 964 cup car, then Bob, a blazing fast 964 RSA, Dad on his heels, followed by another 8 964s, 944 turbos, and a prepared 911SC.

I want to preempt the following with a brief discussion on PCA racing. As many of you know, I'll race just about anything. I love the competitive nature of Spec Miatas and the SCCA and have thought about racing with NASA as well. I did a lot of thinking about PCA club racing, with their gentlemanly "13/13" rule, is "competitive racing." After this weekend I have pretty much killed that idea. Hands down, I witnessed some of the best racing of my life this weekend. Seeing Dominik Farnbacher drive through turn 17 at Sebring, putting 2 tires in the grass each lap was





inspiring. With cars in attendance from full professional 996 GT3RSs and over 40 996 cup cars, to 914s and 944s all driving at the limit of adhesion is amazing.

Dad and Bob's race was a shootout from the drop of the green flag. In his typical fashion, my Dad had an awesome start and had passed 3 cars for overall position and was sitting 2 inches off Bob's bumper going through the high stakes turn 1. Bob quickly responded and within 10 minutes had worked his way up to 2nd place after the class leading 944 turbo cup dropped out. Attrition helped the Riesentoter guys out a bit more as the two fast RSAs bowed out and Bob quickly found a "play partner" in Bill Martin, peddling another 964 cup. Meanwhile Dad had settled into rhythm and was dicing in a pack of two other D cars for the final podium position.

In identical 964 cup cars, Bob and Bill raced hard for 30 minutes, swapping positions 3-5 times per lap. A very late caution came out and bunched Bill, Bob, Dad and a final hard charging 964 all behind the D class leader. The class leader was now the heavy 993, who had been running hard and had really used up his hoosier tires. The green dropped for a one lap shootout and the 993 jumped the start as those greasy tires were on his mind and a sea of white 964s was in his mirror. As they charged into turn 1 over the

radio I heard "crash crash crash" from my Dad and all I could see was a white 964 cup in the tire wall hard. The 993 spun in turn 1 and Bob narrowly got by him. Unfortunately Bill Martin was caught hard by the spinning car. For a few minutes my heart was racing as I thought it was our car in the tires as Dad was slow to come back on the radio to tell me exactly who the "crash crash crash" involved. The race finished in that order... Bob Di-Marco with a class win in his first trip to Sebring! The spinning 993 came back on track to finish 2nd in class and my Dad with a solid podium in his new car.

After the race, both Bob and Dad were elated. It was the best racing I had ever seen from either of them. Bob and Dad laid down best lap times only 3 tenths apart and the cars went back on the transporter in the pristine condition they left Pennsylvania. Both drivers would have gladly given up their position if it meant keeping Bill out of the wall. But he'll be back and you can expect a similar shootout again!

The week before, the Rolex 24 took place. In fact, the GT class winning car of Farnbacher Racing was on hand with their trophy. Wolf and Dominik both drove in the PCA race as well, but in a different 996 cup. Their 24 hour car was absolutely tired, and I have been told that after such a race the car is basically fully rebuilt. Ev-

eryone chuckled as Wolf Henzler, the two time Supercup champion, was called up for his "rookie" license at the drivers meeting on Saturday. Porsche made a great showing as they claimed the GT crown and top 10 in DP in the hands of Brumos and David Donohue. Look for the Brumos Fabcar to be even more competitive, as they get a slightly bigger motor for the rest of the year. The Brumos Fabcar was optimized during the off season at the Porsche skunk works in Germany, trying to pick up any ground lost to the chassis of Riley and Crawford that were developed after the Fabcar. The next Rolex Grand-Am race will be the first weekend in March from Miami, look for coverage on the Speed Channel. Grand-Am has become my favorite professional racing to view.

At the Saturday night dinner at Sebring, IMSA made the formal announcement that a new series called the "IMSA GT3 Cup Challenge" would start this year. With some TV coverage, full PMNA support, standing starts and no pro-drivers allowed it looks like an absolute hoot. Of course you need that 2002 or newer cup car, but those are just details. I'm reminded of a great quote when thinking of my way into such a series... "you can sleep in your car but you can't race your house!"

Like always, feel free to drop me a note with any comments or questions about anything racing or Porsche; MJReading@comcast.net. After my collegiate tennis season is over in May (and graduation) I hope to run the 12 hour race at Summit Point, most likely in a Spec Miata, and as many races as thereafter as I can reasonably afford!

...anyone know of any generous sponsors?!



