

Der Gasser

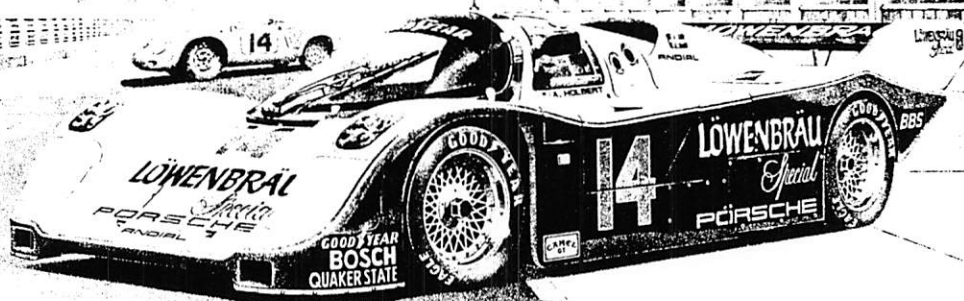
MAY 1997



Riesentöter 40th Anniversary 1957 - 1997

Riesentöter Region • Porsche Club of America

HIGH PERFORMANCE



AT HOLBERTS IT'S WHAT YOU EXPECT AND WHAT WE DELIVER.
EXCITING AUTOMOBILES AT THE BEST PRICES BACKED BY
EXPERIENCED SERVICE, PARTS, AND AFTER-MARKET DEPARTMENTS.

IF IT'S THE PERFORMANCE EDGE YOU WANT, WE'LL SUPPLY YOU
THE EDGE THAT MADE THE HOLBERT TEAM IMSA & LEMANS
CHAMPION AGAIN IN 1987.

SO WHETHER IT'S ON THE TRACK OR ON THE ROAD . . . OR
SLIGHTLY OFF THE ROAD COME TO HOLBERTS AND EXPERIENCE
HIGH PERFORMANCE.



(215) 343-1600



(215) 343-2890



HOLBERT'S

1607 Easton Rd.

Warrington, PA 18976

President's Message

If you missed our April meeting at Arnold's Go-Carts, then you missed a great time. All in attendance agreed that it was a terrific Spring opener. Gave all of us a chance to work out some of those winter kinks. It was a terrific venue for our April meeting; one that will surely be repeated.

Our Spring Opener Track Event held on the East Course at Pocono on May 7th and 8th is now in the record books. A tip of the old full-faced helmet to Track Chairman Bill O'Connell and his trusty staff for pulling off what I feel was an outstanding first attempt. This was the first time Riesentöter has run on the East Course (immediately on your left as you enter the Pocono facility through the tunnel), and it proved to be a very good venue for first timers, and seasoned drivers as well. It was also the first time that Bill and company have done this in several years. We had a great turn-out with an interesting array of cars, from the sublime to the ridiculous. At one end of the spectrum we had Bill Wonder in Peter Revson's Championship winning 1971 McLaren M8F Can-Am car (900 H.P. and 1,700 lbs) At the opposite end was yours truly in the Presidential Limo, the 1993 Buick LeSabre Limited with Grand Touring Suspension (205 H.P. and 3,430 Lbs.) Why, you may ask? Why not? Bill Wonder used the track time as a chance to further break in a new aluminum V-8. I used the track time to get out the cobwebs of a long winter while waiting for the repair of my 914/6. Between these two bookends we had in attendance just about every type of Porsche built with just about every type of driver. Good stuff.

This brings me to our Watkin's Glen event to be held on the long weekend of June 20th through the 22nd. Have you ever wanted to drive with the "Ghosts of the Glen?" As the USA's only permanent Formula One Grand Prix track, learning to drive Watkin's Glen correctly has been termed more than once as truly spiritual. Sign up now. And don't miss our pre-Glen Tech Session at Mike Tillson's on June 7 where Tech Chairman Dr. Winkle will see that your car is properly prepared.

By the time you read this, Riesentöter will have held it's Spring Rally and Social on May 18th. Rallymeister Dennis Angelisanti will have made sure that the weather was perfect and Socialite Pat Tillson will have put out a spread to die for. Hope you were there.

