Volume III, Issue 3 March 1998

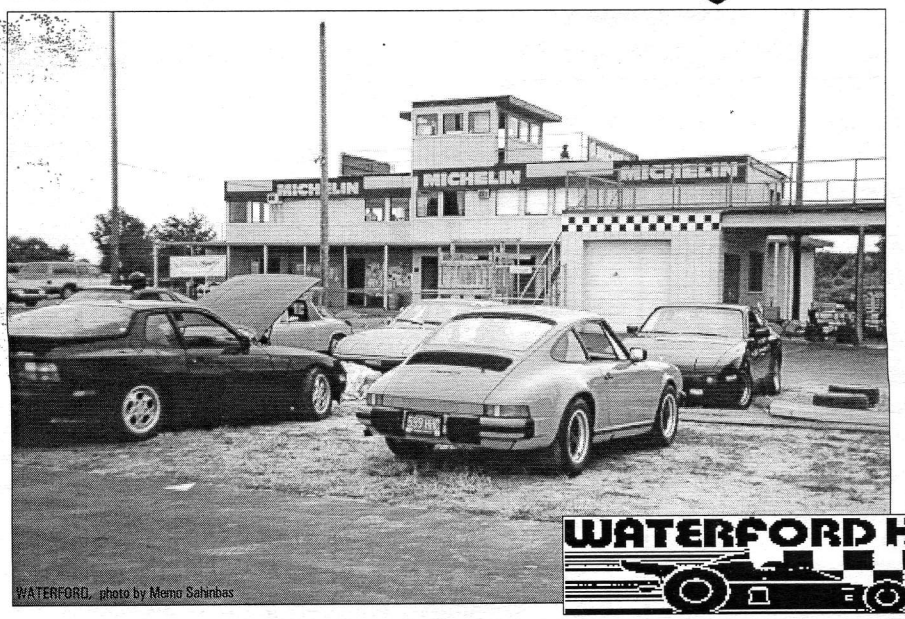
THE BAHN STORMER ©

RALLY SPORT REGION

IROC

S.U.V. 's Two Takes

The Left Lane



WATERFORD, photo by Memo Sahinbas

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DEADLINE
15th of the month

THE BAHN STORMER

is the official publication of the
Porsche Club of America
Rally Sport Region

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**Rally Sport Region's official acronym from PCA national is RSP. RSR is actually the Rennsport Region in Canada. While this may seem duplicitous, other regions also follow this convention. Please make special note of this when dealing with PCA national.*

Membership Information: Those interested in joining Porsche Club of America (PCA) can fill out the application form located in this issue. Cost is $36. US per year. You will receive a subscription to both Panorama, the official PCA magazine, and your local region's newsletter... **THE BAHN STORMER.**

Send the application and a check (or Visa/MC), payable to Porsche Club of America, to the membership chairperson to process. If you have questions or need additional information please contact the membership chairperson.

Subscription to the **THE BAHN STORMER** is free to **RSR** members however, non-members pay an annual fee of $12. US.

Address Changes: If you change your address, please forward your new address to Porsche Club of America's Executive Secretary,
Ruth Harte at:
P.O. Box 30100
Alexandria, VA 22310
Please also forward your new address to the RSR Membership Chairperson, This will ensure the timely delivery of both the Panorama and
THE BAHN STORMER.

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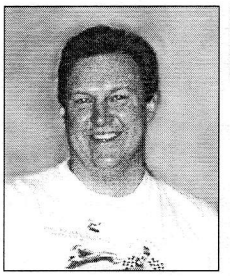

FROM THE GRILL

by Bob Sandau
President of the RSR

Track season is almost here, and it is looking as if we will have another great summer!!! The phone calls have already started coming in!!! You will find a 1998 registration form inside this newsletter. As always, sign up early!!! All of our schools were sold out last season. This year won't be any different. I know I have mentioned it before, but I will do it again...DON'T FORGET ABOUT THE CHANGE IN HELMET REQUIREMENTS! You must have at least a SA 90 helmet or you will not be allowed on the track. There will be no leniency, no loaners, & no sharing. This is for your protection.

Beginner's Day will be on Tuesday, May 5th. This is always a great event and an outstanding way to become familiar with the Club, even if you just come as a spectator! As a beginner, you will receive classroom instruction and track touring with a RSR instructor, before you slip into the driver's seat. It is an excellent opportunity to become familiar with the fundamentals of high performance driving, in a pressure-free environment. Like last year, a limited number of spots will be available for intermediate & advanced drivers.

Good news for you horsepower fanatics. Dyno testing is back!!! Once again, we will visit Paul's High Performance. Contact Matt Huber at (248) 486-3984 for a time slot. This event was sold-out last year and we even had people from Ohio and Indiana participate. Sign up now if you are interested.

If wall-climbing is more your style, join RSR on April 4th at Planet Rock in Pontiac. It is a great deal and includes equipment and instruction. You don't have to be a great athlete, just wear comfy clothes and leave your vertigo at home. (Did I say e-go or vertigo???). It can be a humbling ex-

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MY TIME

By Lori Jo Sahinbas
Editor

Hello fellow members, I want to thank you for your support and encouragement with the newsletter. Your calls and e-mail are greatly appreciated. I have to mention here that this is not just a club effort but I've turned it into a family affair, from my hubby to my mom, who I've been able to con into proof reading for me once again, thanks. And thanks to my hubby for waiting patiently for dinner until 10:00 p.m. the night before this goes to the printer. You're a gem and a real big help, thanks honey. I'm going to have to give him a title like contributing editor, label man, stamp boy, well I had better stop there it could get too personal.

A few of you have showed interest in writing articles please do. And thanks to those of you who have sent photo's. I need to build up a library, of stock photo's or you will all get tired of seeing my car. Remember this is a club newsletter. Some of you passed along information on events going on else where and I think that's great that your getting involved. So hats off to you club members!

Well it's that time of year to get the cars out and tinker with them to prepare them for the track. I just love it when we uncover the car and start it up. Ah the smell of turbo blue, the sound of the engine, it's just to bad I can't go any further than the garage. That's for several reasons other than I don't want to get it dirty. It's time to do the maintenance, brakes, pads, tires, blah-blah-blah. That's where Memo takes over, lucky for me he doesn't mind being a grease monkey. Although I do my best I just wish I could get that wrench/ratchet thing sorted out. Nah I'm not that bad, hum. Sometimes it's comical as to what goes on in the garage but it's all for the fun of it, right! I just wish I could get out of the brake bleeding process, I hate that one. Speaking of this matter it is an important aspect of running these cars on the track and the instructors have spent much time discussing all of this over the year and you will see more discussion of and some articles on this matter in the coming months.

