

der Gasser

MAY 2000



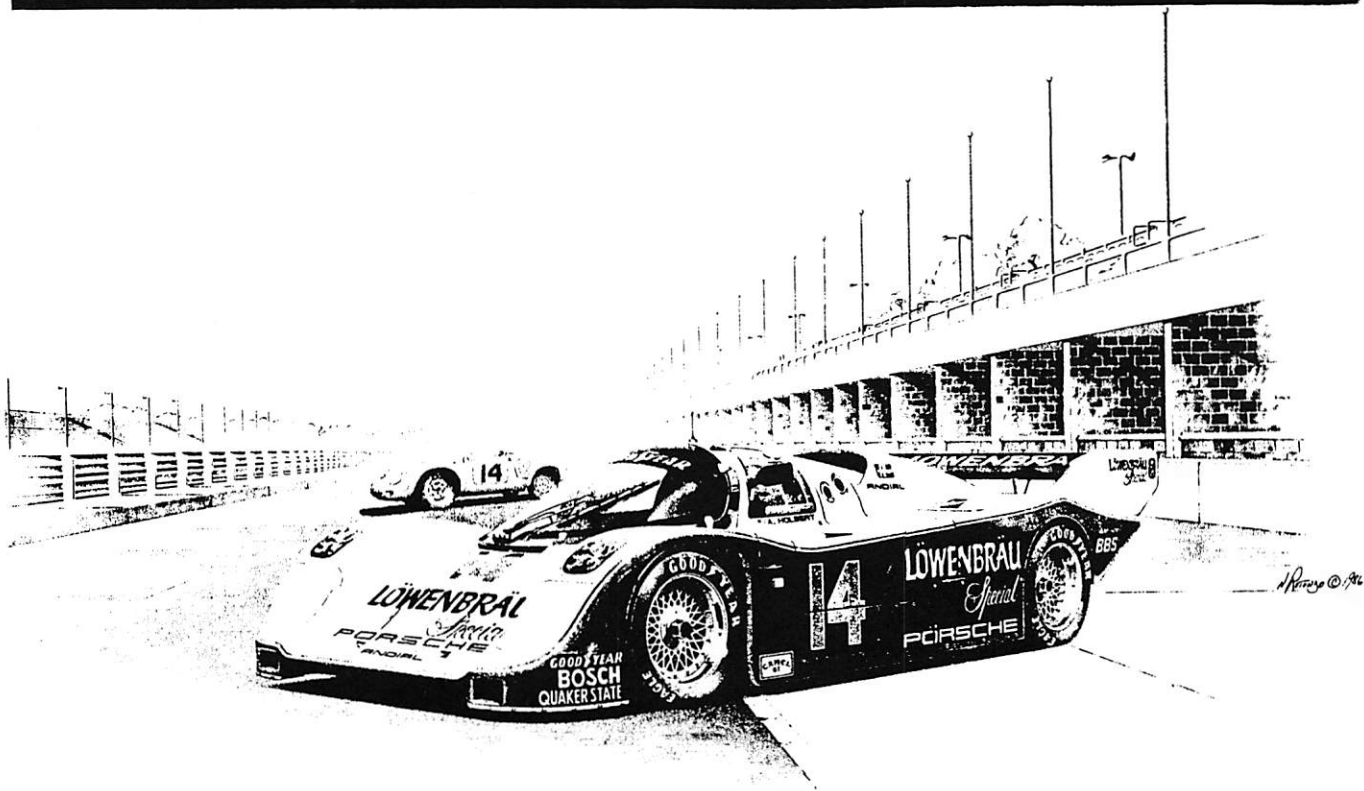
*Tilson Membership Meeting
Factory Tour
Dyno Day Results*

Riesentöter Region



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President's Message



April has faded and May is bringing more sun and warm. Something Porsche owners in this neck of the woods seem to like.

The meeting with Dave Donohue went well. His roots in Riesentoter did him well. He has offered to speak at an extra meeting with racing as the topic. More to follow.

The much discussed race is on. The event at Watkins Glen will be a dual Drivers Ed/Club Race. More to follow as it sorts itself out. Needless to say it will be a sellout. This is a major undertaking but we should be able to provide normal Riesentoter level of quality. If you are interested in assisting, please make your intentions known. As always, volunteering is most welcome and much needed.

The bus trip to the New York Auto Show was either a flop or just fine, depending on your perspective. A grand total of 7 folks showed up. The day was beautiful and can only assume that all the people that failed to show up decided there was better things to do. One member, who will remain nameless, even got a wake up call as we were getting ready to leave. Those of us that went had an excellent time. The trip was a short 2 hours and we got there just as they were opening. Crowds were small at the start so we had ample time to check out the tons of stuff there, including the new twin turbo of

course. As an aside, the 1st car as we entered was the new Panoz Esperante. Best way to describe it is like the new Jag but neater. Being connected to a dealership with the Vision (sorry, couldn't resist the shameless plug) to have a Panoz franchise, we were allowed into the display. Timmy Johnston (yes, Paul's son is now driving!) bought a copy of Animal House from a street vendor to keep us entertained on the way home. Hate to say it, but you really should have gone. It was well worth the trip.

Since Ms Vicki is cavorting in Greece for a few weeks, I get to drive her car. And, as a byproduct, give it a spring bath. Daily driving does take to toll, but that's a small price to pay. Now tickets are a larger price to pay. Finding that cruise is not such a bad thing after all. Wonder if keeping a box of doughnuts handy would help.

Lots to do this month so clear your schedule and come play. Think Porsche and I'll see you at the next event.

Bill

The much
discussed
Club Race is on.
The event at
Watkins Glen
will be a dual
Drivers Ed/
Club Race.