Other events not to be missed include RTR Autocrosses at Camden on May 25th and June 15th. Chairman Nick Betegh has worked tirelessly to bring us a fine season of challenging autocross events. And his enthusiasm is contagious. Mark your calendar now to come catch some of it.

Our May meeting on Wednesday the 28th will be at Vision Porsche Audi VW in Reading at 7:30PM. RTR's own Craig Rosenfeld is the proud new owner of the facility and has graciously extended to the Club as a whole an invitation to come

see the place. Call Vision for directions from your area at (610) 777-6501 and don't miss it.

If you've got a Porsche to drive, bring it out and drive it. Doing so is a privilege.

Best regards,
John Heckman

RTR CLUB RACE WORKERS NEEDED

Workers are needed for the Club Race weekend at Pocono, August 16 and 17. Lunches and Sat. night dinner provided as well as lodging (double occupancy for race workers only. You must work both days to receive dinner and lodging.). If you are interested in helping, please contact the following:

Pit/Grid	Tracy Chatley	(610) 696-7125
Registration	Vicki O'Connell	(610) 640-1675
Tech	Mark Winkle	(215) 855-6954

Note: You can work Pit/Grid as well as Registration or Tech. Registration and Tech will be finished by the time workers are needed for Pit/Grid.

Lifejackets for the Track!

original BOLT IN BAR This exclusively designed bar, made specially for all 911/C2/C4 models, requires **NO CUTTING** or drilling of the interior upholstery or body. The bar hugs the door pillars and roofline. Again, No Alterations! **\$550**

ORIGINAL RACETEC AUTHORIZED DEALER PA-NJ-NY
Cage \$799
CAGES AND BARS ARE BACK! Bar \$399
Constructed on the original RACETEC pgs and fully TIG welded to ensure accurate fit and superior strength.



Corbeau Dealer,
We Can Supply
Any Brand Seat!



5 & 6 Point Harnesses
Custom Sizes & Many Colors
Also, Custom Window Nets



DOUGHERTY
AUTOMOTIVE SERVICES

WEST CHESTER, PA (610) 692 - 6039

Down The Pike

MAY

- 25 Autocross, Camden, Lot K
28 Club Meeting, Vision Porsche, Audi, Volkswagen,
Reading, PA, 7:30
30-6/1 Chesapeake Challenge, Annapolis, MD

JUNE

- 7 Tech Session, Mike Tillson Motor Car Service,
Philadelphia, PA, 9:00am - 2:00pm
15-21 1997 Porsche Parade, San Antonio, TX
15 Autocross
26 Club Meeting, 7:30

JULY

- 6 Autocross
30 Club Meeting, CJ Tires, 7:30

AUGUST

- 2 Tech Session, Don Rosen Porsche, Conshohocken, PA
9:00am - 2:00pm
10 Autocross
23 Tech Session, Vision Porsche, Audi, VW, Reading, PA
9:00am - 2:00pm
27 Club Meeting, Don Rosen Porsche, Conshohocken, PA
7:30, Topic: Race Cars at Rosen's

SEPTEMBER

- 21 Autocross
24 Club Meeting, Speed Zone, Bethlehem, PA 7:30
27 Tech Session, Holbert's Porsche, Audi, VW, Warrington,
PA, 9:00am - 2:00pm

OCTOBER

- 19 Fall Rally and Social (details forthcoming)
29 Club Meeting, Bent Elbow Tavern, Fort Washington, PA
7:30 Topic: Election and Tech Quiz

NOVEMBER

- 9 Porsche, VW, Mercedes Mobilia Swap Meet, Embassy
Suites, Philadelphia Int'l Airport

DECEMBER

- 13 Holiday Banquet, Doylestown Country Club

1997 TRACK EVENTS

MAY

- 26 Summit Point (Driver's Ed, Host - Potomac)

JUNE

- 13-14 Texas World Speedway (Club Race, in conjunc-
tion with the Porsche Parade)
20-22 Watkins Glen (Driver's Ed - RTR)
21-22 Brainerd (Club Race, Host - Nord Stern)
27-28 Summit Point (Club Race, Host - Potomac)
29 Summit Point (Driver's Ed, Host - Potomac)