Oh, I almost forgot I've got a gripe. With Mr. Bernie Eccelstone and FIA. You will not be viewing the F1 races this season on ESPN/ESPN2 due to the late, way late, decision of FIA to deny their bid for coverage of the F1 season. This bid went to Fox Sports Network as of Thursday, Mar. 5th. To late for Fox to carry the opening event, Australia. Those of you with DDS or cable with Speedvision should be able to view it on Speedvision as that contract was renewed. Or we can tune in to Canadian TV. This also effects the *"What's on and When"* schedule. Sorry no revision for Fox's coverage of F1, there is no schedule at this time.

(Continued from page 1)

perience.

Although, it is a few months down the road, I would like to mention the Meadowbrook Concours d'Elegance. Porsche is the featured marquee this year, so there will be lots of festivities and Porsche theme events coordinated by the Tour d'Elegance Committee. Emmanuel Garcia has been the RSR member on this committee for the last two years.

Over six months ago, Sue Sarin took Emmanuel's place on the committee. At the same time, she also took on the responsibility of planning one of the many events that will take place over the Concours weekend. Tom Blinik, a new member of our region has been helping her iron out the final details. You will see the information in the Bahn Stormer very soon. We owe a huge debt of gratitude to Sue and Tom for volunteering their time and energy to coordinate what will be an event attended by Porsche people from all over the country. Thank-you also to Pete Feczko and David Miller who have recently come forward on behalf of SMR. It will be a great Concours weekend and a great event hosted by the Rally Sport and Southeast Michigan regions.

Please don't forget that we are always looking for people to host club events. If you have an idea, don't be shy. RSR would like to hear about it. There really aren't any rules, and you don't exactly need permission. Just call a Board Member and they will help you get the ball rolling.

See you soon,
Bob

THE LEFT LANE

"First Drive"

Emmanuel V. Garcia
(German Contributing Editor)

It's just my first day in Germany, and I'm already driving European automobile exotica that I can't drive in the United States. I keep thinking to myself, "boy, won't my friends back in Michigan be envious of me when I tell them what I'm driving." But I won't rub it in that I had a chance to drive a 1997 Renault Laguna station wagon — in red, of course.

Now, I understand this isn't in the same league as the new Porsche 996, or even the older 993. Okay, it's probably not in the same league as a 914, either. Give me a break — it's the car the rental agency gave me, and I'm going to write about it. I can't tell you the car's wheelbase, because I don't have a tape measure with me. Those measurements don't really mean much to me anyway. I just know it's not very long. I can't tell you the exact volume of the luggage area either, but I know if you shove hard enough, it'll hold two very full Samsonite suitcases with a little bit of room left over in the back.

"boy, won't my friends back in Michigan be envious of me when I tell them what I'm driving."

The U.S. still leads the world in cup holder technology. This car didn't even have a spot for my imported 20 oz (sorry — 0.6 liter) bottle of Mountain Dew (my last one for quite a while). As for convenience controls, there's actually an ON switch for the radio, but you can't really tell which one it is by looking at it. Just keep pressing buttons until you hear music.

What's really cool is that you don't have to worry about setting the presets for radio stations. As far as I can tell, there are only five radio stations in Germany, and they're all the same regardless of where you go in the country. (Now, this may not be entirely true, but being a male engineer, I'm never going to ask anybody how that actually works. I'm just going to figure this out on my own. That's simply called The Engineer's Way.)

Out on the autobahn, the car handles pretty well. The suspension is firm, so it doesn't feel floaty at autobahn speed. The steering is geared about right so it's not overly sensitive at high speeds. The brakes are a little touchy at city driving, but they work just fine when you're doing some heavy bahn storming.

There were a couple of little things that had me thinking as I was driving this car from Munich to Regensburg. I wondered what was the speed rating of the tires (note to myself: check the tires for its rating before any more high-speed driving); and I wondered what was the redline of the engine (note to myself: check the owner's manual for this information). (Note to myself: learn German so I can read the owner's manual.)

The tachometer went to 7000 RPMs, but I didn't really think that was redline. However, there was nothing there to indicate what it should be. I figured I'd just keep my foot to the floor, and when the engine couldn't spin any faster, that would be redline. Anybody with a better idea can e-mail it to me.

I was able to do some 0-60 MPH runs with the car. The results weren't the best because of the cold weather (which contributed to wheel spin), but I did get results of 0-60 MPH @ 12.76 sec and a quarter mile time of 19.41 sec @ 72.9 MPH. The 0-60 time is just a little slower than the 0-62 MPH results from Auto Motor und Sport (AMuS — like a German Car and Driver). With more practice (and a slightly better road surface), I'm sure that I could've brought these times down, but the local polizei tends to frown on travel one fast quarter mile at a time. This isn't breathtaking performance, especially by Porsche standards, but it still beats walking.

As for its top speed, it had a hard time going above an indicated 180 km/h (112 MPH) at about 5000 RPMs (AmuS said it could do 190 km/h). I could get a couple more km/h going down hill, so I would have to call it drag-limited. However, it didn't seem to have a problem doing that speed for extended periods of time. (Note to myself: I checked the tires, right?)

There you have it — my first ever car review. I'm sure after Porsche reads this, they'll be knocking at my apartment door to test drive their new models (unless the polizei beats them to me). So, until next time — tschuß!

MEMBERSHIP APPLICATION

Name: _____
Street: _____
City/State/Zip: _____
County: _____
*Family Member: _____
Relationship: _____
*Affiliate Member: _____

*Note: Members may name either Family of Affiliate, NOT both. Family of Affiliate member must be 18 years or older.

REGIONAL ACTIVITY INFORMATION

Occupation: _____ Telephone No. (H): _____
Spouse's Name: _____ (W): _____
if applicable
My Interest Are: _____

- ❑ Technical
- ❑ Social
- ❑ Concours
- ❑ Autocross
- ❑ Rallying
- ❑ Drivers Education

PORSCHE INFORMATION

Model: _____
Vehicle Number: _____
Local Region: Rally Sport Region (RSP)

I own (co-own) a Porsche, am 18 years or, older, and having read the Objectives of PCA herewith apply for Active Membership in the Porsche Club of America.

Visa/MC: _____ Exp.Date: _____
Signature: _____ Date: _____

ENDORSEMENT BY REGIONAL OFFICIAL

This application MUST be processed through a local PCA Region and must be endorsed by a Regional Officer.

Signed: _____ Title: _____
Region: Rally Sport Region (RSR)

Member Dues: US $36. per year. Dues include $12. for Porsche Panorama magazine; A portion of the annual dues is returned to the local region. Please enclose payment with the application. Make check payable to Porsche Club of America, Inc. or send credit card number and expiration date (above).

Send Check and Application to:

Glen Trapp
1834 Wood Creek
Brighton, MI 48116-8242
e-mail: trapper@tir.com.

NEW MEMBERS

Welcome new members to the Rally Sport Region the Fast, Fun, Friendly Region

Michael and Michele Jahs
1986 944
Northville, MI

Leo and Dawn Larkin
1982 Silver 911 C2
West Bloomfield, MI

Will Pearson
1987 911
Ann Arbor, MI

Paul Sawicki
1998 911 C4S

Marc and Marilyn Schultz
1986 944
Grosse Ile, MI

We are proud ***THE BAHN STORMER*** is produced on 20% post consumer recycled paper.