# Fear of Flying

Christopher Mahalick, RTR

In 1929, as cross country trip by air took forty-eight hours. In 1958, with the introduction of the commercial jetliner, the time for this same trip was reduced to a little over five hours. So it would naturally follow that there would be further developments in the past forty-seven years, resulting in even faster cross-country trips. One would think.....

I made the dumb mistake of agreeing to pick up some friends at Philly International the other night. Employing the latest and greatest technology, I continuously checked (and re-checked) the airline's website in order to get the status of their flight. I checked one more time prior to leaving, and the plane was listed as having landed on time. Being stupid, I assumed that the plane had landed on time. So I figured I would only have to swing through the baggage claim area and pick them up.

It sounded like a simple plan.

The trip to the airport was without incident, and I was soon approaching their terminal. Only there was no sign of them. No problem. I made a second loop, and still no sign of them. What to do.....

Now in a civilized world, I would just pull over to the curb and wait for them, which I did. Only the jack-booted Nazi's known as the airport police would have none of it. As soon as I stopped, they started blowing their whistles, motioning for me to leave. Quite understandable, as anyone who reads the daily newspaper knows that we have had a spate of bombings in the passenger pickup area since 9/11. Apparently, "the powers that be" have brainwashed the American public into thinking that our world is filled with terrorists who have nothing better to do with their

time than to bomb our luggage. That would teach us greedy Americans a lesson.

So I proceeded through the bomb damaged structures, making my way to the short-term (rip-off) parking area. Once parked, I put on my flack-jacket and sauntered over to the appropriate terminal. Still no sign of my friends. So I checked the monitors to see if their flight had landed. Yep, the monitor informed me that their flight had landed. Yet there was no mention of the flight at any of the baggage carousels. Next stop, the information desk. Surely there would be a cooperative individual there ready and waiting to answer my simple inquiry. "Excuse me, do you know if Flight 14 from Orlando has landed?". Click...click...click, the man working the counter pecked away at the keyboard like a pigeon on crack. "That plane landed over an hour ago,

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so it is not showing up on my screen". Grrrrrrr..... This was becoming quite the ordeal. After pacing back and forth across the terminal for the next hour, I finally ran into my friends.

A brief discussion revealed that their flight had indeed landed on time, yet they were held on the runway for an hour and a half subsequent to landing. I guess it would have been too much for the intellectual at the information desk to inform me of that fact. It seems that the airline wanted to report the flight "on time", neglecting the fact that the plane had sat on the runway for over an hour. That's capitalism at work for you. In fact, why not give the CEO a million dollar bonus for thinking up new ways to fool the masses into thinking they were being provided sterling service.

And they wonder why they are going bankrupt!

Now for the stats. The flight from Orlando to Philly should take two hours. Add another two hours at the onset to allow time for the obligatory strip-

search, performed by some disgruntled minimum-wage "cop wannabes". Next add in an additional hour and a half on the runway, as well as another half hour for the luggage handlers to pilfer your luggage prior to putting it on the carousel. Total duration: Six hours. Or in other words, precisely one hour longer than the time of a cross-country flight back in 1958!

The Mapquest website tells us that the distance from Philadelphia to Orlando is an estimated One thousand miles, with a drive time estimated to be sixteen hours. Sixteen hours, at an average speed of sixty-two point five miles per hour.

Now come on Porsche people. Sixty-two point five as an average speed??!! Let's bump that up to a more civilized One Hundred miles per hour, which is what our national interstate speed limit should be, if we revoked licenses from all the stupid people. At that speed, it would take ten hours to get to Orlando, or four more hours than flying. Without being subjected to the incom-

petence that passes as service from our nations airlines. And in the comfort of your own car, to boot.

So what has happened to the "brave new world" that we were promised as a result of high technology? It seems

that we have come as far as we could, only to regress in terms of time and hassles.

As a side note to the terrorists, "You won". Your irresponsibility, coupled with our government's irrational "campaign of fear" has slowed down air travel unnecessarily. Our rights and freedoms are being revoked at a blistering pace, all in the name of "National Security". Why don't we just take it a step further, and mandate that all U.S. citizens live in padded rooms for "our own safety".

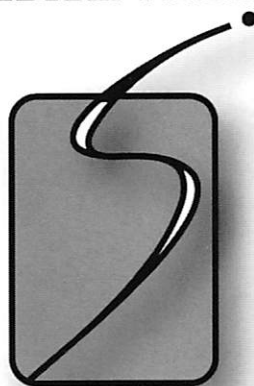
This all makes a quite a compelling argument for driving. Some of today's supercars are capable of cruising at well over one hundred and twenty miles per hour. I know that if I plunked down over a hundred large for a new GT3 that I would expect to be allowed to drive it as fast as I wanted. If it could be done in Germany, then why can't we do it here? It's apparent that flying will continue to get slower and more inconvenient, so why can't we make up for it by driving faster and safer?

