



## THE LEFT LANE

E Man

There are always times where circumstances preclude you from doing what you want to do. That's usually when I learn to appreciate the help we receive from others. So I thank Lisa Lilly for taking over as editor for me in October. It may not seem like a big thing to some, but I've always been taught that's what People were supposed to do—help each other as much as an American is supposed to breathe Duty, Honor and Country.



### The Oval Editor

You'll have to excuse me for waxing a little patriotic. I've just read Tom Clancy's latest novel *Executive Orders*. Clancy has a way of making me do that. He also inspired me to my latest brainstorm, the Oval Editor. Although that may be an accurate description of how I look after living for the last month on an expense account, it really has to do with a rotating editor position. My plan would be to rotate 12 guest editors throughout the year. Each one could publish one month's edition. It's something to think about, anyways.

### Convoluting Campaign Courses

As I was reading the articles for this newsletter, I became painfully aware of the events I missed while away. The autocross sounded not only charitable, but fun as well. I think I could've beaten eventual winner Mike Eckhaus had I been there. But then again, I think Perot has an outside chance this election (he just needs to sway the voters above 4 feet tall, which is apparently an important demographic). It also appeared that there were quite an interesting assortment of cars. I was happy to see both Tom Green and Jim Christopher beat out the brace of Impala SSs, the herd of Mustangs, a gaggle of MR2s, a hoard of RX-7s, the odd planet (Saturn) and boat (Corvette), and even some Bavarian brethren, the BMWs.

In October, we had the first annual RSR Color Tour/Rally. I just wanted to thank Dennis Zamler,

a guest from SEM (Southeastern Michigan PCA), for joining us, as well as our host Clem Weierstahl, also of SEM. For those of you who missed it, the Clem Compound with the Weierstahl Automotive Museum of History (WAMH!) was a sight to behold. I know what I want for Christmas now.

Congratulations should also go to the rally participants, many of whom have never done an event such as this, including the winners Bob & Lisa Verdun. Interestingly, the only people to miss rally questions were the top 3 finishers and one other team. What's the moral of the story? I don't know. I've never actually finished a rally that I've entered.

I want to thank Lisa Green and Kyle Stevens for their articles. I have two other articles that were submitted. Unfortunately, I ran out of room on this month's newsletter. I couldn't even include any pictures. I will do my best to get those articles in next month. I also want to thank Wolfgang for pointing out that it's not *die Markplatz*—it's *der Marktplatz*. It's always embarrassing when you mistake the gender of something (or someone).

With all of these events going on, remember that participating is the best way to avoid becoming a bored member. See ya on the 'bahn!

## RALLY'S SPORT

Kyle Stevens

### “CAR NUMBER 9—WHERE ARE YOU?”

(aka: Road Games or  
The First Annual RSR Rally/Color Tour)

I think it was either Dino DeLaurentis or some really old guy that said, “That which does not kill us, makes us stronger.” Assuming this is true, there are roughly 24 RSR members who became a whole lot stronger on October 13, 1996.

The day started as the victims, uh, I mean rally teams congregated in Hudson's parking lot at Twelve Oaks Mall. After obligatory registration and waiver signing, the teams received the General Instructions. This tome detailed the guidelines for the rally. In retrospect, it may not have been all that instructive for some of the teams.

Once all the contestants were assembled, the

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## THE HOME PAGE

**Articles:** All articles and pictures should be submitted by the 20th of the month. They can be sent to the *Bahn Stormer* address, or e-mailed either at BahnStrmer@aol.com or on CompuServe at 73470,115. You can even use 1980s technology and fax it me at (810) 253-2994.

Preferably, please use the e-mail address to minimize re-typing, or send a diskette. Accurate typing isn't my forte. It's not even a fife or sixte. The *Bahn Stormer* is created on a Macintosh using PageMaker 6.0. In theory, I should be able to read almost any file format (Mac/PC) that you send. If you would like to include photographs, please send the photos and I'll go ahead and scan them. I will (eventually) return all materials back to you, so please include a return address.