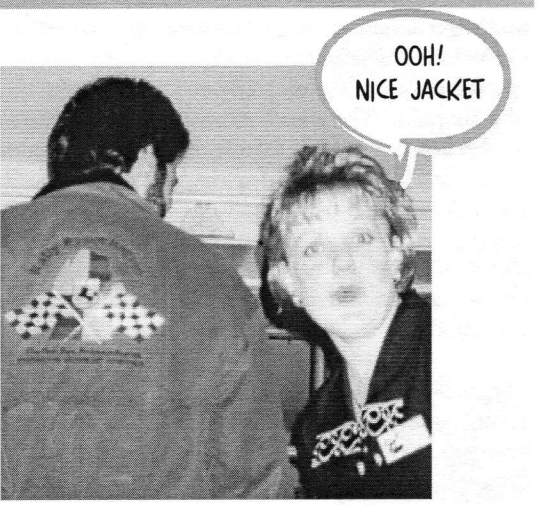
CONTRIBUTORS

Special Thanks to the Following for there contribution to this issue of Bahn Stormer.

Emmanuel Garcia – foreign correspondent/editor
Sue Sarin & Tom Bliznik – Medowbrook
Joe Lile – Trucks Everywhere
Paul Gagliardi, Metro N.Y. Region – Tech Talk
Scott Wehner – supplying stock photo's
David Bates – IROC
Memo Sahinbas – production process
Judy Robertson (mom) – being my proffer, with the exception of my article (I did it to late)

Thanks to all of you who supplied information and contributed to this issue, it is appreciated as always.

RSR GOODIE STORE



- Jackets
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- Stickers
- Mugs
- and much more

contact: David Bates
(313) 482-3213
davidrbates@Worldnet.ATT.net

GET TECHNICAL

Tech Talk – Tools

by Paul Gagliardi, Metro New York Region
(from PORSCHE POST)

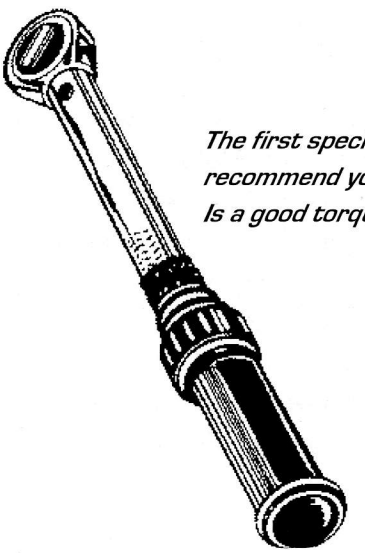
I am often asked about tools and which are the best brands to buy. My advice for everyday wrenches and sockets is to buy the best quality you can afford. Make sure the tools have a lifetime warranty and that you can return/replace them conveniently. Avoid cheap sets that give you many tools for not much money. If sockets break or wear out with a minimum of use, you can't finish a job after you've started it. Also, if a socket or ratchet shatters, you might "bust a few knuckles" and really hurt yourself.

Because their walls are thicker and less metal has been machined out, six-point sockets are stronger than twelve-point. For heavier work, you might wish to sacrifice the convenience of a 12-point tool for the strength of a six-point. There isn't much difference between top of the line and middle of the road, when it comes to tools. Save your money for the various specialty tools you will need and buy good basic tools from Craftsman (Sears), SK, Proto, Matco or Mac, when you start out. You can always go back and splurge for that Snap-On set you always wanted, after you get the special tools your model Porsche needs.

The first special tool I recommend you invest in is a good torque wrench. Good ones are not cheap. Get the best you can afford to ensure precise tightening of all fasteners. This will prevent loosening or damage to threads because of over-tightening. Work on a Porsche demands your purchase of the appropriate factory "Spec Book" as a reference to proper tightening sequences and torque settings.

Porsches do require a certain number of special tools, including big metric sizes and model-specific ones. Big metric sizes are used for such things as 911 oil line fittings (27mm, 30mm, 36mm); the steering wheel nut on most models (27mm); the spring plate ride height adjustment (a special thin 36mm); the rear axle nut on 356 models (36mm); one of the tools to remove 911 heat exchangers (long 8mm Allen key wrench); and the 12-point Allen used for the axle bolts on the later 911/944 series.

The larger sizes may be subjected to enormous torque. You don't want a cheap socket to crack while you are tightening the rear axle nut on your 356A, or a cheap torque wrench to give less than the 360 Ibs.ft. spec., which is what's needed to prevent the splines on the axle shaft from working against the brake drum slots for the splines. That would ruin both and require you to spend much more money for parts, plus whatever it costs to take apart the transmission to put in the new half-shaft.



The first special tool I recommend you invest in Is a good torque wrench.

NEWS FROM PORSCHE N.A.

Porsche's 50th Anniversary To Be Celebrated Throughout North America

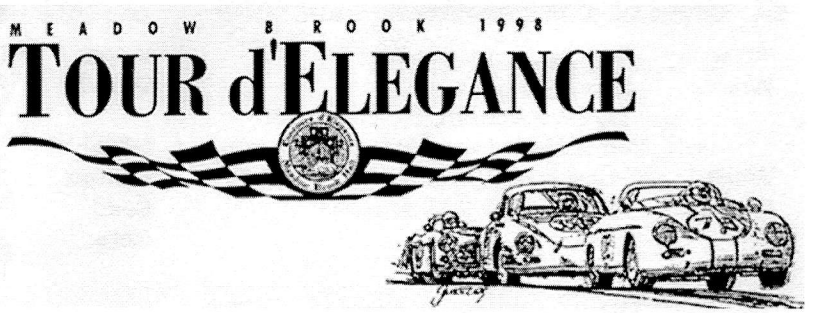
RENO, NEVADA, Jan. 12, 1998 – A long awaited anniversary of one of the world's most revered auto makers will take place during 1998. Fifty years ago, on June 3, 1948, the first production car to bear the Porsche name was completed in the tiny village of Gmund, Austria.

Created by Prof. Ferry Porsche and designated the 356, this initial sports car launched the Porsche marquee in the automobile industry. As the first Porsche, it also laid the technical foundation for many succeeding and highly prized Porsche models.

Porsche's momentous 50th anniversary will be celebrated throughout the year at numerous worldwide activities including many of North America's premier automotive events. In America, Porsche will be the featured marquee at the Amelia Island Concours d'Elegance (April 18) in Florida, *the Meadow Brook Hall Consours d'Elegance and Historic Races (Aug. 14-16) in Michigan* and the Monterey Historic Automobile Races (Aug. 16) in Northern California. The Pebble Beach Concours d'Elegance (Aug. 16), The National Automobile Museum (April 20-Aug. 9) in Reno and the Petersen Automotive Museum (Sept. 11-Nov. 6) in Los Angeles will highlight special displays commemorating Porsche's golden anniversary. And Watkins Glen International will hold a unique Double Fifty Porsche Celebration (Aug. 28-30) honoring both Porsche's anniversary and the 50th anniversary of the rebirth of American road racing at the New York race course.