And I, for one, will do my part by heading out to the garage with a tape measure. It just might be possible to shoe-horn a 427 "Side-Oiler" into the engine bay of the Saab. All for the sake of social progress, of course.

Hmmmm.....Philly to Orlando in six hours, thanks to a Shelby tweaked engine which was conceived close to forty years ago.

We could always dream.

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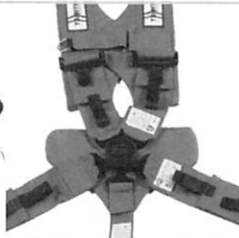


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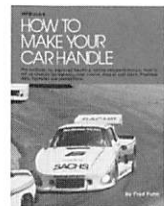
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# IMSA Announces GT3 Cup Series

PCA News Item

Press Release

Braselton, GA -

The International Motor Sports Association (IMSA) announced today, in conjunction with Porsche Motorsports North America (PMNA) and Michelin, the creation of the IMSA GT3 Cup Challenge presented by Michelin, a series designed for Porsche GT3 Cup race cars.

The series will allow amateur and semi-professional drivers, those who do not make their living in motorsports, to compete in a professional environment, similar to many other GT3 Cup series around the world and will run as part of the American Le Mans Series weekends.

"IMSA is delighted to announce the formation of the GT3 Cup series," said Tim Mayer, IMSA COO. "As an organization we are dedicated to the promotion of motorsports at all levels and the GT3 Cup has proven worldwide to create great racing for the fans and for the competitors."

As part of the announcement IMSA announced that Michelin has agreed to be the title sponsor of the series. Michelin will be providing the spec tire for all competitors.

"As part of our racing heritage Michelin is proud to be a part of the first GT3 Cup Challenge in North

America," said Amanda Head, Michelin Motorsports Marketing Manager. "Michelin is associated with the GT3 Cup worldwide as part of our commitment to high-performance tires. The tires used in the series reflect the quality street car tires that we are pleased to offer our customers."

The purpose-built race cars, based on the Porsche 996 body style, will have sealed engines and transmissions, providing for close racing where the driver's talents are exemplified. PMNA will provide technical support for the series with personnel, parts and expertise both away from and at the track.

"There are over 100 of these cars already in North America," said Uwe Brettel, Porsche Motorsports North America President. "Last April, during Porsche's Rennsport Reunion at Daytona, we had more than 65 cars entered in the Cup class, and we think a lot of these competitors will be interest-

ed in running this new series."

"We are thrilled to be working with Michelin and PMNA to bring this type of exciting racing to North America," said Mayer. "With support from manufacturers like Michelin and Porsche we are able to deliver professional racing to all competitors. I would also like to thank the Porsche Club of America and the Porsche Owners Club which have been very supportive as we launch this series."

The 2005 series schedule includes races at the Grand Prix of Atlanta, Apr. 15-17; American Le Mans at Mid-Ohio, May 20-22; Portland International Raceway, July 29-31 and two other races, one on the east coast and one on the west coast, to be determined at a later date.



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# Porsche to Build New Museum

Press Release

PCA News Item

ATLANTA, February 8, 2005 — Dr. Ing. h.c.F. Porsche AG, Stuttgart, today announced details of the new Porsche museum in Zuffenhausen, a suburb of Stuttgart where the company has been based for more than 50 years. Intended to replace the current museum housed in a small building in the factory compound, design of the 50-million-Euro project, to be located adjacent to the factory on the main thoroughfare in the city, was awarded to Delugan Meissl architects of Vienna, Austria.

A total of 170 European architectural firms bid on the project, and Porsche chose Delugan Meissl from among ten finalists. When completed, Porsche expects the number of museum and factory visitors to increase from 80,000 per year to more than 200,000. While the current museum can house only 20 cars, the new one at

“Porscheplatz” will display more than 80. Construction will begin later this year and is schedule for completion in 2007.

The main exhibition area will represent Porsche chronologically and give a post-1948 product history. Visitors will have the opportunity to experience various ‘theme islands’ including: Targa Florio, The 917 Era, Le Mans and Evolution 911. The first floor will also house the Porsche archive, the workshop used to restore historic vehicles, a display called “Experiencing the Porsche Cosmos,” and a chronology of Porsche history prior to 1948, showcasing the designs of Ferdinand Porsche, who worked as an engineer for a variety of companies and created celebrated cars such as the Mercedes-Benz SSK, Auto Union Grand Prix race car and the original Volkswagen.