**Subscriptions:** Subscription to the *Bahn Stormer* is free to RSR members, and US\$12.00 for non-members.

**Classifieds:** Classifieds are free to RSR members, and \$5.00 per issue for non-members. Those submitted by the 20th of the month will be in the next issue of the *Bahn Stormer*. Classifieds will be printed for three issues.

**Advertising:** We have one! Right now, we charge \$100/quarter for a full page ad, \$50/quarter for a 1/2 page ad, and (all together now) \$25/quarter for a 1/4 page ad.

**Membership Information:** Those interested in joining Porsche Club of America (PCA) can fill out the application form located in this issue. Cost is US\$36.00 per year. You will receive a subscription to both *Panorama*, the official PCA magazine, and a local region's cool newsletter (if they have one). Send the application and a check (or Visa/MC), payable to Porsche Club of America, to the membership chairman to process it.

**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 Chairman (me) at any of the addresses given in this newsletter. This will ensure the timely delivery of both the *Panorama* and the *Bahn Stormer*.

Matt Huber

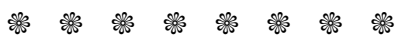
Now that November is here, the driving season is drawing to an end. In order to end on a high note a color tour was run. My wife and I could not make it to the event but we heard it was a great success. From what I have been told by those who attended, everyone had a good time. Most of the people who ran the rally got their miles worth, except for "Crash" Sandau who ended his day early. Don't worry—it wasn't his car. A big thanks goes out to Clem Weierstahl for having the meal at their house at the end. The tour of the garage was the highlight of the day. I'm truly sorry I missed it.



A couple of weeks later Dru and I did make it out to the Kish's house for the Halloween party. Everyone who attended had a great time. The Kishes have a lovely place with a great lake view. The Halloween party should become an annual event.

At the last board meeting, a lot of discussion was held concerning our region running a club race. The board knows that this would be a great way to interact with club members from other parts of the country. The down side is that the event would be a lot of work. Due to the size of the undertaking, the board needs input from the region's members with your feelings about such a large undertaking. Or better yet, just call and offer your services.

Now that RSR has passed the region's first driving season, I hope that the members are getting what they are looking for from the group. Everyone joined for a reason, and I hope that reason is being met. If there are any suggestions on improving the region or events anyone would like to see happen, don't hesitate to call me. The only warning I give is that you might be drafted into leading or working on the event. Remember, the RSR region is here to serve the members and have fun while doing it.



Any one interested in visiting Gingerman Raceway, contact Bob Sandau at (313) 525-0464. Tentative date for going there is November 9, 1996.

The following information was pulled down from a CompuServe forum from Bruce Anderson. It's an amalgamation of information he's picked up over the years. I can't vouch for the validity of his advice as I don't store my car in winter (cold dense air = more horsepower). This was more of a rambling list of advice (like my columns) so I tried to minimize redundancy. Some of the advice may seem to contradict each other. Sorry about that—you'll just have to flip a coin or use common sense, which ever is more convenient.

## WINTER CAR STORAGE

I am not really much of an expert on storing cars because I live in California where we really don't store cars. Because I continue to get questions about storage, I have gathered a bunch of information from various different sources.

Porsche recently put out a technical bulletin on storage of used Porsches.

### Technical Bulletin

- If the vehicle remains in storage for more than 3 months, remove spark plugs and disconnect coil wire(s) from distributor cap(s). Ground the coil wire(s) using jumper cable(s).
- Squirt 3-5 cm of engine oil into each combustion chamber.
- Reinstall spark plugs and torque to 25-30 N·m (18-22 ft·lb).
- Do not connect spark plug wires. Crank engine for 5-8 seconds. Do not operate gas pedal. Connect spark plug and coil wires.
- Do not operate engine until vehicle is put back in service.
- Seal the air intake ducts and the muffler tailpipe using towels or tape.
- Windshield/Headlight Washer: Check and correct antifreeze/cleaning solution level as necessary.
- Electric: The battery should be removed from the vehicle and stored in a cool and dry place, not on a cement floor. Recharge battery every 3 months. If the battery remains in the vehicle with cables connected, it is necessary to check, remove and recharge the battery every 2-3 weeks.
- Do not fast charge batteries. Refer to Technical Bulletin Group 2, Number 8801 for charging information.

