

THE BAHN STORMER ©

RALLY SPORT REGION



**PORSCHE'S
NEW
911 TURBO**



Photo courtesy of PCNA



WE NEED YOU!

LOOKING FOR A FEW GOOD BOARD MEMBERS pg 7

The Official Newsletter of The Rally Sport Region • Porsche Club of America

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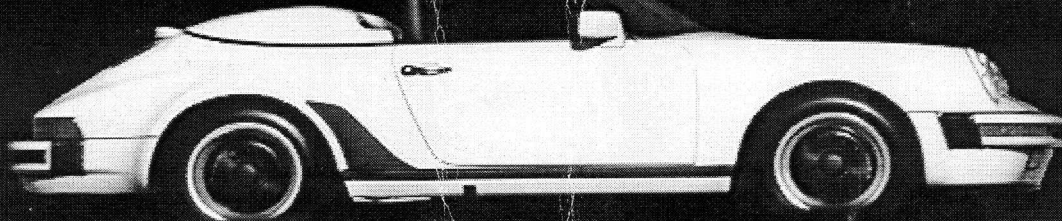
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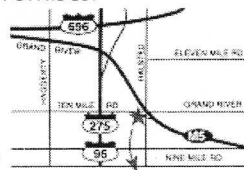
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THE FRONT PAGE

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*Tom Green (734) 429-5958
3187 Macon Road, Saline, MI 48176

Past President

Matt Huber (248) 486-3984
30083 Cobblestone Ln, New Hudson, MI 48165

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*Dave Bates (734) 482-3213
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Journalist/Web maintenance

Emmanuel Garcia
E-mail: bahnstrmer
web: www.emansworld.com

Board Member

*Chris Gibson (248) 669-0990

* Denotes board member

RSR President Track Chairperson



*Bob Sandau: Please contact Bob if you would like information about the RSR region.

Phone: 734.525.0464

Address: 29900 Greenland,
Livonia, MI 48154

Editor Advertising Chairperson



*Lori Jo Sahinbas

E-mail: bahnstormer@worldnet.att.net

Note—new e-mail address

Phone: 248.624.6396

Address: 1540 Lakeview Drive
Wolverine Lake, MI 48390

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FROM THE GRILL

By Bob Sandau
Club President

Well time flies when you're having fun – and this summer has certainly flown by. Lots of nice weather made our Waterford days enjoyable, (OK a little too hot, maybe). I think its safe to say all had a good time, and I know that some of you are sorry to see it come to an early end this year.

You still have one last opportunity to drive with RSR, so if you get this newsletter and you find some free time in your schedule, give us a call, chances are we will be able to accommodate you for the Gingerman weekend. It is a fun, safe track relatively close to home, and the surrounding area provides plenty of activities if you plan to bring your family along.

You will find a nice article about Mosport in this issue of the Bahn Stormer. Thank you to Jim Dunham for this contribution. We all had fun and it was nice to catch up with our "West Coast" buddy Thwen Chaloehtiarana (ex-board member) and his beautiful daughter Kate .

There were lots of "Michigan" people in attendance. RSR members Steve Shanks and Rob Diegel participated in the driver's ed, along with Motorstadt region members Karl Haug and Jim Heisick. Kyle Stevens, Jim Dunham and I all participated in the Club race. Our Canadian friends always manage to put on a great event and this was no exception.

The Progressive Dinner has come and gone. Thank you to our host Julie Burnett, Kyle and Barb Stevens, and Jim and Loretta Dunham. I think we were all too busy eating, so I'm pretty sure that no one took pictures. The nice thing about this event is that it brings out club members we don't get to see too often; it is always nice to catch up with everyone. Jack and Georgie Koppin have been kind enough to offer their home for next year's event, so it looks like we will defiantly be doing it again.

Lastly, please pay close attention to the election information in this newsletter. If your are interested in running please contact Mary Ann Kantrow or any Board member for more details. We need new faces on the Board. Here's hoping you can help!

See you soon

Bob

MAIL BOX



To: bahnstormer@worldnet.com.net
From: Jennifer Chaloehtiarana
Date: 07/22/99

Check out Kate on her grandpa's 930 in the attached photo. She is in training already! In fact, this very day Thwen and Kate are up at Sears Point watching the practice runs for the Le Mans series running there this weekend.

Jennifer

This is what you won't
see at Gingerman



GINGERMAN

August 28-29

W
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And this is what you will see
at the completion of a safe run



This is our last club track event for 1999. The last track event in this *millennium* for RSR, WOW! If you think of it that way, well, you just gotta sign up!

If you have not yet been to Gingerman hold on, it's *fast* and it's **big**. With two days you ought to be able to get some serious track time.