The Porsche AG Museum in Germany will provide a selection of outstanding historic automobiles for these North American activities, several of which are making their first appearance on the continent. In addition, track events will be attended by such famous Porsche race drivers as Hurley Haywood, Vic Elfor, George Follmer and Brian Redman.

(Courtesy Porsche Cars North America, Inc.)



Weekend of Events
July 31, August 1 & 2, 1998

There will be events for the Concours cars on Friday and Saturday, and a dinner **hosted by Rally Sport Region,** Motor Stadt Region and Porache NA for PCA members. There will also be available for our club members a corral, this space will be used to park/show off our cars. Sue Sarin will be the event representative for the Rally Sport Region along with Tom Bliznik.

Schedule to include the following:

Friday: Cruise Night – a cruise to the Concours in the Park in Clarkston.
Concours in the Park – At Depot Park, Concours for 100 vintage and racing sports cars.
Featured marquee: Porsche

Saturday: Historic Races: Waterford Hills Raceway.
Classic Car Show: Waterford Hills Raceway

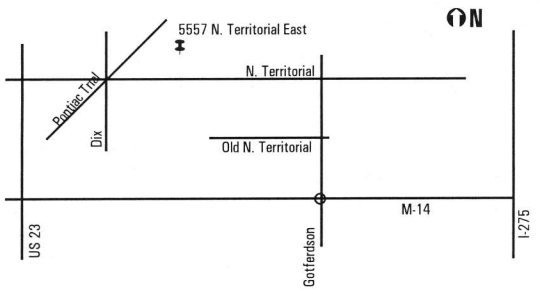
Sunday: Concours d'Elegance – Oakland University's Meadow Brook Hall.

More information will follow as it comes available.

CLUB EVENTS

APRIL CLUB MEETING

What: Monthly Club Meeting
Where: Dan and Mary Ann Kantrow's House
5557 N. Territorial Rd. East
When: Thursday, March 5th @ 7:30pm
Thursday, April 2nd @ 7:30pm
Contact: Dan or Mary Ann @ (734) 998-1403



PLANET ROCK

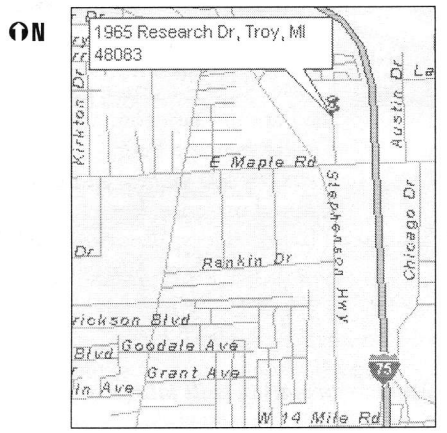
What: **Planet Rock Wall-Climbing Gym**

- 13,500 sq. ft. of climbing area
- 55 ft. walls
- Motorized climbing wall
- Bouldering cave

Where: Planet Rock, 34 Rapid St., Pontiac, MI
When: April 4, from 8:00pm-11:00pm
Contact: Lori @ (248)624-6398
Cost: $15./per person - includes all equipment
Note: wear loose clothing preferably no blue jeans.

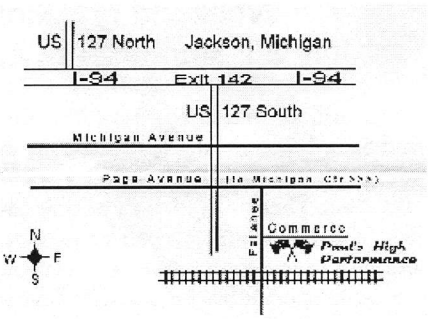
PORSCHE DESIGN TOUR

What: Porsche Engineering Tour
Where: Porsche Engineering
1965 Research Dr., Troy, MI 48083
off of Maple East of Stevenson
When: March 28, 2:00pm
Contact: Matt Huber @ (810) 486-3984



DYNO DAY

What: Dyno test your car
Where: Paul's High Performance Inc.
3715 Commerce Street, Jackson MI
When: May 9
Contact: Matt Huber @ (810) 486-3984
Cost: $80.+ cost depends on participation
Note: Each vehicle will make three runs (baseline) on the dyno



CLUB EVENTS

1998 TRACK DATES

Here they are - the 1998 track dates

Tuesday, May 5	**Beginners Day** Waterford
Thursday, June 18	**Drivers Education** Waterford
Thursday, July 16	**Drivers Education** Waterford
Thursday, August 20	**Drivers Education** Waterford
Thursday, September 17	**Drivers Education** Waterford

What: Drivers Education
Where: Waterford Raceway
6 Miles North of Pontiac on Waterford Road
When: arrive 7:45-8:15 grid inspection
mandatory drivers meeting 9:00 am
Contact: Bob Sandau
29900 Greenland Livonia, MI 48154
(734)525-0464
Cost: $95., RSR members $85., prior to 14 days of event thereafter $115.
No refunds 7 days prior to event

Requirements:
- Pre-Registration is mandatory
- Helmet – Snell SA-90 rated or newer
- Minimum 3 point seat belts/passenger & driver must be equivalent.
- Valid Driver's License and @ least 18 years old
- Long Sleeve cotton shirt, long cotton pants, leather/ canvas shoes

Notes:
- Lunch is provided
- No gas will be sold at the track
- Pre-tech prior to track arrival w/completed tech form, or $50. fee for Tech at the Track

☞ *Please see insert for registration form.*

Dates From Around The Region

Sponsor: Michiana Region
Where: Gingerman Raceway, Grand Haven, MI
When: June 27-28
Contact: Richard Broadbent
@ (616)699-5607
Cost:
Note: Information provide by the Michiana Region Porsche Club.

What: Gingerman Open Track Date
Where: Gingerman Raceway, Grand Haven, MI
When: April 5th
Contact: Dan @ (616) 253-4445
Cost: $50. 1/2 day $100. Full day
Note: Information provided by a club member.

Sponsor: MSR (Motor Stadt) Region
What: Driver Education Event
Where: Waterford Hills
When: June 11
Contact: Tim Gordon @
3916 Blue Spruce Dr., DeWitt, MI 48820
(517)-669-3802 6pm-11pm or
e-mail: tjgordon@worldnet.att.net
Cost: $105 prior to May 28, $115 after.
Note: Information provided by the MSR Region

East Coast 914 Ramble

What: The First East Coast Ramble
Where: Virginia Beach, VA
When: June 12th, 13, 14
Contact: John or Ed @
http://www.wgss.com/914/ramble.htm
Cost: rooms @ $79.-89.
Note: This information was provided by a club member who plans on attending and wanted to share this information.