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- Vehicle Interior: The interior must be dry, especially in the area of the floor carpets. The use of drying agents (Silica-Gel) is recommended in vehicles with leather interior and in areas with high humidity. The recommended amount is 3 fabric bags of 500 grams each placed on the floor carpets.
- Windows, doors, lids and top must be closed.
- On cars with manual heating/ventilation systems, air flaps should be open.
- Brakes and shifting: Brake discs and brake pads should be completely dry to prevent corrosion. Do not apply hand brake.
- Engage a gear on cars with manual transmission to move the shift rod all the way into the transmission to prevent shift rod corrosion.
- Vehicles stored outdoors in direct sunlight: Precautions should be taken to prevent sunlight from entering the car's interior. Cover windshield, door, side and rear glass.
- Putting vehicle in service: Remove intake duct and tailpipe sealing. Check for nesting creatures under the hood and evidence of fluid leaks under the car.
- Install battery. Start engine.
- Do not depress the accelerator pedal. Do not run engine at high RPM during warm up.
- Should the engine not start after two starting attempts, remove spark plugs and check for oil deposits. If necessary, clean or replace spark plugs.  
**Caution:** *Do not crank engine with spark plugs removed.*
- Switch on A/C at idle RPM and check state of charge. Correct if necessary.
- Adjust tire pressure to specified pressure.  
**Caution:** *Brakes may not have the highest possible braking efficiency after long storage. Apply brakes several times at low road speed.*

Here is the stuff that I send people that ask about storing a car in the winter. Keeping the tank full during storage is a good place to start. You should use unleaded fuel in preference to a leaded fuel because it is less likely to gum-up. Fill gas tank and put a can of Sta Bil in the tank to stabilize the gas during storage. (Sta Bil is available at marine and lawnmower shops.) Also you need to be careful that you don't use any of the fuels that have alcohol-bearing additives in the gasoline because gasoline, water and alcohol do not mix. You have to be careful of gasohol or gasoline with alcohol use as an octane enhancer. These are now sold in 45 states.

Because of the problems caused by mixing alcohol with gasoline there are now companies producing additives to protect cars from the use of fuels with alcohol in them. If you live in a state that uses alcohol in the gasoline you should look into one of these additives, such as "Alcohol Protector" by Gold Eagle Co. 4400, So. Kildare, Chicago, IL 60632. Fuels containing alcohol have the ability to absorb moisture from the air. Once the alcohol absorbs water to its maximum, about 1%, a phenomenon known as phase separation can occur.

You should clean the car thoroughly inside and out, wax the outside finish, and put Vaseline on the wheels. Under carriage and chassis components should be free of dirt and salt deposits. If required, apply cosmoline to under carriage. **Caution:** *Do not apply cosmoline to brake system components.* Spray cold engine with corrosion inhibitor. (Do not spray it on the exhaust system or belts.)

Change the oil and oil filter as well just before putting the car away for the winter. Either put the car up on blocks just so the tires just barely miss touching the ground or over inflate the tires to about fifty eight psi during the storing period. It is not recommended to lift the vehicle too high, due to the possibility of corrosion on shock absorber pistons. The vehicle should also be moved slightly once a month to prevent flat spotting the tires.

Remove the battery from the car and put it on a piece of wood in a dry warm place and put it on a trickle charger for the duration of the storage. The air conditioning system should be in good working condition and fully charged. The heater ducts under the car should be sealed up to prevent rodents from entering the car through the heater.