- Ⓜ Upon registration you will receive a confirmation letter containing requirements, lodging information, directions, and a tech form.
- Ⓜ Registration and Grid inspection opens at 7:00 am Saturday.
- Ⓜ Mandatory Drivers Meeting is set for 8:15am Saturday and Sunday—you must attend to participate.
- Ⓜ Saturday run times; 8:30am—6:00pm.
- Ⓜ Sunday run times; 9:00am—4:30pm.
- Ⓜ Note requirements on registration form!
- Ⓜ Recommended—brake fluid, brake pads, tools, and spare parts not to mention sunscreen!
- Ⓜ **HAVE A GOOD TIME !!!**



The track chairperson for this event will be Tom Green
you may contact him at (734) 429-5958

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www.gingerman-raceway.com

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Registration form on page 4



RALLY SPORT REGION

PCA 1999 DRIVER'S SCHOOL REGISTRATION FORM

Rally Sport Region and it's team of nationally recognized instructors will conduct 4 – 1 day drivers education events at the technically challenging 1.4 mile *Waterford Hills* road course and a weekend event at the exciting *Gingerman Raceway* near South Haven MI.

☐ **Thursday, May 20**

Beginners Day

☐ **Thursday, June 17**
☐ **Thursday, July 15**
☐ **Thursday, Aug 5**
☐ **Weekend Event, Sat/Sun August 28 – 29**

Driver No. 1

Name			
Home Phone ()		Work ()	
Address			
City		State	Zip
PCA Region			
Rate Yourself (check one) Beginner Novice Intermediate Advanced			
Number of Waterford Hills Schools			
Indicate any other information regarding your driving skills (Other driving schools, autocross experience etc.)			

Vehicle Information

Vehicle Make		Model
Year	Engine Size	Color
List Any Modifications:		

Driver No. 2

Name			
Home Phone ()		Work ()	
Address			
City		State	Zip
PCA Region			
Rate Yourself (check one) Beginner Novice Intermediate Advanced			
Number of Waterford Hills Schools			
Indicate any other information regarding your driving skills (Other driving schools, autocross experience etc.)			

Requirements:

- ☞ Pre-registration is mandatory
- ☞ Helmet must be SNELL SA-90 rated or better
- ☞ Minimum 3 point seat belts, passenger & driver must be equivalent.
- ☞ Valid drivers license and be at least 18 years of age
- ☞ Long sleeve cotton shirt, long cotton pant, & leather or canvas shoes

Please Note:

- ☞ Lunch is Provided
- ☞ No gas will be sold at the track (Gingerman does sell gas)
- ☞ Pre-tech must be completed prior to arrival at track,

☞ Cost for the Waterford events is \$105 per driver (*per event*), \$90 for RSR members. Late registration for all drivers, less than 14 days prior to the event is \$130. *Fee refundable if notice of cancellation is given 14 days prior to the event. The two day Gingerman event is \$200, \$180. for RSR members. Late registration, 21 days prior to the event, is \$220, & \$200 to RSR members. *Fee refundable if notice is given 21 days prior to the event. *Payment must accompany completed registration form.*

☞ *Make checks payable to RSR/PCA. Note **Send a separate check for each event and each driver.***

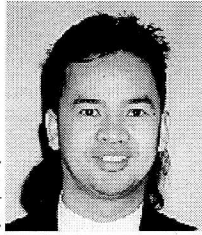
Send registration form and fee to: Bob Sandau – 29900 Greenland, Livonia, MI 48154 Phone (734)525-0464 evenings till 9:30)

RSR/PCA reserves the right to refuse any application.

FROM THE LEFT LANE

By **Emmanuel V. Garcia**

Journalist for the *Bahnstormer*
(FlowerChild@emansworld.com)



Sweet Home Michigan

Culture shock. That's what I was expecting when I return to the United States after living in Germany for 18 months. After one day back in Michigan, I have to admit that it was a bit strange for me to be back. So what do I miss the most about Germany? Well, besides missing the opportunity to produce the tome, "The Complete Study of European Brassiere Sizes," there are quite a number of things to miss from Germany. Consequently, I've compiled a list of things that I might miss from Germany.

Road Rules

There's quite a number of possibilities for such a list. For instance, there are all those endless miles of billboard-table smooth autobahns snaking through the hills of Germany. Around Bavaria, the surrounding areas around the autobahns are filled with rolling hills, trees and farmers' fields. Off in the distance, you can see small, orange-tiled roofs cluttered together forming towns on the hillsides. There's nary a billboard in sight, with the exception of a couple of government ones now and then. (Roughly translated, these read: "Are you seatbelted?" and "Are you going to fast?" which to both question I must answer, "Yes!")

It's also easy to miss driving down the autobahn without worrying about police pulling you over for speeding. Or blowing by them at 100+ MPH. This doesn't mean that they don't give speeding tickets—they just aren't as obsessed about it as our fine officers in America.