PORSCHE RACING NEWS

Porsche Effort For Le Mans

PCA Editors News Service

Porsche AG will field a strong team of prototype and brand new GT1 cars in an effort to celebrate their 50th anniversary with an overall victory at the 66th Le Mans 24 Hour race, June 6 and 7. The official entry list won't be announced until march 2, but this year's field is reported to be the most competitive in years and will also include other factory teams from BMW, Toyota, Mercedes, Nissan, and Panoz, as well as a host of private teams running prototype, GT1 and GT2 race cars

Despite earlier claims that they would enter only two GT1 cars, the Porsche factory team has padded its entry with two Joest WSC95 prototypes - the original 1996/97 Le Mans - winning chassis and another supplied by Porsche - that have heavily revised aerodynamics and mechanical changes including the 911 GT1 rive train with a six-speed sequential gearbox. Although managed by the Joest Team, both cars will be run as factory entries.

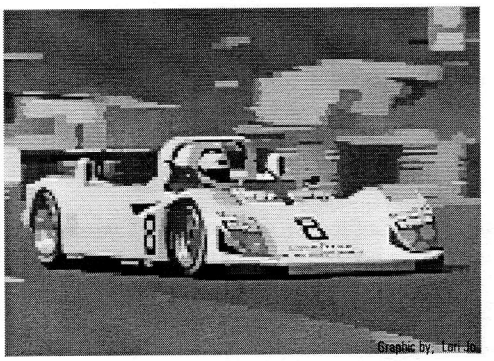
Porsche's 911 GT1 for Le Mans is a totally new design

Prototype class competition will come from two Williams - designed cars entered by the BMW factory, six privately entered Ferrari 333sp cars, two Kremer entries including their new K9 car, two Courage Nissans, and several Riley & Scott cars.

Porsche's 911 GT1 for Le Mans is a totally new design and will run without the restrictions imposed last ear in the FIA GT1 Series. Having vastly revised bodywork and an all-carbon-fiber chassis, the car is said to more reminiscent of the old Group C Porsche 962 than it is of a road-going 911. The factory as well as the Zakspeed Team will each field two of the new cars in the GT1 class.

Other factory GT1 contenders include three Toyota GT-One racers, four Mercedes CLKs, three Nissan R390 cars, and three Panoz cars including one with a hybrid gasoline/electric power unit.

Pre-qualifying for the 24 Hours of Le Mans will be over two day, May 2 and 3, which will establish the 48-car field with no alternates. On June 6, the race will start at 2:00 pm, instead of the usual 4:00 pm time, because of European TV coverage of the World Cup.



IROC – Autocross News

IROC Update

The Rally Sport Region Board has voted to join the "Interregional Race Of Champions". Usually referred to as IROC, it is the longest running PCA interregional driving event. IROC is a series of autocross events hosted by participating regions. Each region hosts one auto cross event. Participants get points for each event attended. At the end of the series there will be an October Fest Party to which all members of participating regions are invited where trophies will be awarded to the top finishers in each class.

The other regions participating in this years event include Michigan/Indiana Region, (soon to be the Michigan Region), Motor Stadt Region, and Western Michigan Region.

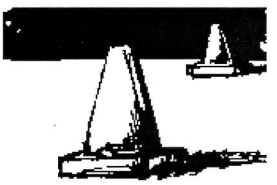
Look to this column each month for information on classing of cars, rules, event dates, current rankings and answers to other burning questions. This is my first time being involved in an event of this type, so I am counting on all of you to keep me on my toes by asking the questions that I forgot.

The current IROC calendar

Date	Location	Sponsoring Region
June 6,	T. B. D.	Michigan Region
July 19,	T. B. D.	Motor Stadt Region
Aug. 16,	T. B. D.	Rally Sport Region

All events run from 8:30 to 4:00

Rally Sport Region's IROC representative is David Bates. Phone (734-482-3213), email (davidrbates@Worldnet.att.net) or snail mail (1208 Pearl, Ypsilanti, MI 48197)



AUTOCROSS SITE SEARCH

Rally Sport Region is in search of several new sites at which we could hold auto cross events. We have used the parking lot at Lawrence Tech. for our last two events. The folks at Lawrence Tech. have generously been extending the use of their parking lot free of charge because we have donated the proceeds of the event to charity. However if we want to do other auto cross events there is a substantial fee involved. It would be really nice to locate several possible facilities. As scheduling often presents a major challenge, several sites would give us more alternatives. I think it would be great if the sites were located in different areas of our region. Additionally, since different shaped parking lots lend themselves to different course layouts, utilizing several different facilities would add interest, and variety to our auto cross program.

With over one hundred and forty members now registered with our region, someone among us has a connection to a great big parking lot that is just crying out to have an auto cross run on it.

A good location would be a minimum of 1 full paved acre, the bigger, the better. There should as few immovable objects as possible. These would be things like lampposts, islands, guardrails and concrete stop blocks. There should a minimum number of entrance/exits and little or no traffic at the time the auto cross would be held. It is very important to control the flow of traffic in the auto cross area. It just isn't a good thing when a hot 944 turbo comes around turn three under power to find some high school kid in his new '78 Dodge Valiant that wandered onto the course by accident because he saw orange cones and thought he should follow them. The reason many auto cross events are held on Sunday mornings is to minimize interference with extraneous traffic. Our club carries three million dollars of insurance at every driving event and we can readily purchase more if necessary to meet the needs of the facility. If you have any ideas or information that might help us to locate an appropriate facility please contact David Bates Phone (734-482-3213), email (davidrbates@Worldnet.att.net) or snail mail (1208 Pearl, Ypsilanti, MI 48197)

(Article by David Bates)

Rally Sport Region
Board Meeting Minutes
2/5/98

-Meeting called to order by President at 7:45 p.m.; location: Allied Signal, Southfield.

Present:	(boardmembers)	Thwen Chaloemtiarana	Vigen Darian
	Tom Green	Matt Huber	Joe Lile
	Bob Sandau	Lisa Sandau	Kyle Stevens
	Glenn Trapp		

- Prior minutes: Approved.
-Treasurer's report: Approved.
-Goody Store: Gym bags are expected shortly.
- IROC: Dave Bates is acting as schedule coordinator for IROC regions.
  - Three of the regions have identified dates.
  - A series of articles explaining IROC will begin to appear in next months newsletter.
  - Still looking for a parking lot or other open paved area to hold an event.
-Membership: 150 Primary members officially.
-Newsletter: A new printer had to be located.
-Track report:
  - Dates official for Waterford - 5/5; 6/18; 7/16; 8/20; 9/17.
  - Gingerman race track did not hold our requested date; there will be no event scheduled there at this time.
  - Bob Sandau will investigate the possibility of scheduling an event with another region and holding an event at another track.
-Web Site:
  - A new Web master is being sought.
  - Jennifer Chaloemtiarana requests people to submit questionnaire.
-Club Events: Past
  - Auto Show - approximately 12 members gathered at Porsche display and went to restaurant afterward.
  - Holiday Party - very good turn-out and enthusiastic response.