When you take the car out of storage, drive the car enough to use the gasoline that it has been stored with over a fairly short period of time and change the oil and filter again. This should be within a week or so of removing the car from storage.

A May 1984 column in the Panorama also dealt with car storage and referenced an earlier column by Roger Chaney printed in the August 1967 Panorama which also dealt with winter car storage. Usually a good source of information on storage of engines will be your local sport boat or private airplane dealers and service centers. A great number of boats and private airplanes are stored for part of the year each year.

~Bruce Anderson

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driver's meeting was held to give everyone the opportunity to clarify just exactly what they were supposed to be doing. With everyone briefed and their clocks and stopwatches coordinated with the official rally timer (a very high tech Radio Shack kitchen timer [*calibrated to the atomic clock from the National Institute of Standards and Technology—ed*]), the rally teams saddled up for the contest.

Off in a cloud of smoke and dust went the cars, 12 teams launching into the dawn, well, actually the afternoon. After sending off all of our baby ducklings, we sat down in our vehicle for the day. You see, we suggested to Bob Sandau and Lisa Lilly they swap cars with us so that we could gain use of a vehicle better suited to carrying supplies—this decision would come back to haunt us both.

The first reports started trickling in from checkpoint one.

BARB: "Hello."

E MAN: "Hey, cars are going all over the place! One just went past going in the opposite direction!!"

BARB: "Uh, Oh"

E MAN: "Ummm...should I be giving them their emergency map to the next checkpoint?"

BARB: "Well, in a word, yes. Hmmm, a rough start. Well, hopefully, the teams will begin to get the hang of this."

We set out for our assignment at checkpoint three with a false sense of security that the hardest part of the rally was now past us. Boy, were we wrong. Part of getting ready for our checkpoint involved putting up "off course" signs to notify the teams they were, well, off course, of course. We were just beginning to drive off after hammering the fourth of the five signs into the ground next to the road. Suddenly, a lady with a Taurus station wagon and a very bad sense of fashion slammed on her brakes in front of us and jumped out of her car.

LADY: "WHAT'S GOIN' ON?"

K & B: "We're having a rally and that's a direction sign."

LADY: "WELL IT'S ON MY PROPERTY."

K & B: "Oh, we didn't know that your property extends all the way to the edge of the road, but we were planning to retrieve the sign later."

LADY: "WELL YOU SHOULDA' ASKED PERMISSION!"

K & B: "Would you like us to move it?"

Our last question was directed at the lady's back-

side as she stormed off to her car.

KYLE: "Do you think we should...?"

BARB: "Yes, we should definitely move the sign, lest she move it herself—probably with the bumper of her car!"

So, after acquiring the "coolly" offered permission of her next door neighbor, we were off to complete our duties and position ourselves at our post.

The first car was due into our checkpoint at about 2:30 P.M. We were visibly surprised when the first of the rally cars came hurtling down the road at us a full ten minutes early (hmmm...better move our chairs a little). Seems there was some confusion over how long the teams were to stay at the rest area before leaving. The biggest problem with this situation was that the person who was working checkpoint one was also supposed to work checkpoint four. Unfortunately, he was nowhere near checkpoint four yet and, in fact, hadn't even gone past checkpoint three. After, some deliberation and fast driving, the situation was sorted out.

Cars now began to flow at a more regular rate and this was our first opportunity to talk to the teams. This may have been a mistake. Most teams were taking things in stride, some were confused and a few were visibly disturbed (does anyone know a good marriage counselor?). What you don't realize as a contestant in a rally is that you're not alone, your fellow competitors are making many of the same mistakes. Then the call came:

KYLE: "Hello."

BOB: "Hey buddy, we got a little problem."

KYLE: "Ohhhh?"

BOB: "Ya, your car's got no steering."

KYLE: "WHAT?"

BOB: "The wheel just keeps spinning around and around."

KYLE: "WHAT—I mean, are you O.K.?"