Special Note on the Club Race
There is expected to be limited positions available for the Club Race.
Applications can be found on RTR's web site (www.rtr-pca.org).
Previous licensees will receive applications in the mail.
First timers should contact Bill O'Connell directly at 610-640-1675 (h).



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Cover - A vintage 1964 904. (Available as desktop wallpaper at www.us.porsche.com/english/unlimited/desktop/default.htm)

Riesentöter Calendar of Events

MAY

- 13 Track Tech I, Holberts, 1607 Easton Rd, Warrington, PA
- 17 Car Prep Tech Session, Carisma, 617 W. Lancaster Ave, Frazer, PA
- 20 Hawk Mountain/JEM Clasic Car Museum Caravan Pottsville, PA. Contact Ken (610-966-4391)
- 26 RTR Driver Ed, Pocono East course Instructor day
- 27 Snidely Whpilash Trek (pg5)
- 27-28 RTR Driver Ed, Pocono North course
- 31 May Membership Meeting Tilson Motor Car Services 2087 N. 63rd, St. Phila, PA

JUNE

- 4 Spring Rally at Holbert Motor Cars, see page 7.
- 10 Track Tech II, Tilsons, 2097 N. 63rd St, Phila, PA
- 10 Cedar Run Tour, see web site or Craig 610-777-6500(w)
- 24-26 RTR Driver Ed, Jefferson Circuit/Summit Pt.
- 28 Membership Meeting, The Wax Shop, Wayne, PA

For the latest calendar updates & much more detail of events visit the Riesentöter web page at www.rtr-pca.org

JULY

- 22 Track Tech III, Holberts, 1607 Easton Rd, Warrington, PA
- 26 Membership Meeting, CJ Tires, Rt 422 W, Birdsboro

AUGUST

- 4-6 RTR Driver Ed, Watkins Glen
- 16 Tech Night, To Be Announced
- 20 RTR Picnic, see page 17
- 30 Membership Meeting, Race Cars at Rosens, Conshohocken, PA

SEPTEMBER

- 16 Track Tech IV, Galbraith Motoring, 150 Old Lancaster Rd, Devon, PA
- 27 Membership Meeting, Karosserie Auto Body, King of Prussia
- 29 RTR Driver Ed, Pocono South, (instructor day)
- 30 - Oct 1 RTR Driver Ed, Pocono North course

OCTOBER

- 11 Winter Prep, Holberts, 1607 Easton Rd, Warrington, PA
- 25 Membership Meeting, Otto's German Resturant, Horsham

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Club Meeting Info



April showers did not hinder our club meeting at Vision Porsche in Reading. It seemed to bring out a good crowd. Everyone was anxious for a taste of what the Riesentöter Exec has in store for us this summer. I showed up with dynamite hoagie selections and plenty of desserts for the pickiest. Sorry, no sushi, but we did have plenty of food, which did not last long. Everyone helped in setting up for the meet, knowing all would get a special treat. That would be race driver Dave Donohue, son of the legendary Mark Donohue. He seemed quite calm and laid back for having such a high-pressure career. One of the top drivers on the track scene today, he is currently running Vipers and not taking second place. His talk of the past was special to hear, especially how he started out, with Riesentöter Driver Ed events. We ended with his present day situation. This included videos Dave had of past races. Everyone eagerly watched as Dave gave us the details on each race scene. Someone said he drives a mini-van, maybe with a Viper engine. Could be he'll be back this summer for a special event with more track talk. I will let you know first, of course.

Just a little bit about April 30, the New York City Auto show was a blast. They had plenty of action with concepts and 2001 models. A great way to spend the day. And coming up on May 31, our membership meeting will be held at MIKE TILLSON Motor Car Service at 2097 N 63rd St, Philly. The telephone is 215-473-6400. Don't let the address scare you. Mike's location is between Bala Cynwrd and Rt. 30 off Rt. 1. Easy to find. Mike always has an interesting selection of sports cars old and new on hand and a storage area of real special cars. His racing career was with the best of cars and drivers. His shop is known to be the best Porsche shop in Philly today. So, come out for an evening of talk with a special individual, Mike Tillson.

I would like to mention on August 20, the Riesentöter picnic is likely to be held at Brandywine Picnic Park at Rt. 52 & 100 in Pocopson, Pa. This large facility offers rides, games and the food all for a low price per member. What we need as soon as possible is a head count for members interested in attending so this place can be reserved for that day. Please make your plans now if possible and leave an e-mail, fax or telephone message at my location, which is in the back of der Gasser under the EXEC. I thank you and Bill Cooper thanks you. Have a great month.

Randy Jameson, Vice President



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May's
Membership
Meeting**

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Cool Cars

2087 N. 63rd Street

Philadelphia, PA

7:30 Social 8:00 Meeting

215 473 6400



Membership News

by Tracy Chatley, Membership Chairperson

The following individuals became new members of Riesentöter for March, 2000:

Martin Behr	Lansdale, PA	'86 911
Michael Block	King of Prussia, PA	'00 Boxster
Sean and Alicia Bonner	Villanova, PA	'91 911
Joseph and Denise Borak	Allentown, PA	'86 911
Robert Brown	Philadelphia, PA	'00 Boxster
Theodore and Susan Childs	West Chester, PA	'87 928
Steven Choi	Norristown, PA	'87 911
Michael and Beth Donnelly	Easton, PA	'82 928
Craig Gaul	Reading, PA	'79 930
Jeffrey Grossman	Bryn Mawr, PA	'00 911
Edwin and Donna Harless	Chester Springs, PA	'00 Boxster
Steven Harris	Paoli, PA	'86 944
Richard and Barbara Lane	New Hope, PA	'00 Boxster
Ronald Larson	Blue Bell, PA	'98 Boxster
Doug Mahoney and Berni Lindinger	Jamison, PA	'89 944
Mick Malizia	West Chester, PA	'83 911
Matthew and Frank Mariani	Philadelphia, PA	'86 911
Christopher and Jennifer Murphy	Lansdale, PA	'87 911
Thomas Murphy	Ridley Park, PA	'00 Boxster
Eileen Naughton and Robert Russell	Phoenixville, PA	'00 Boxster
Elias Nicolas	Rochester, NY	'99 Boxster
Brian and Jason Olitsky	Lansdale, PA	'91 911
Horace and Beth Ott	Carversville, PA	'56 356
Andreas and Bernadette Reist	Rydal, PA	'00 911
Elizabeth Rodkey and Darlene Heere	Barto, PA	'87 924
Steve and Sylvia Roepke	Chesterbrook, PA	'98 Boxster
Thomas Ross and Read Wickham	St. Davids, PA	'74 911
Timothy and Pam Sabean	Valley Forge, PA	'00 911
Thomas and Alison Samph	Plymouth Meeting, PA	'97 911
Gregg and Anita Slocum	Jeffersonville, PA	'00 Boxster
David and Suzanne Stahl	Doylestown, PA	'99 Boxster
Dorothy Stevenson	Perkasie, PA	'99 Boxster
Jake and Paula Szejman	Huntingdon Valley, PA	'99 911
Bradley Tate	Ambler, PA	'87 911

Please also welcome the following members transferring in from other PCA regions:

Dennis and Conrad Bincarosky	Quakertown, PA	'87 944
Trey and Elizabeth Maust	King of Prussia, PA	'84 911

We look forward to seeing all of you at the next meeting. Welcome!!



Tech Events For details contact Chip Grimes (610-935-3793) or Myles Diamond (215-393-9440).

Car Prep	05/17	Carisma	617 W. Lancaster Ave	Frazer, PA
Track Tech II	06/10	Tillsons	2097 N 63rd St.	Philadelphia, PA
Track Tech III	07/22	Holberts	1607 Easton Rd.	Warrington, PA
Wed Tech Night	08/16	To be announced		
Track Tech IV	09/16	Galbraith Motoring	150 Old Lancaster Rd	Devon, PA
Winter Prep	10/11	Holberts	1607 Easton Rd.	Warrington, PA

Membership Milestones

Here are the Riesentöter members reaching membership milestones in March:

20 Years

Jack and Germaine Costello

15 Years

Kathy Cannon
John Mitroka
Maureen Notebaert

10 Years

Benjamin Brock
Yvonne King

5 Years

Phillip and Angela Casey
Andrew and Mike Dechnik
Myles and Laura Diamond
David Graeff
Clifford Haines
Martin MacFee
Malik Saeed
Anne Tansimore

Congratulations to all of you and thanks for showing continued support for your Club.

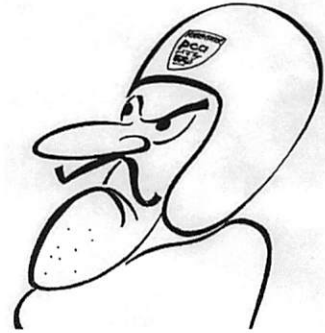


The Snidely Whiplash Inaugural Trek To The Track For The Faint of Heart

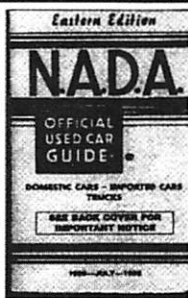
(con't from April)

Unless you are one of the twenty prudent souls who signed up with a guest to join me on Saturday, May 27th, at Pocono, you're out of luck! At least for this year! We're all filled up! Drat, I hate turning people away!!

But for you lucky folks, look for my friends Fred Bonsall or Melissa Plenzick to meet you at the Charcoal Drive-in on Tilghman Street in Allentown or at Otto's Restaurant on 611 in Horsham at 7:00 a.m. for breakfast. See you track side...



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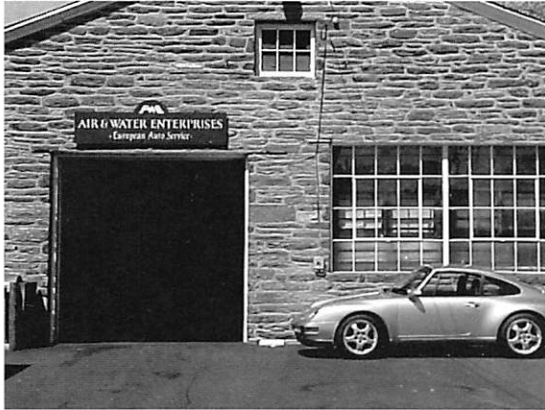
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Dyno Day Results

by Myles Diamond & Chip Grimes, RTR Tech Co Chairs

The results are in on our first RTR Dyno day! AWE Tuning hosted Riesentoter's first ever dyno day on Saturday April 8th. The event raised \$400 for the Living Beyond Breast Cancer foundation (\$200 from AWE Tuning, which was matched by RTR). Thanks Todd! AWE owner Todd Sager generously opened his shop to RTR



AWE Tuning's Shop

and allowed eleven cars to be put to the test. The Mustang Dynamometer tests an engine's horsepower and torque output to the rear wheels. The dyno simulates a load on the car's engine/drive train and utilizing a computer graphs the output of your car's engine. This useful data lets you know how well your car is performing compared to the factory-claimed output (corrected for drive train loss). The dyno results indicated that two of our member's cars had a problem that needed to be fixed. Better here than on the track!