Amenities will include a Porsche shop, a visitor’s restaurant, a coffee bar and an exclusive restaurant with a large roof terrace. An adjacent parking facility will have a 300-car capacity, which will allow outside groups to use the museum for events.

“This design is innovative, modern and challenging,” said Dr. Wendelin Wiedeking, Porsche AG Chairman and CEO. “This new development will highlight our parent plant in Zuffhausen, extending our reach far beyond the borders of Stuttgart.”

The new Porsche museum will appear detached, forming a monolithic body that appears to hover above the ground and the first floor level. The building will contain an exhibition area of approximately 5,000 square meters.

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# der Gasser Marktplatz

## Porsche Cars

Bill Miller's full race prep 914-6 GT5 car is now available as a roller. Semi-tube, fiberglass chassis with custom heim joint suspension and turbo brakes. ALL the tricks, extremely lightweight; this car is the most winning gt5s car in existence. Plug in your motor for the ultimate DE, vintage or Club Racer at a fraction of the cost. \$24,000/offers, fully open to street car trades up or down. Mitch Reading, MJReading@comcast.net 610 715-3532, pictures available [1]

1978 911 SC Targa  
83,414 mi., blue/tan, EXCEPTIONAL EXAMPLE, all up-dates and records, cold AC, original Blaupunkt, bra, foglights, Bilsteins, 930 rocker covers, Ziebarted, 50 series Bridgestones, Perma-tune ignition, new trunk and hood shocks, fuel pump and filter (just done at Knopf Porsche), and much more. Can be used for show or driven. Registered as antique/plates in Pa., \$15,750.00 610.691.2133, gpetito@hymed.com. Dr. George D. Petito [1]

1988 911 Carrera coupe  
DE or PCA class, black,black 23 and 31MM hollow torsions,Sports struts, SSI exhaust with Dansk muffler, autothority mass air unit, new CV's, clutch, fuel lines, turbo tie rods, Momo wheel, harnesses and guide bar. Lowered,aligned bump steered. \$24,500 Tim Holt 610-692-7100 [3]

1990 C2. 65,000 miles  
Excellent condition. \$25,000. Patrick 610-943-3110 [3]

1987 944 Turbo Track Car  
Perfect for DE, autocross etc. Full cage, composite seat,adj Konis, front 500# springs,rear 32mm torsions,new Cup clutch, Fabcar control arms and bushings,K+N,Momo comp. wheel,drilled rotors,PF pads,SCCA legal Ing.cut off, Adj. boost,new K-26 turbo, exhaust, etc. \$12,900.00 Tim Holt, 610-692-7100 [3]

1986 944 Turbo Track Prepared  
Old #46 has to go. It's been in the club for 7 years and I'd love to see it stay. Fast and fun to drive. Billstein Motorsports Coilovers, big brakes, full cage, Koenig race seats with 5 pt camlock harness', many fiberglass panels to reduce weight to about 2600lbs, BBS race magnesium wheels, full 3" exhaust with B&B SS headers. Engine completely overhauled by Dougherty Automotive at 76,000 miles. Presently has 82,000 miles. Driver's Ed events only. Street legal. More info and pictures at <http://www.geocities.com/dymant212/944.html>. \$21,000 to RTR members. Trades considered. Tom 610.294.8276 or [dymant@epix.net](mailto:dymant@epix.net) [3]

1987 Porsche 944, Dark Red/black int., phone dial wheels w/ painted crests. 5 speed, cruise, pwr moonroof. Great Con-



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## Porsche Parts

Hoosier Tires  
Available to RTR members only. Hoosier DOT track tires (R3SO4) at discounted prices. Shipped direct. This is the 4th year we have had this offer and we need to keep the order volume up to keep our prices down. If you are interested, please call Scott Miller @ 215-262-8784

Used Tires- Bridgestone SO3s 2 front-

225R45-17 and 2 rear-255R40-17 used about 5000 miles Excellent condition. \$400. Tom Zaffarano 610-6447588 [1]

## Other Stuff

4 spaces are available at the Hector Street Garage. \$175 a month. 24 hour access. Security system/ climate controlled, 2 bathrooms, lounge, etc. Great space & atmosphere! Patrick 610-943-3110. [3]

MIRT Transmitter- Changes red traffic lights to green, no more waiting at stoplights! The MIRT unit mounts easily on dash or windshield like a radar detector and plugs into cigarette lighter. Unit is NEW in the original box with all hardware, directions, etc. They are going for \$400+ on eBay, \$350 firm. David 610-964-7996. [3]

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Submissions to:  
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