I could easily miss getting on the autobahn, driving in the left lane and making everybody get out of the left lane. Have you ever wanted to get in your car and drive as fast as you (or your car) can? That's why they invented the autobahn.

Germany—It's Not Just Autobahns Anymore

The city where I lived, Regensburg, is typical of some

German cities with its history, picturesque buildings and small-town charm. As an additional bonus, the not-so-blue Danube River flows through the town. One can ride a bike along the river as far as one likes. If you get tired or hungry, you can stop anywhere for a picnic along the river's edge, or go to a beer garden that's never too far away.

Heading back into town, one can walk over an 800-year-old bridge, or join the festivities from a number of events that occur on the weekends. There are jazz festivals, river fests and whole city celebrations, complete with orchestrated fireworks.

I could miss the smell of bratwurst cooking in the "old kitchen" across the street from my apartment which, according to legend, fed the workers who built the 800 year-old bridge. I could even miss just getting ice cream cones in town and walking around.

The Green Heaven

Then there's the antithesis of American litigation—the Nürburgring. This old race track that claimed the lives of many racing drivers in the past is now a public toll road (though it's still claiming lives). This year, there's actually a speed limit in one particularly dangerous portion. Otherwise, it's really a free-for-all. That, and the fact that there's no runoff room anywhere makes this one of the most dangerous tracks around. If you get into an accident here, that's simply too bad. Try not to damage the guard rails—you'll have to pay for it.

Miss Flowers

So of all these things, what do I miss the most? I actually only miss one thing—a German flower, Die Iris.

Come visit E Man's World on the Web at <http://www.emansworld.com>, where you can read this article (and see pictures of my dirty car), as well as other stuff I've made up.

TRACK TIME—Rally Sport Region At Mosport Club Race

By Jim Dunham

Upper Canada Region hosted the 4th annual Mosport Club Race at the 2.5 mile road course located about 60 miles east of Toronto. Mosport has fast corners and much elevation change. RSR members Phil Kubik, Bob & Lisa Sandau, Rob Diegel, Kyle Stevens, Twen Chalomterana and his daughter Kate, and Steve Shanks all arrived Thursday night to make preparations for the Friday practice day since we knew we would need it. Steve ran in the Drivers' Ed Event and the rest of us ran the Club Race Series. The weather was cool rainy and windy on Friday, but terrific on Saturday and Sunday.



Kyle Stevens, Bob Sandau, Twen Chalomterana, Phil Kubik, Lisa Sandau, and Jim Dunham



No Longer a novice Kyle gets to remove his rookie X

It was great to see our friend, Twen, who moved last year to California with his wife. Twen brought his new baby daughter Kate who was a joy to have around. She was the most well behaved kid I have ever seen.

Bob & Phil shared Bob's 944 and we all pitched in to do real pit stops between sessions. The 6 of us changed tires and added fuel. Bob & Kyle raced together in E class.

I had to race against another 914/6 "Winged Wonder" that had me wondering how I was going to find another 2 seconds so I could sit on the pole! I was able to start my race on the outside of the front row which was very exciting.

Dr. Rob struggled a bit with the new track, but by Sunday felt more comfortable. Steve may not have finished first, but the new tire trailer he tows behind his 911 (painted to match) was too cool to go unnoticed.

Kyle was awesome in his race (he was even in front of Bob!) until a mistaken black flag brought him in.

We had a terrific time, no major incidents, no broken cars except for my lost clutch on the second to last lap while in 2nd place out of 43 cars but.....we all had a safe and fun trip. We all agreed we should go again next year.



Doc Rob having a great time



WE NEED YOU

LOOKING FOR A FEW GOOD BOARD MEMBERS

DUTIES TO INCLUDE

- ★ Attend Monthly Board Meetings
- ★ Attend Club Events
- ★ Uphold the clubs name in good rapport
- ★ Contribute to the club and it's activities

- ★ If you are interested in becoming a board member please complete a bio about yourself and how you can contribute to the club.
- ★ All bio's must be received no later than September 15 1999.
- ★ Bio's are to be mailed to Mary Ann Kantrow.
- ★ Ballots will be mailed to all club members following receipt of bio.
- ★ New Board members will be announced at the Annual General Meeting, (TBA)

Mary Ann Kantrow

5557 N. Territorial Road East, Ann Arbor, MI 48105-9527



CLUB EVENTS



UP COMING EVENTS

Annual General Meeting

Will be announced in next months issue

Wine Tour—October?

Working on the details now, questions or suggestions contact Lori Jo.