The Test

With the help of Todd's crew your car is brought into the shop and strapped down onto the dyno. Heavy-duty chains and tie-downs secure the car to the machine to prevent accidental launching. Vital information such as displacement and number of cylinders is programmed into the dyno's computer terminal and Todd gets into the driver's seat. After buckling the seat belt he begins running the test(s). Using a remote control mouse-pointing device he readies the computer to start a parasitic loss test run. This first run determines the how much power loss is due to the drivetrain (transmission gearing, CV's, differential, and tires). The loss typically runs from 12% to 17% between the flywheel and tiers. Stand Back! Todd runs the car up to red line in 4th or 5th gear.

Depending on the car, the wheels (and speedometer) may reach 140 –150 mph. It is a sight to see and hear (you needed ear plugs)!

Once the parasitic loss is determined the car is put through the test three more times. This is done to generate average horsepower and torque results.

The dyno is essentially a treadmill for your car. As the tests were run everyone would gather around the computer to see the results and compare it to the factory claimed output. The results showed that most of the stock cars performed just as the factory claimed. Some of the cars tested had modifications, which resulted in increased performance.

After a lunch, Garrett Lim of GIAC USA stopped by. Garrett, as some of you may know, engineer's automotive performance chip upgrades for a wide variety of car makes. Please visit his web sight at www.GIACUSA.com for a detailed description of his company and chip applications or call Todd at AWE Tuning (215) 753-8203.

We decided to run a test utilizing my 1988 911 Carrera to see what a performance chip can do for a basically stock engine. A muffler and European pre-muffler are the only changes on my engine. Garrett agreed to custom program a chip for my Motronic controlled engine management system. We, and many of you, have seen



The Cooper's Max on the dyno

chip manufacturers claim huge horsepower increases just by changing your car's computer chip. We decided to see just what a chip could do. After removing the factory chip from the DME or "brain" Garrett analyzed the factory programming and "burned" a new chip. Since we had previously run my car on the dyno we had a baseline to use as a comparison. The factory chip put out 177 HP and 172.4 Torque. Several

more dyno runs were made and Garrett decided to make modifications to the programming. The new chip gives the car more torque throughout the RPM range and 9.5 HP increase at maximum output. There is always some concern when modifying the factory programming, primarily you don't want to run the car too lean and blow it up. Whenever you put a modified chip in you car premium gas is a must. The computer is



Myles Diamond

Jim Zelinskie's Turbo car at 140 mph

now programmed to expect and utilize the high octane in the gas. If I was willing to run very expensive race gas with 100+ octane we could have boosted the HP by 20! But with gas prices where they are I'll stick with premium. The results of the chip are evident throughout the RPM range and especially above 5,200 rpm. The cost (\$350) and ease of this modification make the addition of a performance chip a no brainer. Thanks Garrett!

I'd like to thank everyone who participated and AWE Tuning for making this a very successful event. We raised \$400 for a great cause and everyone had a good time. If anyone is interested in participating in a second dyno day please email me at rrrtech@snip.net. If we get enough interest we will hold Dyno Day II.



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Spring Rally 2000

Don't miss Riesentöter's first Porsche rally of the 21st century. Fill your gas tanks, set your stop watches and odometers, and start your engines! The Holbert's are first time Rally Masters! Oh no!

The spring rally will commence at Holbert Motor Cars, Rt. 611, Warrington, PA. on Sunday, June 4. A drivers meeting kicks off promptly at 11:00. with first vehicle departure by 11:30.

For those not participating in the rally, festivities begin at 'Gobblers', Pt. Pleasant, PA located on Rt 32 north of New Hope. Twenty-five dollar fee includes food.

Call Larry Holbert, 215-343-1600, x104 with questions.



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A Recent Visit to the Porsche Factory

by Bruce Holenstein, RTR Member

My colleague, Mark Waterstraat, and I were scheduled to be in Austria for a computer conference in mid-April, 2000. We decided to drive over to Stuttgart and visit with one of our software customers and our German distributor. Mark called Porsche Cars North America and requested a trip through the assembly plant. I knew that factory tours were hard to get and we were calling less than a month before our trip so I did not expect that we would be accepted for the tour. I do not think that Mark used any unusual persuasive techniques other than asking, but I will mention that Mark is in marketing and he has skill in this area. Mark did

The tour
made me
want to go
out and
order a
new one!

learn from Porsche Cars North America that the guided factory tours are not open to the general public: Porsche owners only are admitted. The customer service representative requested my membership number in the Porsche Club of America and informed Mark that the factory would contact us directly by fax to let us know if we had been granted an invitation to the factory. Typically, only one

or two tours are given daily - either in German or in English. Luckily, we were granted an English-language tour on the day that we wanted.

The day before our tour, we drove our rented Renault minivan (1.6L 4 cylinder engine with no noticeable torque except when red-lined) from Wien, Austria across the Alps to Stuttgart. Renting a Porsche from Avis was going to cost \$3500 to \$5000 so we sadly had to pass. Avis pulled a bait and switch on us since they had originally promised us an Audi A6. The night before our tour we stayed at the Marriott Stuttgart. Definitely try to avoid finding your way around a German city in the dark in a pouring rain. We found our hotel after two hours and a couple of stops for directions. I asked the concierge how long it would take to drive to the Porsche museum and he said about 30 minutes. So, we decided to leave 1 hour and 15 minutes early the next morning. While the concierge was right and the morning drive was fairly easy and brief thanks to the good directions we had received from the factory, leaving early was a good idea. Parking is tight, really tight, in Zuffenhausen on the streets

surrounding Porsche Werks II, the location of the museum and tour embarkment point. Walking towards the museum, we saw a bunch of new 911's and Boxsters driving in a row down the street. Later we were to learn that these newly manufactured cars were on a 30 km quality assurance trek through the streets of Stuttgart. The drivers were busy since they had to complete a 200-question



The author standing next to his favorite, a '73 911 restored to perfection. Behind him is a '70 908/03 Spyder and a Porsche tractor.