BOB: "Everything's fine. We're in Brighton."

Where's William Shatner when you need him? It was now time to punt. All but two other cars had gone through checkpoint three, and they were a half hour overdue (interestingly, we saw one of the cars on U.S. 23 on our way both to and from Brighton. Too bad we didn't have a flare to send up.) Time to close shop and rescue car number 9.

The rest of the excursion was uneventful. On the ride from Brighton to the final destination and rally end-point, Clem Weierstahl's house, I was feeling a bit disappointed about the day's misadventures which, in addition to the forgoing, also included the loss of one checkpoint worker's

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# NEW MEMBERS

James & Cheryl Baggot  
1986 944  
(transferred-SEM)

Dr. Joseph & Margie Brace  
1986 944  
(transferred-SEM)

Scot & Inger Douglas  
1974 914  
(transferred-SEM)

David Finch & Kenneth Castle  
1988 944S  
(transferred-SEM. Again)

Kurt & Kristine Lyons  
1978 911  
(transferred-SEM)

Mike Manquen & Jeannine Brisley  
1985 911  
(transferred-SEM)

Stephen & Carol Park  
1984 911  
(transferred-SEM)

## Herzlich Willkommen!

Welcome, new members! If you transferred from another region, I probably haven't had a chance to call you—PCA doesn't include phone numbers on their listings. Hope to see you at an event so I can welcome you properly! That makes 87 members as of 9/30/96.

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cellular phone. My spirits soared, however, as I stepped through the door of Clem's garage—I was transported into an automobile museum.

From one end to the other it is filled with automobiles and memorabilia. For those of you who did not attend, you missed out on a truly remarkable experience. There is a VW bug; a late '50s Cadillac and T-Bird; race prepared 356, 944S and 911; a mint 550 Spyder, 356 coupe and Mercedes convertible; and a brand new screaming yellow twin turbo with only 40 miles! Not to mention that Clem and his wife Helga had gone all out on providing a catered meal of delicious ribs, chicken and an incredible array of desserts. Clem and Helga's gracious donation is deeply appreciated.

So there you have it, the First Annual (?) RSR Rally/Color Tour. We learned much from the experience and have already been thinking about how to incorporate suggestions and improvements. However, considering this was our first attempt, I'd say it went pretty well.

Barbara and I would like to thank all of the participants for their patience and good sportsmanship. We really hope to see you at the next one. Thanks also goes to Emmanuel Garcia and Dave Bates for the rather thankless job of manning the checkpoints and general coordination of the rally. Finally, an **immense** [emphasis added—ed] thank you to Clem and Helga Weierstahl for inviting us to their home to share good food, good conversation and some beautiful automobiles.

## RESULTS

RALLY TEAM	POINTS
Bob & Lisa Verdun	512
Dan & Mary Ann Kantrow	1182
Alan Vayda & Kim Zaugg	1232
Dick & Alicia Zarbo	1238
Keith & Marina Geasland	1569
Rob Diegel & Natalie Williams	1637
Roger Garrel & Katie Sharp	1906
Brian & Veronica Preblich	2058
Glen & Claudia Trapp	2323
Alex & Mary Sanchez (helped Bob & Lisa #2)	2400
Bob Sandau & Lisa Lilly (mechanical)	2400
Dennis & Dayle Zamler (prior engagement)	DNF

## ADVERTISING 102

*Kyle Stevens*

It appears that we're starting a trend. Let's give a big, warm welcome to our newest advertiser, O.G. Racing. You can see from their name that these guys are talking our language. The boys at O. G. Racing boast an extensive product line—rollbars, seats, harnesses, helmets, brake pads, suspension pieces, harness guide bars, and the list goes on and on. And to go along with that inventory, they also supply expert advice. I'd like to thank Bill Love (a fellow PCA member) for coming on board with RSR. The next time you're shopping around for equipment to get your P-car out of the Deutschland doldrums and turn it into a Teutonic terror, give O. G. Racing a call at 800-934-9112.