SEPTEMBER CLUB MEETING

What: Monthly Club Meeting

Where: Brian and Veronica's House

Note Change of Location

244 Queen Ann Dr, Canton Mi

N.E. corner of Cherry Hill & Beck

When: Sept 9 @ 7:30pm

Contact: Brian @ (734) 397-8485

CALANDER OF EVENTS

AUGUST

- 2 ☺ Friendship Day
- 5 🚗 Drivers Education – Waterford Hills
- 7 🍽️ Progressive Dinner
- 28-29 🍷 GingerMan weekend

SEPTEMBER

- 6 🇺🇸 Labor Day
- 9 🏠 Club Meeting – Brian & Ronnie's
- 15 📅 Deadline for Board Member BIO
- 23 🍂 First Day of Fall

OCTOBER

- 7 🏠 Club Meeting – Memo & Lori's house
- 31 🎃 Halloween
- 31 🌅 Day Light Saving Ends

OCTOBER CLUB MEETING

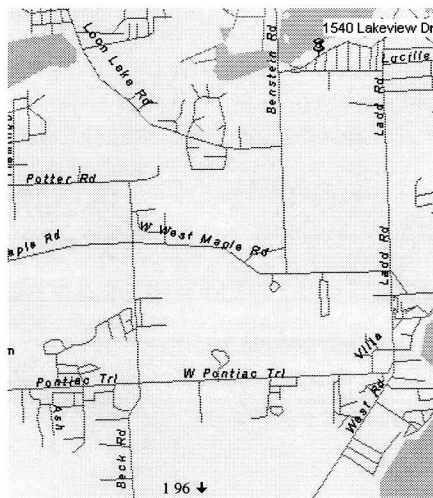
What: Monthly Club Meeting

Where: Memo & Lori's House

1540 Lakeview Dr., Wolverine Lake, MI 48390

When: October 7 @ 7:30pm

Contact: Lori @ (248) 624-6398



EVENTS ELSE WHERE

What: Italian Happening Charity Event
Make A Wish Foundation

Sponsor: Alpha Club

Where: Waterford Hills
 Edsel & Eleanor Ford House

When: Saturday September 4 – Track
 Sunday September 5 – Car show

Cost: Track event \$85 (after 8/5/99 \$115)
 Car Show \$10 adult, \$3. child

Contact: Tom Rossi @ (810) 752-0822

Information: This is a charity event that the Alpha club puts on every year to benefit *Make A Wish Foundation*. The track event is run much like a drivers education event. There is a mid day break in which the children get to choose a car in which they would like to tour the track in. It is a pleasure to see the excitement on their faces. Sundays event is a car show and social gathering. It's a low key "show-that-Italian-thing-you-brung" display with people's choice class awards.

What: Car Show and Swap Meet
 VW/Porsche Family Reunion

Sponsor: Cincinnati Volkswagen Club

Where: G.E. park 1/2 mile N. of I-275
 Cincinnati, OH

When: Sunday September 26

Cost: Car registration \$15. (includes dash plaque and 2 admissions) Spectators \$5.,
 Swap spaces \$15., children under 10 free

Contact: Cincinnati VW Club
 @ (513)861-9112 / day
 (513)662-2076 evening
 e-mail: cincyvw@hotmail.com

Information: This event is a "Family Reunion" Show and Swap Meet. Every variation of Dr. Porsches designs including a wartime Kubelwagen and Schwimmwagen specialty display will be on hand. There will also be race cars, original/stock cars and customs. There is also a *large swap meet* (bring something, buy something!). The PCA and 356 Registry have been invited to this years event. Any variation of Dr. Porsches designs are welcome.

NEW
MEMBERS

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

Dan & Phyllis Hudson

New Members
 1987 944

Michael Fisher

New Member
 1988 944

Nick Ehinger

New Member
 1974 914

Edward Cady

Transferred from SMR
 1998 911

James Burke

New Member
 1988 930

**Chris Thomas &
 Sarah Leisinger**

New Members
 1987 911

**Kevin & Kristine
 Gillespie**

New Members
 1978 911

Stuart Wuerthele

New Member
 1988 944

Thomas & Lee Hickey

New Members
 1999 986 Boxster

Babak & Jill Rajace

Transferred from SMR
 1973 911T

David Mykols

Transferred from SMR
 1984 911

GET TECHNICAL—APEX

Driver's Ed. Education

A Series of Specifics for Success

by: John Hajny - PCA Zone 1 Instructor - Editor of the Central NY Region's Redline Report.

Here's a tricky topic that always comes to the fore when a student naturally begins to pick up the pace. Late Apex Ya Say...?

One of the key concepts in performance driving is the Corner Apex, that inner-most point of a driver's cornering arc that we are all striving to nail so accurately. If you can remember back to physics and geometry in school, you can see that what corner dissection really boils down to is a cross between the physics of a mass in motion, and billiards. We're attempting to play the forces and angles in a fashion such that we effectively reduce the time that our front wheels are turned, and lengthen the ensuing acceleration zone (straightaway), while maintaining maximum momentum through the turn.