JULY

- 5-6 Stapleton (Club Race, Host - Rocky Mountain)
12-13 Gingerman (Club Race, in Michigan)
19-20 Watkins Glen (Driver's Ed, Host - Potomac)
24-25 Watkins Glen (Driver's Ed, Host - Allegheny,
contact Claire McConaha (412) 341-7939)

AUGUST

- 2-3 Portland (Club Race, Host - Oregon)
2-3 Mosport (Club Race, Host - NNJ/Upper Canada)
15 Pocono (Driver's Ed, Host - RTR)
16-17 Pocono (Club Race, Host - RTR)
23-24 Summit Point (Driver's Ed/OG Racing Time Trials
Weekend, Host - Potomac)
30-31 Road America (Club Race, Host - Chicago)

SEPTEMBER

- 6-7 Jefferson Circuit (Driver's Ed, Host - RTR)
6-7 Las Vegas (Club Race, New 2.5 mile FIA Road
Course & Tri-Oval)
13-14 Willow Springs (Club Race, Host - Los Angeles)
27-28 Indianapolis Raceway Park (Club Race)

OCTOBER

- 4-5 Jefferson Circuit (Driver's Ed, Host - Blue Ridge,
contact Don Stefl (540) 774-6644)
4-5 Heartland Park (Club Race, Host - Great Plains)
10-11 Summit Point (Driver's Ed, Host - RTR)
18-19 Mid-Ohio (Driver's Ed, Host - Allegheny)
TBA Memphis (Club Race)

NOVEMBER

- 15-16 Summit Point (Driver's Ed, Host - Potomac)

DECEMBER

- 6-7 Sear's Point (Club Race, Host - Golden Gate)
TBA Roebing Road (Club Race)



1211 LANCASTER AVE.
P.O. BOX 306
READING, PA 19607
(610) 777-6501
(610) 775-2794 FAX

R. CRAIG ROSENFELD
Dealer Principal

Club Meeting Info

May

Vision Porsche, Audi, Volkswagen in Reading, PA is the site of our May meeting. Riesenötter member and owner of the dealership, Craig Rosenfeld, will be our host. Professional photographs will be taken of members' cars. An area will be set up to wipe down your car before the photographs are taken, so be sure your car is really clean before you leave home. Members will receive a 5x7 photograph of their car. Interesting cars will be on display, including a 935, a '73 RST and a '73 RSR. A lithograph of a 904 Carrera GTS by Oleg Stavrowsky will be raffled off at \$5.00 per ticket. Proceeds will be donated to charity. This will be a terrific meeting and there should be no excuses from Reading area members not to attend! Vision Porsche, Audi, Volkswagwen is located at 1211 Lancaster Avenue in Reading. Call the dealership at (610) 777-6501 for directions. See you there.

AX Tips for the Newcomer

by Jack Aman, Arizona Region
(from *Going Places*)

First of all, an autocross (AX) is an event designed to teach you car control and give you confidence in what the car is capable of doing. It just also happens to be fun! You must do two things, prepare yourself and the car.

Basic preparation for the car includes removing all loose objects from the car and trunk. It will not do to have loose objects flying around as you toss the car about. Make sure your fluids are up to level and your brakes are perfect. Tire pressure should be checked with higher than normal pressure used (e.g., 30lbs. normal might be raised as much as 5 to 7lbs.). And finally, make sure your seatbelts are secure.

For yourself, protect your head with a helmet and then use it (the head). Learn the course, know where you are going, then think about the quickest path (not necessarily the shortest), the brake points, turning points, etc. A word about going fast: anybody can punch the accelerator at the traffic light and go fast, that's a NO-BRAINER! In an AX you must LEARN to go fast, and that involves coordination and, above all, smoothness.

What do we mean by smoothness? No sudden jerks on the wheel, not going through turns sideways, not locking up the brakes, etc. It also means going slow at first while you master the movement of the car.