# MEMBERSHIP APPLICATION

Name \_\_\_\_\_

Street \_\_\_\_\_

City / State \_\_\_\_\_

Zip Code (must be given) \_\_\_\_\_

County \_\_\_\_\_

\*Family Member \_\_\_\_\_

Relationship \_\_\_\_\_

\*Affiliate Member \_\_\_\_\_

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

## REGIONAL ACTIVITY INFORMATION

Occupation \_\_\_\_\_ Telephone No. \_\_\_\_\_

Spouse's Name (if married) \_\_\_\_\_

My Interests Are:

Technical

Social

Concours

Autocrossing

Rallying

Drivers Education

## PORSCHE INFORMATION

Model \_\_\_\_\_ Year \_\_\_\_\_

Serial No. (VIN) \_\_\_\_\_ Color \_\_\_\_\_  
(REQUIRED)

Local Region \_\_\_\_\_ Rally Sport Region (RSP) \_\_\_\_\_

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

Visa/MC: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

## ENDORSEMENT BY REGIONAL OFFICIAL

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

Signed \_\_\_\_\_

Title \_\_\_\_\_

Region \_\_\_\_\_ Rally Sport Region (RSP) \_\_\_\_\_

Date \_\_\_\_\_

Membership Dues: US\$36.00 per year. Dues include \$12.00 for *Porsche Panorama* magazine. A portion of the annual dues is returned to the local region. Please enclose payment with application. Make check payable to Porsche Club of America, Inc., or send credit card number and expiration date.

**Send Check and Application To:**

Emmanuel Garcia  
5800 Whethersfield Ln 9E  
Bloomfield Hills, MI 48301

# CHARITY EVENT

Lisa H. Green

## Autocross '96

On the morning of Saturday, September 21st, Rally Sport Region kicked off another inaugural event—the First Annual Charity Autocross. The day dawned cool and slightly overcast, as weather reports predicted intermittent rain showers all day. But luck was with us and we had a bright and dry day as over 33 drivers of various Porsches and other motorized vehicles took a turn or two around the course, all for charity!

The benefactor of the event is Arbor Hospice, with offices located in Ann Arbor and Downriver. The mission of Arbor Hospice is to give comfort, assurance and care to families and patients who have life-limiting illnesses, and to educate and nurture others in this care. Arbor Hospice is currently in the process of raising the funds to build a residence to serve our area.

Special thanks to Bob Sandau and Mike Eckhaus for setting up a challenging course, Lisa

Lilly and Mary Ann Kantrow for registration and general co-ordination, and the Kish family for timing. Thank you, especially, to Phil Kubick, Jr., for procuring the parking lot at Lawrence Tech and to the University for allowing us to use their facilities.

Mary Jane Hebert, very generously, baked and decorated a large tent full of sweets and goodies. With her spouse, Colin Hebert, and Bob Sandau as grill-masters, Mary Jane provided us with hotdogs, brats, sausages and all the accouterments for a picnic lunch under the fall sky.

The competition was tight! We enjoyed a fast and friendly competition between cars and some racing between Go-Karts too! At times the air was filled with tires squealing and smoking under the driving abilities of a 'maniac-racer' but a winner was finally immortalized with trophies designed by Lisa Lilly. After all was said and done, RSR was able to donate \$1000 to Arbor Hospice. Thanks to both the event organizers and participants, without whom this would not have been possible.