You may remember that your early instructors were asking you to take corners in a way that felt very unnatural to you. They were always squawking at you to, "stay out, go deep... don't turn in so soon!" It seemed as though they were having you go absurdly deep into the corners before turning. It just felt so dang awkward, didn't it? But you got used to it, and eventually could go deep smoothly and consistently, right? I'll let you in on a little secret; even though you didn't realize it, your instructors were simply protecting their backsides... and yours! Their wisdom will soon become evident.

As a novice driver, once you begin to master the driving line, you notice that everything begins to change yet again. You seem to be missing braking and turn-in points, charging the turns, sliding wide of your apexes, running out of room at the track-out point, and generally driving like you've forgotten everything you ever learned. Why? What happened? Speed happened! Those wise old instructors know that speed is a function of proper mechanics and learning the line, not simply of bravado. When a student begins to master the correct driving line, the speed just happens all by itself,

and it generally takes the student by surprise because now all those references you struggled so long and hard to establish are out the window! Geez... this is still hard work, isn't it?!

First of all, if you have learned the line correctly, and have not totally forgotten it as your speed has increased, all is not lost... yet. That "awkward line" you learned was meant to give you a foundation. If it was solid, even if the upper layers begin to crumble a tad (which they inevitably will!), it will still be there to pick up the speed, build on. The deep entry and late turn in point were designed to keep you both safe while you learned the dynamics of performance driving. And, as you can see, it is plenty dynamic!

At this point you need to become aware as a driver of your instinct to turn in too soon, and resist it. You also need to become aware of the laws of physics fighting you for control of the car. What you need to do is take control. You see, speed is, in our case, a hallucinogen; it alters and distorts one's perceptions, and throws off one's timing. When drivers begin to that old early-turn-in bugaboo creeps back into things and causes the student to get impatient and nervy. Suddenly it becomes a fight to make that apex again, that hallowed ground that you'd begun to visit with regularity. Worse yet, now you're not only missing your apexes, but are seeming to find extreme distress lurking at the track out point as well.

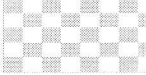
Here's the deal.

You need to re-establish your control by fighting the temptation to turn in too soon. By turning in too soon, you almost certainly will apex too soon. If you run wide of, or arrive early at, your apex by as little as three feet, that can translate into a track out point that is 10-20 feet earlier than if you'd hit a tight, late apex. It didn't matter much when you were first learning, but now you can't afford to give up that much track-out when

(Continued on page 12)




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:

Glenn Trapp
1834 Wood Creek
Brighton, MI 48114-8242
e-mail: trapper@tir.com

Rally Sport Region Board Meeting Minutes July 8

- Sorry for no report, the secretary was not present at the meeting therefore we have no minutes.
- Business as usual.



GET TECHNICAL—APEX *(continued)*

(Continued from page 10)

you're going faster! Also, you need to turn the car in decisively in all but the gentle sweeping turns to set the car's suspension and balance early, and to get it to rotate toward the apex, and you need to then listen to and feel what the car is asking of you. If the tires are creaming or centrifugal force is really pulling the tail around, unwind the wheel a touch and let the car run a little freer. As we've discussed in previous installments of this series, you have to develop a feel for what the physical situation is, and what the car needs to perform optimally.

Because your speed has risen substantially, you've suddenly lost that comfort zone that seemed to come so gradually. So let's get it back! By using the late turn in approach your instructors drilled into you, you will again be able to establish that sweet, safe late apex that everyone always strives for. It was drilled into your subconscious because it is safe and comforting, and will never let you down. By using that late turn in, you can more easily attain that safe late apex you need to survive as you continue to put all the ever changing dynamics of performance driving together into a cohesive package.

You may have heard it said that, "Friends don't let Friends Early Apex." Neither do Instructors their Students! It's a rule you can live by.



The RSR Goodie Store

- ↳ T-Shirts
- ↳ Polo Shirts
- ↳ Long Sleeve Shirts
- ↳ Stickers
- ↳ Patches



- ↳ Mugs
- ↳ And More...

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



<http://www.pca.org/rsp/>.

WEB page Designed by Gary Bowden – club member and
Emmanuel Garcia-foreign correspondent.

PORSCHE IN THE NEWS



Photo courtesy of PCNA

Porsche Releases Initial Details Of The **New 911 Turbo**

ATLANTA, July 30 -- Ending months of anticipation, Porsche has disclosed the first information of its new 911 Turbo sports car. Scheduled to be shown to the public at the 1999 Frankfurt Motor Show this September, the new 911 Turbo will be the ultimate performer in Porsche's model lineup. It will be powered by a 3.6-liter, flat-six cylinder engine producing 420(DIN) hp at 6,000 rpm and 413 ft. lbs. of torque at just 2,700 rpm. This water-cooled powerplant will propel the car from 0 to 100 km/h (62 mph) in 4.2 seconds, from 0 to 160km/h (99 mph) in 9.2 seconds, and to a top track speed of 305 km/h (189 mph).