  Future
  - Meadowbrook '98 - PCNA will support at cooperative regional effort.
  - Porsche Engineering Tour - Topics still open.
  - Dyno Day - Matt Huber is trying to schedule 5/2; motion passed to place deposit to hold date.
  - Henry Ford Museum - event is scheduled and has been announced.
  - Rock Climbing - no report.
  - Ski Trip - canceled.
  - Whirly Ball - Joe Fialka is coordinating event for MSR.
-Old Business:
-New Business:
  - PCoA is requests that we change our election cycle.
  - Gary Starin advised that AutoNation may be able to provide a meeting location.
-Meeting adjourned at 9:35 p.m.

S.U.V.'s - Two Takes

Porsche Talking SUV, Shares Up

(PCA Editors News Service)

GENEVA, March 3, 1998 -- Porsche AG management board chairman Wendelin Wiedeking said today that the company was in talks with Volkswagen AG and an unnamed foreign company to develop a sport utility vehicle (SUV). "A few points remain open and have to be decided," Wiedeking told reporters at the Geneva car show. "A final decision will soon be made." This could mark the firm's first venture away from sports cars.

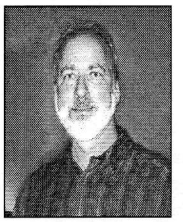
"We are negotiating with Volkswagen but details have not been agreed," Wiedeking said. He also said that if the project goes forward, the two companies would develop a joint platform but each would market its own brand of vehicle. Wiedeking said the arrangement would help offset costs of developing the new car and that it would not increase capital to finance the project.

Asked about the outlook for the company's financial performance in the 1997/1998 year to July 31, Wiedeking said Porsche's full-year result was better than initially reported at the group's annual general meeting on January 23. "We anticipate another improvement in profits," he said. Wiedeking said the group would produce more than 38,000 vehicles in the current financial year and that it expected to shorten average waiting times for its cars to six months by the end of 1998 from the current time of one year for some models.

The news lifted Porsche preference shares to an all-time high of 3,450 marks, up 110 marks or 3.3 percent from Monday's close.

Trucks Everywhere

By Joe Lile



Am I the only person in the U.S. who doesn't like sport utes? It seems like everyone I know is getting these things and I just don't get it. Here we have a class of vehicle that at one time served construction workers and back woods sportsmen, yet now is being driven to work by secretaries and accountants. Statistics in magazines say that barely 4% of these vehicles ever leave the pavement yet every one I see is a high-riding, brush-barred, whatever. My sister, a medical clinic office manager, drives a loaded Yukon fifteen miles to work. An English teacher acquaintance drives his fully opted Explorer fewer than ten miles to school

I have a theory on this. It's the cowboy/defensive attitude. Some people buy these trucks to ride rough-shod over everyone else on the road. It's the "look out, here I come" type that you see bullying along in traffic, cutting in and out, a death grip on the wheel and a scowl on their lips. This is also the type that drives on with their fog lights on on a clear night. The defensive part comes in when someone has been bullied by these type A personalities and buys a sport ute because it's "safe". They may be timid but as they sit up there, six feet off the ground, at the wheel of a two ton plus truck they feel secure.

Most of these monsters get abysmal gas mileage, have less usable space than a mini van, and have a high (tipi) center of gravity. A neighbor told me their Navigator got 11 mpg, was susceptible to crosswinds, and had less interior room than their previous Windstar. But, by God, it's a $47k status symbol.

Remember when we used to laugh at those big floating boats of the 50's and vowed never to drive anything so cumbersome? Guess what, folks? We're there!

CARS FOR SALE

1973 914 Orange, 2.0 Track Prepared– modified suspension and engine, roll bar, 5 way harness, wide body, Excellent condition, no rust. Car not driven in 2 years. $11,000. o.b.o. Call Dan Griffen (248) 360-9636. (02/98)

1976 914 Street/Track Car in need of caring home for finishing touches on 4 year project. Completely rebuilt '70 1.7 w/94mm NPR and 2.0L EFI and rebuilt side shifter 901 transaxle. Fuchs alloys w/ Yoko AVSII205/50s, Bursh exhaust, SS exchangers, turbo tie rods, many other updates plus a copious supply of extra parts. Asking $3,900. For the lot/ Jerry Brady (810)231-2099 or jrb@autoweb.net (02/98)

1955 356 SPEEDSTER 81210/P34321, Red/Tan, bare metal 1992 restoration, all numbers match, beautiful, runs strong, everything new or reconditioned to factory specs, peoples' choice and/or first place in every Concours event entered. Engine by Red Line Engineering, transaxle by Skirmants, absolutely rust free, must see ASAP, $47,000. /o.b.o, Jack Chamberlin, 520 W. 13 Mile Rd., Royal Oak, MI Day (248)674-8300/eve.(248)288-0799 (3/98)

1965 356 C Race Car, maroon/white, SVRA, HSR, PCA, SCCA log books, fresh Skirmants vintage/E prod engine & trans. With limited slip, fire system, fuel cell, new paint, very competitive, best of everything, race ready with three sets of wheels, $55K to replace, first $35,00. Takes, Jack Chamberlin, (248) 288-0799, 520 W. 13 Mile, Royal Oak, MI. (1/98)

1970 914-6 Needs work, stored 17 yrs., new brake system, muffler, and more. Many extra parts of value. $7,900.00. 313/665-7546 or e-mail HGGN96A@prodigy.com (11/97)

1972 914 Restored, 1.8 liter rebuilt, orange ext./ blk. int. no rust, runs great. $4,300.00. 313/665-7546 or e-mail HGGN96A@prodigy.com (11/97)

1974 914 1.8L Garaged for last 15 years. Major project or parts car. Complete $1800 OBO 248/366-8141. (11/97)

1977 911S Sunroof Coupe. White/white leather interior. 235 hp 2.7L engine with all updates. Webers, headers, coolers, studs, cylinders, heads, etc. BFG R1s on extra wheels. Roll bar with 5-pt harnesses. All original parts included w/many extras. Great track/street car combination. Second owner since 1987. $15,000 firm. Tom Green 313/429-5958 (12/97)

1979 911SC Coupe Silver Blue/Black, whale tail, 934 air dam/oil cooler, "Big
Red" brakes, street-track suspension, Electromotive fuel/ignition system, high compression pistons, new-Sanden AC, RS door panels, Cobra Sport seats, 17" Forgeline/BFG R1s. 1,500 miles on engine/trans. Too much to list. $23,000 W.G. Giles 4906 Fernlee, Royal Oak, MI 248/435-6099. (10/97)

1979 911SC Project car, guards red, needs minor repair of left fender and door, black leather interior good condition, rebuilt engine not yet installed, many new parts included. $9,000 OBO. Call Tom Krueger at 313/881-8150 day or 810/566-9099 eve. (11/97)

1981 928 5-speed, leather, all options, 29,000 miles, white on black, all original, Oregon car--has never seen salt or snow. Absolutely no rust, stored since new, never driven in winters. Bra, new tires, battery. This car is like new. New house forces sale of my baby, $19,500. Serious inquiries call 313/528-9585, Robert--Ann Arbor. (11/97)

1986 944 coupe SCCA ITS race car. Turn-key, ready to race. Spares,
Fuchs and cookie cutter wheels, 16 total. Ex-IMSA Firehawk car. $
7900/OBO. Scott, Brighton Mi. (810) 220-8613 (H), (248) 553-1323 (W).