Bruce Holenstein

sheet on all aspects of car performance.

Our first stop was the Porsche museum situated in a small building inside the plant. One needs an invitation to the factory tour, but apparently anyone can get the pass to the museum. Workers were remodeling the outside of the museum so the appearance was in some disarray. Inside, one is treated to a dazzling array of classic and historic cars: 917's, 356's etc. At the appointed hour, a museum official called our tour together and introduced our guide, a student from the local university. I thought it was quite odd that there was nothing to sign to go into the factory. It must be that Germans do not have the problems that Americans have with lawyers and liability. There were about 12 people on our tour and our first stop was outside in the driveway where we were told about staying together, not being allowed to take pictures, and about keeping out of the way of the delivery robots. The first building we entered was the leather shop. It of course, smells like one, as there are piles of leather everywhere. The skins are large since they are stretched by a factor of two before finishing. I was surprised to learn that it takes five to six cows to make an interior. Each tanned and finished hide is marked in spots with chalk to highlight the areas that have imperfections. After cutting in a press, the leather is sent through a shaver to make it all a uniform thickness.

Our guide mentioned that the workers did not look like they were doing anything, and indeed they were mostly sitting around reading papers and talking.

We learned that German law gives workers a 5-minute break every hour, but Porsche uses 10 minutes of break every 2 hours. After the sound signaled the end of break, the workers went back to busily making interiors. In order to assure a complete color match, skins used for the seats are sent out to the seat manufacturer to be later rejoined with the interior in a "just-in-time" fashion during assembly.

One interesting stop in the shop was the location where they build the leather airbag covers. A computer imaging system there looks at every thread and computes the breaking pressure so that the cover can be certified to pass US laws.

After the leather shop, we stopped before entering the assembly plant. High overhead was the tunnel through which the painted bodies pass from the paint shop to the assembly line. The bodies themselves are made by BMW and shipped to Porsche for painting. Space is very tight at Werks II. Right behind our guide was a brick building that is no longer of much value except for a storage room. Porsche management would like to expand the assembly facility but cannot because that would require tearing down this building. This little building has been designated a historic site because it is the location where the Volkswagen was developed. In addition, next to the brick building is the barn in which the first Porsche cars were assembled.

Our next stop was the top floor of the assembly line building. The assembly line consists of 90 stations spread equally on two floors. Car bodies enter from the paint shop after being painted with their doors attached. The cars are moving at a continuous pace down the assembly line. They spend 5 minutes and 17 seconds at each station. Each body has a bar code containing the customer number glued to the back part of the car.

The first step is to remove the doors to keep them from getting in the way of assembly. While we were all enthralled with watching the doors get removed, one of the delivery robots made us jump out of its way.

Assembly of cars happens over two eight-hour shifts, but cars are painted round the clock. The bodies of the cars painted at night are stored above the assembly line until they are needed during the day. One notices a mix of body types as all 911's and half of the Boxsters are built intermixed on this line. As each car reaches each station on the assembly line, the parts necessary for this specific car arrive "just in time" to the workers. Another thing that I noticed was that the assembly line was surprisingly quiet. I guess I was expecting a noisy, hard-hat environment, but instead found a pristine

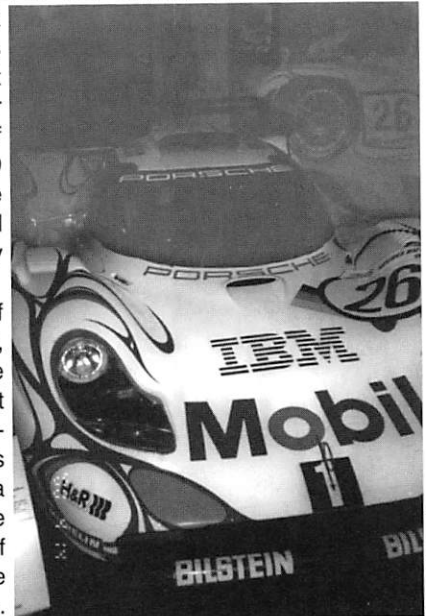
work environment where one could eat off the floors if one desired, tools were immaculate, and parts were carefully laid out before assembly. Not only that, but the 5 minutes and 17 seconds of assembly time per station was carefully calculated to give the workers an unhurried work pace to avoid errors. Workers are 90% busy during this timeframe. Of that time, 95.5% is spent assembling and 4.5% is spent resolving technical issues. Each worker has two lights near their station: yellow and blue. The yellow one can be illuminated to take a short break, like for the bathroom, in which case a specially trained coworker will jump in while the person is out. The blue light is for a serious problem that requires the assembly line to stop. Also, near each group of workers is a computer display that counted down the assembly time. The monitor also showed that the workers had already built 37 of 74 expected cars so far that shift.

On the top floor of the assembly line we stopped midway where the windscreens are installed. We learned that only one assembly robot is in use on the line. This robot applies a bead of rubber to the outside edge of the windshield. Then workers quickly pick up the glass and place it onto the car body. All of the other 89 steps are performed entirely by hand.

At the end of the top floor, we saw the elevator that partially finished cars take down a floor to the second half of the assembly.

When we went down to the lower floor of the assembly room, we learned that the cars are turned 180 degrees around since the workers "believe that a Porsche should travel forward while being worked on."