Like its predecessor, the new 911 Turbo is equipped with all-wheel drive. To further enhance handling and safety, it now features the Porsche Stability Management (PSM) system first introduced on the 1999 Porsche 911 Carrera 4.

Externally, the new 911 Turbo is distinguished by its three large air scoops in the front, flared rear wheel arches with integrated intercooler air intake ducts on the side, and an all-new retractable rear wing mounted on a newly designed engine cover.

Among the new 911 Turbo's many standard features are a six-speed manual transmission, leather upholstery, an electrically adjustable driver's seat with memory, a three-spoke sports steering wheel, and 18-inch hollow-spoke light-alloy wheels featuring 225/40 tires at the front and 295/30 tires at the rear.

The new 911 Turbo will go on sale in the 2000 calendar year.

(courtesy Porsche Cars North America, Inc.)

F CARS FOR SALE

'97 BMW M3 sedan, Red with black leather, 24,000 miles. Rear wing, premium stereo w/ cd changer, 5 speed manual, sunroof, cruise, etc. Warranty good till 8/2001 or 50k miles. Scheduled maintenance till 8/2000 or 36k miles. Car is stock, no mods at all. Asking \$36,000 or best offer. Located in Rochester. Contact brian.doll@prefix.com or call 248-650-1330 x216 (work); 248-656-8133 (home) (8/99)

1991 911 Carrera 4 Coupe WP0AB2963MS410660. Blk/blk, 46,000 mi., Autothority chip, K+N air filter, Alpine/CD, ADS spkrs, Ungo, K40 remote detector, 17" OEM turbo wheels-painted crests, teardrop mirrors, garaged, flawless, no winters. All upgrades: clutch, fly-wheel, head gasket, battery maintainer, recent 45K service. \$30,900. Richard Zarbo, Ann Arbor (734) 994-1532 or RJTFZ@aol.com. (7/99)

1970 911 "E" Coupe. Champagne/Blk, 51,000 miles. All original inc. paint! Meticulously maintained, no dings, new clutch, new BFG's on Fuchse alloys plus R-1's on "Cookies". Camber truss & harness bar included, very pretty car! Asking \$14,500. Scott Hansen @ (810) 772-3295 (6/99)

1972 Detomaso Pantera. Russo Red/Blk. 10 & 12 inch alloys, AC, pwr wndw's & brakes, 450 hp, 13.2 @ 1118 mph, 170 top speed. Show winning restoration, meticulous attention to detail. Breath Taking Car! 32,000 orig. miles asking \$35,000. Contact Scott Hansen @ (810) 722-3295 (6/99)

1965 911 SN 300839; Arizona car; Early model has original wood dash & steering wheel; original engine/gearbox/instruments; body solid-two dime size rust spots, original paint; floor pan excellent, interior old but no rips or tears; all original near as I can tell; my car since 1980; always garaged; 3,000 miles on rebuilt engine/new tires. Great collector car or vintage racer. Tim Orr hm. 513-677-0484; e-mail: rtorr@infinet.com Please let me know if you need any additional information. (6/99)

1986 944 White Coupe, wh/blk leather interior, 3,900 miles (actual), no winters, garaged, runs great, rear seats, electric windows and sunroof, automatic 2.5 liter engine, non-smoker.\$14,000. Paul Wieckowski (248)624-7204 or email:wieckowpau@aol.com (5/99)

1989 944 S2 Coupe WPOAB2949KN451966. Beautiful Glacier Blue Metallic/Dk blue leather. Rare, less than 2000 in US. Ex Ca. car. Completely stock, never on track, very clean. Factory anti-theft, ABS, dual airbags, power seat and sunroof. New SP 8000's. Well main-

tained with all records. 83,000 miles. \$13,000 obo. Noah Neiman @ Robert Bosch Co. (248)848-2565 or Noah.Neiman@Bosch-Brakes.com (5/99)

1988 944 Turbo - Black w/beige int. Excellent condition throughout. 78K miles, new MXX3 on 17" twin turbo whls. 16x8 & 9's w/ new Hoosiers. Recaro SRD w/ 5 points, Tech. Dimensions exhaust, Koni Yellow, Weltmeister springs, many other upgrades. Fanatically maintained since new, stored winters, runs/drives as new. 12K OBO. Mark Peters. D (248) 351-8093, E (248) 474-2408. (5/99)

1998 BMW M Roadster. VIN WBSCK9334WLC85502 Black/Black/Black. 10,000 miles. Heated storage during winter, never driven in snow. Warranty until April 2002/50k miles. See pictures @ <http://www.prefix.com/forsale>. \$38,500 OBO. Brian Doll (248) 650-1330 x216 (Rochester Hills, MI) (5/99)