(Continued on page 15)

(Continued from page 14)

1987 924S Guards Red, black interior, 74K miles, excellent condition. No winters, non-smokers, all maintenance records (Auto Haus and Jeff Jones), new tires (Aqua treads), rear lens update between taillights/Porsche block letters, dead space rear lights and rear valance. Porsche exported this special 924S to the U.S. for only 3 years: 1986, 1987, 1988. It's uniqueness is that underneath that **924S** skin is a 944. Must sell--just got a 944S. Can only keep one! $6,900 C. Tietz 248/437-2205. (10/97)

PARTS FOR SALE

Class III/IV Tow Hitch: fits 93 and later Jeep Grand Cherokee. Includes the factory 7 pin wiring harness and instructions for easy installation. Mounted on vehicle only 3 months and used only once. $150. Kyle Stevens 734-973-8209 home; 734-998-5572 work.

911\930 Parts for sale. 930 3.3 liter factory **intercooler,** $400. 911/930 22mm front **torsion bars** $150. 911/930 28mm rear **torsion bars**, $150. Leather sport **seats**, $300.each. **Steering wheel**, 3 spoke/leather, $100. Memo Sahinbas, (248) 624-6398. (1/98)

Fuch Alloy Wheels, Two 6X16 with B.F. Goodrich Comp T.A. 205-50-ZR16's as new off C@ with 3500 miles $600. One 8X16 with 225-50-ZR16 as new off C2 with 3500 miles $500. O.B.O. Jack Chamberlin, (248) 288-0799, 520 W. 13 mile, Royal Oak, MI. (1/98)

914 **Targa Top**, very good condition. $300., 914 **Front Spoiler**, $75., Custom **Tow Bar** for pulling 356/911/914 with standard trailer hitch. $150. New **Air tank** $25. Jack Chamberlin, (248)288-0799, 520 W 13 Mile, Royal Oak, MI. (1/98)

1989 G-50 **Transmission** 3,535 miles $2,500/offer. Pressure plate, disc, slave cylinder, shift linkage available. Dan Kantrow 313/998-1403. (10/97)

993 Factory Cup **Wheels** (Cup wheels) 7x17, 9x17 with **Comp TA** R1s 205/50 17, 255/40 17. Used on the track twice, 1 has a small scratch, others mint condition. For 1987 and later 944s, and 1990 and later 911s. Matt Chapman 810/225-2048. (1/98)

Car Bra for 1979 911SC, black vinyl, covers complete front end. With storage pouch-$35. Four cast aluminum **rims** from 914 Porsche. Made by "Superior" Wheel Company. Fits later style 4-bolt VW bolting pattern as well. 4 1/2 x J wide wheel. $150 for all 4. Four stock steel **VW rims and tires** from 1971 Karmann Ghia, mounted with all season Uniroyal 165HR15 steel belted radials. $25 each/ prefer to sell all 4 together. Fred Seebeck 810/947-5042 (business hours) 248/647-1416. (12/97)

WANTED

Wanted 928 S4 or GT with high mileage or blown engine and/or blown tranny (4 speed auto). Robert Stirling, e-mail: robert_stirling@dynapro.com/ or (604)218-1762, Vancouver B.C.

**Advertisements are not deemed reliable, information is the sole responsibility of the advertiser.*

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Porsche advertisers please help us out by updating your classified ads. If you sell or need to add/delete information (area code?) please notify me. I'm sure you don't want people to continue calling once your item is sold.
Thank-you,

Monday, March 9
1:00pm ESPN: NASCAR Winston Cup Series, Atlanta (L)
3:00pm ESPN2: NASCAR Winston Cup Series, Atlanta (R)
7:00pm ESPN2: RPM 2Night (L)
8:30pm ESPN2 : NASCAR Busch Series, Grand National Division, Atlanta

Tuesday, March 10
2:00pm ESPN2: 1997 Auto Racing Thrills and Spills
6:30pm ESPN2: Rev it up (R)
7:00pm ESPN2: RPM 2Night (L)

Wednesday, March 11
6:00pm TSN: Motoring "98
6:30pm ESPN2: CORR Winter Series, Round 9 (R)
7:00pm ESPN2: RPM 2Night (L)

Thursday, March 12
3:00pm ESPN2: ARCA Bondo/Mar-Hyde Series, Atlanta
7:00pm ESPN2: RPM 2Night (L)

Friday, March 13
8:00pm ESPN2: RPM 2Night (L)
8:00pm TNN: Motor Madness

Saturday, March 14
12:00pm ESPN2 Inside Drag Racing
12:30pm ESPN2: PSCR 12 Hours of Se bring, Sebring, FL. (L)
1:00pm TNN: Busch Series Grand Nat. Division, Rockingham N.C.
3;30pm ESPN2: CART FebEx Champi onship Series Qualifying, Homestead, FL
4:30pm ESPN2: CORR Winter Series, Round 10
5:00pm ESPN2: CORR Winter Series, Round 10
5:30pm ESPN2: PSCR 12 Hours of Se bring, Sebring, FL. (L)
5:30pm TNN: Inside NASCAR
7:00pm ESPN2: RPM 2Night (L)

Sunday, March 15
9:00am TNN: NASCAR Garage
10:00am TNN: Inside NASCAR
11:00am ESPN2: Street Rodder
11:00am TNN: Raceday (L)
12:00pm ESPN2: RPM 2Day (L)
12:00pm TNN: NHRA Today
12:30pm ESPN2: CART 2Day (L)
1:30pm ABC: CART FebEx Champion ship, Homestead, FL
2:00pm TNN: Busch Series Grand Nat. Division, Nashville, Tenn.
5:00pm TNN: NASCAR Garage (R)
6:30pm ESPN2: RPM 2Night (L)

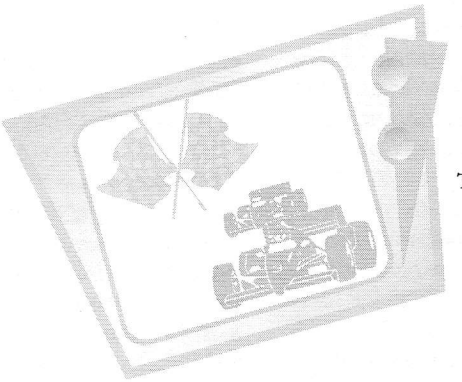
Monday, March 16
7:00pm ESPN2: RPM 2Night (L)
11:30pm ESPN2: The 50: NASCAR's 50-Year Victory-Sincerely, Bill France