The final results are as follows :

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### Porsche Class

Name	Car	Time
1. Tom Green	993	39.303
2. Jim Christopher	914	40.782
3. John Melvin	911 T	43.500

### Open Class

Name	Car	Time
1. Mike Eckhaus	Corvette	38.128
2. Albert Chan	RX-7	40.790
3. John Ahoe	BMW 2002	42.076

### Final Results

Name	Car	Time	Name	Car	Time
1. Mike Eckhaus	Corvette	39.128	18. Kyle Stevens	944 TS	44.430
2. Tom Green	993	39.303	19. Alan Vayda	944	44.660
3. Jim Christopher	914	40.782	20. Mark Kiesow	Toyota MR2	44.820
4. Albert Chan	RX-7	40.790	21. Brian Preblich	911	44.940
5. John Ahoe	BMW 2002	42.076	22. Peter Maehling	911	45.147
6. Dave Winston	BMW M3	42.225	23. Rob Deneweth	Mustang	45.839
7. Christopher Berchin	Toyota MR2	43.267	24. Gerry Kaplan	Mazda	45.941
8. Tim Gavula	RX-7	43.315	25. Richard Quinn	Impala SS	46.146
9. Dan Kantrow	Corvette	43.491	26. Philip Harman	Mazda 323 GTX	46.359
10. John Melvin	911 T	43.500	27. Denise Evans	RX-7	46.379
11. Alex Sanchez	944	43.512	28. Gary Starin	914-6	46.730
12. Dave Bell	911	43.540	29. Rich Tiberg	Impala SS	46.929
13. Larry Jacobs	Mustang	43.707	30. Linda Crockett	Horizon	47.266
14. Mike Evans	RX-7	43.723	31. Jim Thompson	RX-7	48.456
15. Tom Berchin	Toyota MR2	43.855	32. Colin Hebert	VW Scirocco	48.508
16. Eric Penn	Saturn SC	44.016	33. Mary Ann Kantrow	Escort	53.712
17. Lisa Green	993	44.134			

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# First Annual Bally Sport Region Holiday Party

Join your fellow BSR members at our gala first annual Holiday Party at Ernesto's in Plymouth. The date is set for January 11, 1997. Cocktails will begin at 6:30 (cash bar), dinner will begin at 7:30. Following dinner and dessert will be special presentations and conversation.

Your menu choices are either Chicken Picciano which is baked in light herbed bread crumbs and served with lemon or a 16oz cut Prime Rib.

The cost will be \$25 per person.

Your BSR and payment must be received no later than January 4, 1997 (sorry, no phone reservations). Refunds for cancellation will be given up to seven days prior to the event. Due to the constraints of Ernesto's, there can be no exceptions to the requirements above.

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(return this portion)

If we would like to BSR for the BSR Holiday Party:  
Please list all who are attending (adults only please) and entree selection:

\_\_\_\_\_ Chicken Beef (circle choice)  
Name

\_\_\_\_\_ Chicken Beef (circle choice)  
Name

\_\_\_\_\_ Phone Number

Send to:  
Barbara Stevens  
3051 Potomac Drive  
Ann Arbor, MI 48108

Make checks payable to BSR/PLA  
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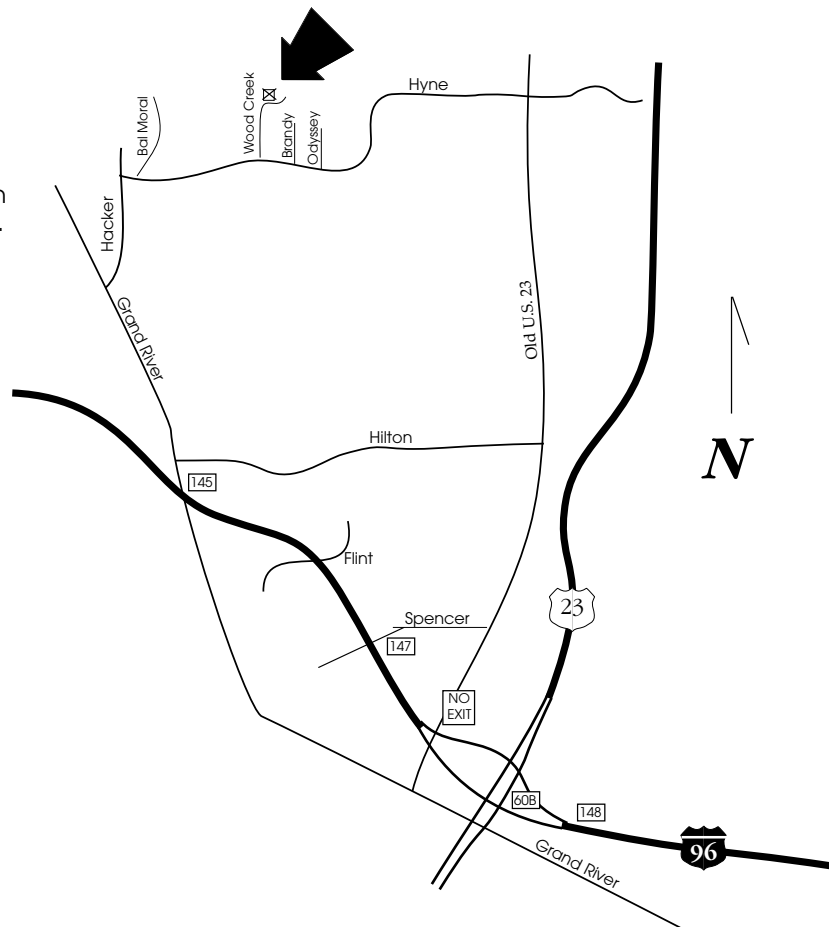
# UPCOMING EVENTS

## November Meeting

- What: Monthly Club Meeting  
Where: Glenn Trapp's House  
1834 Woodcreek, Brighton (see map below)  
When: 7:30 P.M., November 7 (**Thursday!**)  
Who: Glenn Trapp (810) 227-7854, or any board member for more information  
Cost: n/a

### General Instructions:

All roads count as roads—dirt or otherwise. If you encounter a T in the road, it's truly a T in the road. If you see a fork in the road, try not to drive over it. Finally, there will be no penalty points assessed for using this map.



## December Meeting

- What: Club Meeting  
Where: Vigen Darian's House  
1329 Glendaloch, Ann Arbor, MI  
When: 7:30 P.M., December 5, 1996  
Who: Vigen Darian  
Cost: n/a

# ! ACHTUNG! ! ATTENTION! ! ATENCION!

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928	82-85	88	55	Tie Rod Ends	from 29.95	Oil Return Tubes (Stk)	11.95	928 (85.5-on)	153.99
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944	83-86	34	54	Brake Master Cylinder	86.95	Brake Master Cylinder	86.95	911 72-89	\$145.95
944	87-89	58	73	Alternators (Bosch)	179.00	Alternators (Bosch)	179.00	914 All	89.95
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911	69-83	\$19	\$19	Colgan Bra (2 or 3 pc)	88.95	Bumper Smile Seal	98.95	<b>BRAKE CALIPERS</b>	
911	84-89	25	25	<b>HI-PERFORMANCE/RACE</b>		911 Hydr. Tens Kit	369.00	911 85-89	\$79.95
914	All	19	19	Crane H16000 Ignition	\$139	Valv Cov. Gskt Set	17.95	914 all	58.95
930	76-94	24	23	ATE Super Blue	9.99	<b>SIMPSON, BELL, PYROTECT</b>		944 83-89	79.95
944	All	19	19	K&N Air Filters	Call	Lx-Plus 8 (SA 95)	\$229.00	944 Tbo,S2	139.95
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# CALENDAR OF EVENTS

November	7	Club Meeting • Glenn Trapp's House 1834 Woodcreek, Brighton
December	5	Club Meeting • Vigen Darian's House 1329 Glendaloch, Ann Arbor
January	2	Club Meeting (Macarena Night cancelled due to bomb threat)
	11	RSR Holiday Party at Ernesto's
February	6	Club Meeting
	14	Valentine's Day
	15	Whirly Ball with Motor-stadt Region, Flint, MI
March	6	Club Meeting

Sign Up for Events Soon!  
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