1955 356 Speedster #81210/P34321 matching numbers. Red & Tan, 1992 bare metal total restoration, *concourse winner*. Engine by Red Line Engineering and transmission by Skirmants. Very strong and beautiful car. This car drives great and needs nothing. \$48,000. Tom Green work (734) 429-5958 (4/99)

Enthusiast Car. EPA exempt 1981 **Euro 928S**. Engine mods include heads, cams w/ dial-in sprockets, ignition and oiling systems, headers and exhaust. Suspension upgrades include 7x16 and 9x16 944 Turbo S alloys and Potenza S-02 tires. New brake system. Blaupunkt pull-out AM/FM/Cassette w/ Alpine speakers. Clifford alarm w/ motion sensor and pager. 87,000 miles. Auto. Pacific Blue with bl/wh leather interior. VERY FAST. SOUNDS FANTASTIC. Expertly prepared and maintained by Tim Pott at Eurotec Motors. (734) 973-6335. Call for spec sheet and details. \$16,000. OBO. (4/99)

1986 Carrera sunroof coupe. Iris blue, taupe leather seats, (driver's is Sport), 51K miles, new Bilsteins, CD, air, alarm, front chin spoiler, chip, Mobil 1 in engine and gearbox, new slotted front rotors w/Pagids. \$23K Ray Price 219-464-2837, navy@netnitco.net, IN. (3/99)

Yamaha TW200 1995 motorcycles, two available. Like new. Less than 300 miles. Adult owned. \$2500 each. Don Schwab, 734-769-5000x131, leave message.E-Mail: dschwab@statprobe.com (3/99)

(Continued on page 15)

(Continued from page 14)

1977 Porsche 924 - Good engine and automatic transaxle with 500 miles since \$1000. rebuild. Porsche alloy wheels with spare. Body black, but rough condition. 70k miles. Asking \$925. Linden Harding, Troy, MI (248) 435-0075 or E-mail info@robodesk.com (1/99)

1980 924 Nice car with approx 80k miles - fresh paint, exhaust, tires, timing belt, etc. - my son's ex-car and a great first Porsche. \$2500/best, James Austin, (734) 475 7119 jaustin@rc.net (1/99)

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Tires: four tires for sale (Pirelli Assimetri 245x45x16 & 225x50x16)still in wrapping. Tires are brand new never install. Paid \$850, will sell for \$700 as a complete set only. **Tires:** two tires for sale (Pirelli p-zeros 245x45x16) used less than a 1000 miles \$300. Strut brace: braw-krus for a 1989 Porsche 944 T \$200/Strut brace: fits Porsche 968 for sale. Purchase from the racing department at Porsche. Very nice piece made of carbon fiber in racing yellow. Must see. Paid \$600. will sell for \$400. Contact: Calvin Jones (248) 967-0173

Porsche wheels with mounted BFG R1s, from 1991 911 C4, 7 spoke Club Sport wheels 6JX16 (205/55ZR) and 8JX16 (225/50ZR), excellent, used 3x at Waterford, green group. **\$900.** Richard Zarbo (734) 994-1532. email RJTFZ@aol.com. (7/99)

Andial **intercooler**, long neck design for 911 Turbo; Factory 3 spoke **steering wheel**, \$75.; 2 Yokohama AO32 **Tires**, 235/40-17, used 1 day at Waterford, \$270.; Rear

Bilstein **shocks**, \$75.; 1986 911 **door pockets**, black, \$100. Andy S. (313)337-1198 Days. (8/99)

One complete set of factory **fuchs** forged **alloy wheels** from 1986 911 (6x16 and 7x16) good condition. \$900. call don schwab, 734-769-5000 x 130. Don Schwab, 734-769-5000x131, leave message. E-Mail: dschwab@statprobe.com (3/99)

Enclosed Car Trailer, 16' ideal for all Porsche Models, 1993 Pace American, tandem axle, electric brakes, beaver tail ramp door, aluminum diamond plate on floor, dual lights, roof vent, extra D-rings in floor, d-rings on side walls, spare tire, front stone guard, side entry door, Dove gray, Includes trailer door locks and tie down straps! Good Condition, \$3200 Jim Dunham 734-451-1288 or jdunham@gw.ford.com(1/99)

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Four Stock steel VW rims and tires from 71 Karmann Ghia, with all-season Uniroyal steel belted radials-size 165HR15 \$25. each prefer to sell as set. **Four cast al. rims** from 914 Porsche by "Superior" heel. fits later style 4-bolt VW as well 4.5 x J wide wheel. \$150 for all 4. Fred Seebeck 810/947-5042(w)248/647-1416. (12/98)u-d

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MY TIME

By Lori Jo Sahinbas,

Editor

Hello Members yes I've changed things once again, just a slightly different look. And yes I'm always changing things at home too. Some of the changes you will see are based upon the recent newsletter contest. We did well overall however there is much room for improvement. Overall appearance was good but substance (sigh) well? Some of the comments made by the judges where, "need more follow up on activities", and "more technical articles". This is where you the members can help. I cannot possibly make it to all the activities therefore I rely on you the members to cover the activities as well. If you attend an activity and find it memorable and would like to put it into print we would love to put it into the newsletter. And as far as technical articles I don't always like what's floating about on the editor's newswire. We've had some members contribute article this year and I know it takes time. However, it's easier to take the advice of someone you know then from someone you don't. So members if you've figured out a better way to say - bleed your breaks and are inclined to share it with us please pass it along. These are of course just examples but you get the idea I'm sure.