We quickly walked the lower assembly floor until we arrived near the end where the "marriage" occurs between the engine/drive train assembly and the car body. One worker is assigned to each wheel, and another watches under the



Bruce Holenstein

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continued on page 16

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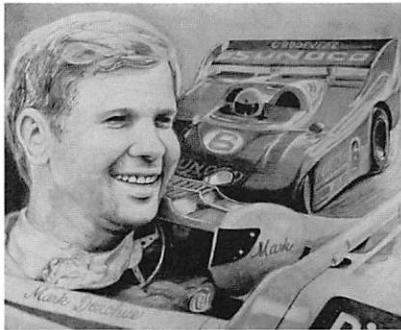


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A Very Special Offer

For RTR members....our own Sharon Harris, shown here with David Donohue, has made a Limited Signed and Numbered Edition of her award winning drawing featured below. Professionally reproduced on acid-free paper and ready for framing, they are available for purchase today for only \$50.00. Call or e-mail Fred Bonsall today to reserve your personal copy at (610) 866-0505 (w) or bsaia@fast.net



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Bottom Feeder On The Road Again

by Randy Cohen

In my typical fashion, procrastinating on winter fix up projects made them take MUCH longer than planned and the warm days in mid March were a kick in the you know what to get the work done. The major oil leaks have been eliminated and the many other smaller things are done, on March 18 I got the First Ride Of The Year. Even though it was bitter cold and the heater still won't put out much, the ride was great. A million times better than the Havana cigar I had saved for the occasion. After sitting in the toolbox for 3 months it was drier than sand and tasted worse!

Not driving the car did give me time to do other things, like write articles for der Gasser and read magazines. An English mag called 911 and Porsche World had an article on a '68 912 one of the editors bought and was starting to restore. That prompted me to send an e-mail with lessons learned from my project. The e-mail was greatly enjoyed. In fact, it became the letter of the month in a later issue. I got a real kick out of reading it after they "Britished" it up. I also enjoyed the article in Grass Roots Motorsports about their \$1500 challenge. The rules of the game were to build a fun car for less than \$1500 and go down to their offices for a drag, autocross and concours competition. I found it refreshing that a magazine focused on car owners like me instead of the typical cost-no-object articles. The article in Excellence about restoration of a 356 cab is the stuff I just can't understand. They have over 1000 hours into this thing and the engine and paint haven't even been started! This car will be worth more than my house and go slower than Der Fischer when its done.

But I digress. The title is not "What I read this winter". Its about spring fever and driving. My plans for this year are very optimistic. The Bottom Feeder articles got me a free driver ed and while I'm a little nervous about 2 days of hard driving the car it does sound great. I signed up for the Snidely Whiplash thing at Pocono and can't wait for that weekend. My new job involves crossing Bucks County every day and I have a half dozen back road routes depending on my mood. I still want to organize some Sunday drives. A jaunt out to Princeton for the Forrestal Center Porsche Swap & Show may be in the plans. Keep tuned to der Gasser and our web site. If you see an old Targa on the side of the road please stop and help. Chances are I'm just putting in more oil, but you never know.

Riesentöter PCA Driver Education

Application Form for 2000

<i>Event</i>		<i>Student</i>	<i>Instructor</i>
Pocono East Course	May 26		\$85
Pocono North Course	May 27, 28	\$170	\$85
* Jefferson Circuit	June 24,25	\$180	\$90
Summit Point	June 26	\$90	\$50
** Watkins Glen	August 4, 5, 6	\$260	\$130
Pocono South Course	September 29		\$85
Pocono North Course	September 30, Oct 1	\$170	\$85

Please circle the event you wish to enter.
A separate form is required for each event. Please print.

- * Special for Jefferson Circuit. With your registration at normal price, register your spouse or significant other at half price. As we did last year, there will be a ladies only run group.
- ** Registration to the Glen event includes dinner on Saturday night, however seating is limited to 160. Extra dinner tickets are available at \$40 each. The first 160 requests will get seating.

REQUIREMENTS: You must be at least 18 years of age, have a valid driver's license, use a Snell 90 or 95 rated helmet, and have car tech inspected (see below).

ENTRY DATE: All events are open now. If you register w/i 14 days of an event, add \$20 for late processing.

SEND TO: Don Baumann 2340 Valley Hill Rd Malvern PA, 19355 (610-647-3339)
dobquaker@aol.com.

REFUNDS: Refundable if WRITTEN NOTIFICATION is received two weeks prior to the event.

TECH INSPECTION: Your car must be inspected no more than two weeks prior to the event by an approved tech inspection facility.

Riesentöter reserves the right to refuse any application

Name _____
 Street _____
 City _____ State _____ Zip _____
 Home Phone () _____ Work Phone () _____
 PCA Member # _____ E-Mail address _____
 Porsche Model and year _____ Color _____

List the number of days you have done at the following tracks:

Pocono _____ Watkins Glen _____ Jefferson Circuit _____ Summit Point _____

If your are registering as an instructor, and have not instructed with us before, please list the region(s) and the chief instructors name and number where you have instructed:

I certify that I have no physical/mental disorders which might affect my ability to safely participate in this event.

Signature _____

Your registration will not be processed without payment enclosed.