Tuesday, March 17
7:00pm ESPN2: RPM 2Night (L)
11:00pm ESPN2: The 50: NASCAR's 50-Year Victory-Fields and Towers

Wednesday, March 18
6:00pm TSN: Motoring "98
7:00pm ESPN2: RPM 2Night (L)
11:00pm ESPN2: The 50: NASCAR's 50-Year Victory-Good Old Gods

Thursday, March 19
7:00pm ESPN2: RPM 2Night (L)
11:00pm ESPN2: The 50: NASCAR's 50-Year Victory-Southern Exposure

Friday, March 20
3:30pm: ESPN2: NASCAR Winston Cup Qualifying, Darlington, S.C. (L)
6:00pm ESPN2: NASCAR Winston Cup Qualifying, Darlington, S.C. (R)
7:00pm ESPN2: RPM 2Night (L)
8:00pm TNN: Motor Madness
8:30pm ESPN2: NHRA Drag Racing Qualifying, Houston, Texas
10:30pm ESPN2: The 50: NASCAR's 50-Year Victory-Inherit the Win



Saturday, March 21
11:00am TNN: Inside Drag Racing
2:00pm SVN: Indy Racing League Quali fying, Phoenix, AZ
2:00pm TNN: Race of the Week
4:00pm ESPN2: NASCAR Busch Series, Grand Nat. Division, Darlington, S.C.
5:00pm TNN: inside NASCAR
5:30pm ABC: Indy Racing League Quali fying, Phoeniz, AZ (L)
6:30pm ESPN2: NASCAR Winston Cup Happy Hour, Darlington S.C.
7:30pm ESPN2: RPM 2Night (L)

Sunday, March 22
9:00am TNN: NASCAR Garage
9:30am ESPN2: NASCAR Winston Cup Qualifying, Darlington (R)
10:00am TNN: Inside NASCAR
10:30am ESPN2: NASCAR Winston Cup Happy Hour, Darlington S.C. (R)
11:00am TNN: Raceday (L)
11:30am ESPN2 RPM 2Day (L)
12:00pm TNN: NHRA Today
12:30pm ESPN2: NASCAR Winston Cup Series, Darlington, S.C. (L)
1:30pm TNN: Race of the Week
4:00pm ABC: Indy Racing League, Phoenix, AZ. (L)
4:00pm TNN: NASCAR Garage (R)
5:00pm ESPN2: NHRA Drag Racing, Houston, Texas (L)
7:00pm ESPN2: Street Rodder
8:00pm ESPN2: RPM 2Night (L)

Monday, March 23
7:00pm ESPN2: RPM 2Night (L)

Tuesday, March 24
6:30pm ESPN2: Rev It Up
7:00pm ESPN2: RPM 2Night (L)
7:30pm ESPN2: CORR Winter Series, Round 12

Wednesday, March 25
4:00pm ESPN: Racing Rivalries: NASCAR's 50th Anniversary (R)
6:00pm TSN: Motoring "98
7:00pm ESPN2: RPM 2Night (L)

Thursday, March 26
2:00pm ESPN2: NHRA Drag Racing, Houston, Texas (R)
7:00pm ESPN2: RPM 2Night (L)

Friday, March 27
3:00pm: ESPN2: NASCAR Winston Cup Qualifying, Bristol, Tenn. (L)
4:00pm: ESPN2: NASCAR Winston Cup Qualifying, Bristol, Tenn. (R)
7:00pm ESPN2: RPM 2Night (L)
8:00pm ESPN2: TNN Motor Madness

Saturday, March 28
11:00am SVN: FIA Formula 1 Grand Prix Qualifying, Interlagos, Brazil (L)
2:00pm ABC: CART FebEx Champion ship Series, Motegi, Japan
2:00pm ESPN2: NASCAR Busch Series, Grand Nat. Division, Bristol, Tenn
2:30pm ESPN2: Inside Drag Racing
5:00pm ESPN2: FIA Formula 1 Grand Prix Qualifying, Interlagos, Brazil
5:00pm TNN: Inside NASCAR
6:00pm ESPN2: NASCAR Winston Cup Happy Hour, Bristol, Tenn,
7:00pm ESPN2: RPM 2Night (L)
7:30pm ESPN2: Street Rodder
8:00pm ESPN2: NASCAR Winston Cup Happy Hour, Bristol, Tenn,

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Editors Corner

Articles: All articles and pictures should be submitted by the 15th-20th of the month, no later than, to the editor. Preferably, please use the e-mail address (bahnstomer@aol.com) to minimize retyping, or send a diskette. The Bahn Stormer is created using a PC format. I should be able to incorporate any applicable software. However, I am a graphic illustrator and not a computer junkie so if you do something funky send along instructions please. Please feel free to send along photo's, see below.

Photo's: Should include the names of any one in the photo and if it is a car photo list any pertinent information. Photo's can only be enjoyed if we know the what and who. I have a HP ScanJet 6100C and should be able to scan in any photo color or black and white. Please send all articles and photo's labeled with your name and address. All materials will be sent back to you, in due time.

ERRORS, MISTAKES, AND OTHER EDITORIAL BLUNDERS:?!*&

In the world of graphic artist it's called artistic licensing. In journalism it's called editorial licensing. In other words I am right, Ha! Perfect I'm not although I sure do try.

Sincerely your editor,
Lori Jo Sahinbas

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Not only have we reduced our service charges by 15% on maintenance work and vehicles that are of 1990 vintage and older, we will meet or exceed all other advertised promotions and promises.

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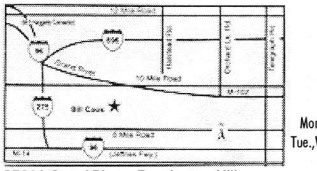

37901 Grand River • Farmington Hills

Business Hours

Sales
Mon.& Thur. 9am - 9pm
Tue.,Wed.,& Fri. 9am - 6pm

Parts & Service
Mon & Thur. 7am - 7pm
Tue.,Wed.,& Fri. 7am - 6pm

248-471-0044

CALENDAR OF EVENTS

March	5	Club Meeting - Sue Sarin's House
	7	Henry Ford Museum
	18	St. Patrick's Day
	28	Porsche Design Tour
April	2	Club Meeting - Dan & Mary Ann Kantrow's House
	4	Planet Rock
	5	Day Light Savings
	20	Earth Day
May	5	Waterford - Beginners Day
	5	Club Meeting – Waterford
	9	Dyno-Day
	25	Memorial Day Observed
June	4	Club Meeting - Vigen Darian's House
	18	Waterford - Drivers Education

• *see club events for more info*

THE BAHN STORMER

1540 Lakeview Drive
Wolverine Lake, MI 48390

Rally Sport Region

The Fast, Fun, Friendly Region

PORSCHE CLUB OF AMERICA

FIRST CLASS
Address Correction Requested