A day at the track

With all that said I must apologize there is no separate article on the last Waterford event. I was just so excited that I was going to be back in the car that I forgot I was the newsletter editor and didn't bring my camera. In case you haven't kept up I missed two events this year so you can see my excitement. The morning started out a little gray and cold (we where all wearing jackets or sweaters) but it didn't take long for it to feel like August again. I think after the morning drivers meeting and Glenn (weather chairperson) having been threatened to be tarred and feathered he went and did some kind of sun dance.

And how lucky can you get we where a little short of corner workers and just as David Bates was about to give us the bad news that we where being assigned corner stations member Dave and his two sons showed up and volunteered their services. We want to thank them for there time and services, Dave is a flag person for SCCA events.

With one less thing to worry about that gave us more to time socialize. I got caught up on the happenings at Mosport, and the previous weekends events at Waterford. We had several members participate in the Historic races at Waterford during the annual Meadowbrook event. Phil Kubic and Bob Sandau enjoyed their ride in a 356. I believe the comment I heard was "I can't believe they get a fifty year old car to do that". Phil's response was "either can I but it sure is a good time".

Back to the day's activities, I spent the morning session getting used to the new tires, G Force, they take quite a bit longer to warm up so it was several laps before I got my confidence up, and then the session was over. My second session went much better not once did I get a tire off the tack, that's not to say I didn't make mistakes. I think I'm just getting older and more careful or it could be the fact that Memo always makes me pay for tires. Speaking of which I do recall seeing him being a bit harsh on the tires. I heard a comment of "I can almost see the rubber flying off the tires". Although he tells me if I go as fast as him I too could have rubber flying, yea, yea. I think he'll pay for the next set of tires. You know sharing a car with your spouse has its pros and cons but that's another article since I have a lot to say about it.

Well I managed to keep clean all day although Memo and I are still in disagreement as to how we got that new dent? Really it wasn't me I never went off track. Those great big back tires occasionally will swipe a cone but Bob did tell me to get closer to the apex so I got close. Memo says that this is admitting fault however I can depute this. The dent is on the driver's side and the cone that fell victim (I only tipped it I heard that ___ took it out later) was inside Big Ben. This is the passenger side of the car so this still leaves a question which I'm sure will be discussed many times.

In search of

We are in search of someone who will be attending the Gingerman event to step up and contribute his or her journalist skill and cover this event. If you can help out please give me a call.

Enjoy and be safe, Lori Jo

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

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Please *also* forward your new address to the RSR Membership Chairperson (Glenn Trapp). This will ensure the timely delivery of both the Panorama and **THE BAHN STORMER.**

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20th of the month

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Editors Corner

ERRORS, MISTAKES, AND OTHER EDITORIAL BLUNDERS :?!* &. I categorically deny being aware of making any such mistakes.

ARTICLES: All articles and pictures should be submitted by the 20th of the month, to the editor. Preferably, use the e-mail address (bahnstormer@worldnet.att.net) 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. **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. Sincerely your editor, Lori Jo Sahinbas



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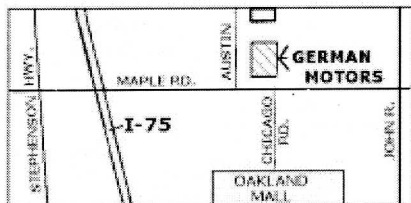


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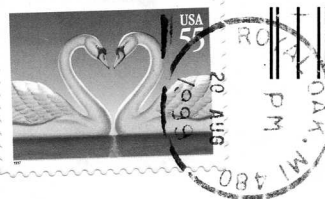
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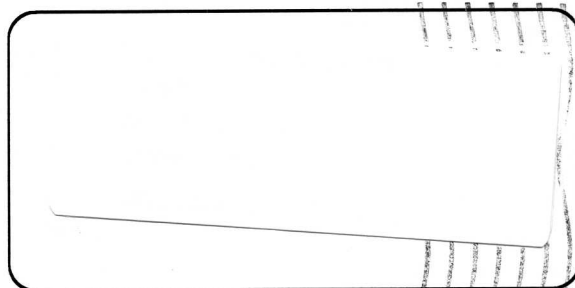
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