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66 911, #301782. Stored 16 years. Can be your restoration project. Sound body w/'normal' rust in rocker panels, small rust area in front pan. Former hillclimb & SCCA car w/roll bar. Original seats, etc. \$3500. Dick Bach, 87 Elfman Dr. Doylestown 215-345-9056 5

74 914-6, 916 body work. trunk spoiler, welded full cage & stiffened body, race seats with harnesses, three sets of wheels, adjustable sway bar, brake bias, and short shift kit. Strong rebuilt 2.7 motor with Webers, MSD ignition, headers, supertrapp, front cooler and custom oil tank. Very fast street legal race car. PA classic registration. Best offer. Nick Plenzick 215-343-0263 3

75 914, Award winner (Princeton '97, New Hope '98), orig owner; bought, serviced & restored at Holbert's (car displayed at Holbert's Boxster debut Feb. '97). Driven to the July '98 Schattenbaum track event in the markings of a 1970 Marathon de la Route racer. The original specification can be described at a Limited Edition 914 w/o the wild paint scheme. Recent upper & lower engine rebuild w/a rework to 2 litre, other hp increases, brake lines, new clutch, and suspension improvements. \$11,000. Joe Bednarski 215-493-6766 Yardley, PA 4

78 928, Unique collector car, absolutely showroom new and perfect, 11,500 mi, stored 15 years. Blue w/beige interior & black/white checkered seats. 5 spd. All original except for tires and windshield wipers. \$14,500. 610-725-9196 (eve) 215-246-2303 (day) 5

85 911 Carrera Coupe, Black/Tan lea, pwr: sunroof, seats, windows, locks, factory tail, cd, meticulously maintained, garaged winters, 75K mi. \$21,000 Andy Reder (610) 971-2809 or (areder@kistlertiffany.com) 4

85 Euro 930 Slope-nose Cab, Guards red/black leather with red piping. 23K miles, never raced, RUF dual exh.(\$5000), red center BBS 3piece wheels(\$10,000), Fresh Yoko's, custom dash(\$2000), new 935 front spoiler(\$4500), boxed rockers, brake vents, new race clutch/cable system(\$5000), fuel system upgraded in 1998 (\$5000), no rain smoke or snow. Perfect Dream-car. Moving to Mts. \$42,000 FIRM! Call Tom 215-805-4575 or tsclafani@netcarrier.com 5

85/1/2 944, wine/cream, 160K mi., new cam belt, newer Dunlops on Fuchs. Own 3 porsches, one must go. \$3,000.00 (not as firm as last month) bob 215-493-6506 or bob@rhombicsystems.com 2

86 944 Turbo, trackcar/racing car, Guardsman Red, completely set up for serious DE or PCA Class F racing; full cage, racing seat w/ brace & harnesses, upgraded suspension, trans, wheels. Fresh paint, tires and brakes, needs nothing, \$16K firm. Call Bert @592-4200 for info and photo

87 928 S4 Coupe #WPOJBO92XHS862371. Blk/Burgundy, auto, pwr sunroof, rear AC, leather, pwr seats, window, steering, recent timing belt/water pump, excellent mechanical and physical condition both inside and out. 83k miles. Retiree owned, maintained, and driven for 4 years. Have two 928's, selling this one for BO over \$14.5k. Gary Knox, 979 Centennial Dr. West Chester, Pa. 19382. 610-430-8679 (e-mail: kittyandgary@msn.com). 4

87 944 Turbo, Orig owner & only driver, silver/black leather, garaged, 85K miles, Holbert's serviced, heated driver seat, ABS, \$14,000. Joe Bednarski 215-493-6766 Yardley, PA 4

88 911 Turbo, Extensive research confirms this is the only Diamond Blue Signature Edition. Fully optioned plus some goodies from the Z option list. Flawless condition. 610-696-1999

93 928 GTS, Midnight Metallic/ champagne, automatic, 75K miles, recent timing belt, water pump, brakes, tires, tuneup, 4 wheel alignment. Loaded, Holbert periodic service. Excellent cond. \$35,000 firm. Frank Palumbo 215-493-5989 4

1996 C4S, Rare. #WP0AA2992TS320976, 12,300 easy mi on orig still good tires by fussy first owner, no smoke, damage, winters, or pets. Fact equip incl: C4S wide body w/red brake calipers 18" wh, elec leat sport seats, motor sound pkg, aero kit w/dble tail, hifi sound w/10 spkrs & CD, sunroof, mats, & light covers, sold & service by Holberts Porsche, over serviced by owner, eye catching blk/blk beauty. \$75,000. Richard 215/875-8744 3

97 Carrera 4S Aero, Glacier White, blk. int, factory Aero Kit II (Turbo S look), 28K mi, second owner. Aluminum gauges, brake handle & dorr sils. Motrosound hi-fi pkg, polished exhaust tips, sport seats, factory cover, K-40 front & rear radar/laser detector, H&R sport springs, new custom whitebra. \$70,000 obo. Pete 610-525-8134 pete993@aol.com 5

97 Carrera Coupe, 993 narrow body, 1 owner, factory ordered, 12K mi, serviced by Holberts. Set up & maintained for driver ed evernts by Dougherty Automotive. Custom roll bar, lowering springs, frt. strut race by Brey-Krause, Hi-flow & frt. scrape bar. Glacier White w/blk int. 18" factory turbo wheels w/S'02. Litronic headlights, Motor-Sound pkg. Also: 17" Factory Cup wheels w/R1'a, Pagid Orange pads, original mufflers, 2 covers, bra & other items. Very little track time. Make realistic offer. Randy Jameson, 610-913-0717 after 7 p.m. jameson993@aol.com 5

98 Porsche Boxster, WPOCA298XWU623075, 11k miles, traction control, radio w/CD, 17" wheels, no smoke, no snow, garaged and covered, arena red metallic, beige interior, like new condition, \$42,500. Jonathan Kane, 611 Thomas Jefferson Road, Wayne, PA 19087. 610-640-7803 (office). e-mail:kanej@pepperlaw.com. 4

99 Carrera Coupe, WPOAA2997XS622432, 6200 miles. Zenith Blue Metallic, Trac Cont/ADB, Digital Sound Pkg/490,

Remote CD, leather sport seats. Never smoke or snow, always garaged and covered, Rosen service, \$65,000, retired early. rayw@towers.com or Bill Ray (610) 293-0292 4

Porsche Parts

Wheels & Tires, 16" Fuchs (4), VG cond., Dunlop SP8000 (4). Like new, less than 2500 miles. \$950 OBO. Dave 610-384-3948 4

Fuchs wheels, 16" x 6", black centers \$250 for the pair. Bob Auchenbach 215-256-9584, day 215 721-5400. 4

930S Steering Wheel, black leather w/hub & padded center w/ crest. Fits 911's 74-89. VG cond, looks new. New for \$330 from AJ-USA, only \$200.00. Leave me a message 800-205-0923, Steve in Lancaster. 5

944 Turbo Parts, Autothority Stage III chips \$275, K & N filter (new) \$25, cone filter kit \$55, dash cover (black) \$35, barn door airflow meter \$100. 215-257-3640 Nick

Other Stuff

Trailer, w/custome 150 sq ft lockabel storage, 5 chrome wheels, new brakes, tire rack holds 8" x 18" rims, mint, \$4500 invested, \$2200 obo. Joe Fabiani 215-646-4945 Ambler 5

Tires, S02: 225/18 90%, 285/18 60% \$500 for all. Pirelli PZero C 245/18 & 285/18 85% \$800 for all. Joe 215-646-4945 5

Trailer, 2 year old Franklin trailer, 16ft, open, steel frame w/wood deck, twin axles, used 3 times to carry C2, tire rack, electric winch, steel ramps, load stabilizer bars, aluminum tool box. (3K invested) \$1,800.00.; also H&R lowering springs with shock for C2, used 4 months, half price. 800-425-1907 4

Wanted

Pirelli Calendar, editor of der Gasser looking for the year 2000 edition. 215-297-0784 jimmy@bellatlantic.net 3

95-97 Carrera 993 C2 Coupe, Steve (610) 296-7479, smidgett@dtus.com 4

Join the Fun

August 20, the Riesentöter picnic is likely to be held at Brandywine Picnic Park at Rt. 52 & 100 in Pocopson, Pa. This large facility offers rides, games and the food all for a low price per member. What we need as soon as possible is a head count for members interested in attending so it can be reserved for that day. Please make your plans now and leave an e-mail, fax or telephone message at Randy L. Jameson, 91 Sycamore Lane, Glenmoore, PA 19343 (610) 913-0717 (610) 913-0718 (fax) jameson993@aol.com



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The Fine Print

Address changes should be sent to both the Membership Chair and National. **Classified ads** are free to PCA members and are printed on a space available basis with preference given to RTR members. Non-members may place ads for \$10 per month (checks payable to RTR/PCA and submitted with the ad). Ads may be mailed, E-mailed or faxed to the Editor, are limited to Porsche & auto-related items and are subject to editing for space consideration/content. The Editor reserves the right to reject any ad. **Commercial Advertising Rates** and general information are available from the Advertising Coordinator. **Editorial Contributions and Pictures** are welcomed. All material, including advertising, should be received by the Editor at the above address by the 26th day of the month before it is to appear.

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Visit the Riesentöter web page at www.rtr-pca.org

Factory Tour (continued from page 9)

car while a conveyor line containing the engine/drive trains circles below the car bodies. The engine/drive trains are raised to the body and in a matter of minutes the two parts are joined.

Our last stop was the Engine Assembly Room. Here a belt carts the engine blocks around to various bins containing parts. A single worker is responsible for assembling an entire engine. Each worker travels with his engine in a slow walk around the conveyor. After assembly, the engines go into a test room to verify performance. Our guide made a point in saying that the published horsepower figures are the minimum output for the engines.

We next went around to a side of the room where the turbo engines are assembled. Bins were everywhere containing hundreds of beautiful parts each worth a small fortune. One of the workers came over and said

something in German to our guide. Apparently, we had entered a verboten area and had to move on.

I asked about a point that our guide had made earlier concerning the switch from air-cooled to water-cooled engines. I said that the reason I had heard in the States was that Porsche needed a water-cooled engine to improve cylinder wall cooling. He pressed the point that the main reason forcing the switch was European noise pollution laws.

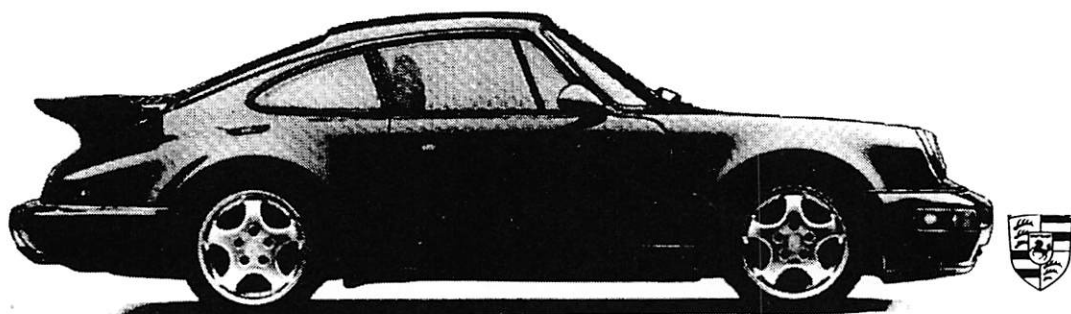
The engine assembly room is where the tour ends. One pair of visitors was picking up a new car and left our tour via a different route. The rest of us went back to the museum where we purchased some souvenirs. The types of souvenir that I purchased are the ones that are not generally available in the United States from our usual sources.

The tour was definitely exciting. I know that for me it makes me want to go out and order a new one!



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PKCK944	83-89 924S, 944 Clutch	944-116-911-00	1,110.00	542.	379.95
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PKRBP911	84-89 911 Carerra R. Pads	911-352-950-02	40.78	25.	19.95
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