Above all, don't be shy about asking for instruction or help. Take a ride with an experienced driver. And, when you're out working the course, study the lines taken by the quick drivers. Learn the line, stay smooth and your speed will gradually increase, as will your enjoyment level.

SILVERSTONE™ SPARK PLUGS & HOTWIRES™ IGNITION WIRE SETS

2 - 5% More Horsepower

Silverstone™ spark plugs	\$7.95
Hotwires™ - 4cly.....	\$175.60
Hotwires™ - 6cly.....	\$263.40
Brake Rotors OE - front	
911 '69-'83, 944 '83-'86.....	\$35 each
911 '84-'89.....	\$68.62
914	\$42.40
Brake Rotors OE - rear	
911 '69-'83.....	\$68.35
944 '83-'86.....	\$70.40
911 '84-'89.....	\$68.92
914	\$42.40

LUBRO MOLY

Ventil Sauber for clean valves.....	\$4.00/can
Jectron - cleans fuel injection systems	\$5.50/can
Motor Oil Saver - rejuvenates gaskets and seals.....	\$6.50/can
ATE Super Blue racing brake fluid	\$10.95/liter
E-Z Bleed and Auto-Fill - the one person brake bleeding system	\$39.50
SWEPKO Gear Lube	\$34.50/gal.

MEGUIARS

Final Inspection or Car Wash, Shampoo & Conditioner	\$18.50/gal.
Rebuilt water pumps	
928	\$115.00
944	\$100.00
Maintenance Kits - oil, air, fuel filters and plugs	
911	\$64.00
944	\$39.00
944 Turbo motor mounts.....	\$117.00
911 Expandable return tubes, solid machine aluminum with Viton seals	\$24.00
911 valve cover gaskets - late style kit.....	\$15.02
911 Mahle oil filter with drain plug gaskets	\$7.80
964 Oil pump, new	\$598.00
Brake rotors gas slotted.....	from \$90.00
RepcO & Pagid brake pads. Low prices.....	CALL
Lightweight flywheels & Sport clutches in stock	

NO EXTRA CHARGES FOR VISA AND MC

Call for whatever your needs may be.

Orders 800-343-9026

Information 215-343-2158



3154 Street Rd., Warrington, PA 18976

**Shenandoah Region,
Porsche Club of America**



April 26, 1997

Region President or Official

Dear *John* :

I am writing you at the conclusion of a Parade pre-planning meeting held in Waynesboro concerning a potential bid for the 1999 Porsche Parade. The meeting was attended by Shenandoah, Potomac, First Settlers and Blue Ridge members and officers and was very productive. The basic consensus was that a Parade bid was feasible, given the support of the Zone 2 regions as a whole.

The overview of a Parade bid that will be submitted to the Executive Council in San Antonio on June 15th is as follows:

The site selected will be the Homestead Resort in Hot Springs, VA. PCA National has visited the site and is very complimentary of the area and overall impressions were very high. No other area on the East Coast received the high marks for a 1999 bid, and National has given the green light after working out possible drawbacks with the Resort and local regions. The Concours will be held on the driving range of the Homestead golf course, the Rally running through the beautiful Blue Ridge mountains and the Autocross slated to run on the Homestead's 5600 foot private airstrip (Yes-that's over a mile!). A Summit Point Club Race and Driver's Ed will be part of the planned events. The meal & accommodation package has been negotiated to a range that is competitive with current Parade costs, and the Homestead very excited about the prospect of hosting a Parade.

As you know, there is a great deal of dedication and hard work required to make the 1999 Parade a success-and this is where your help is needed. A vast worker force of approximately 500 will come from the Parade registration, but basic positions must be filled to lead and manage the work force. The initial positions are as follows: Chairman, Treasurer, Registrar, Tech Quiz, Goodie Store, Concours, Rally and Autocross. Other positions like the Golf Tournament, Kid's programs, Tennis Tournament, etc. will be handled by the resort and/or filled after initial planning begins. I need to have recommendations from you as to your region's ability and interest to fill any of the above positions. Those interested will be invited to a "Bid" meeting at the Homestead prior to the Parade on June 8, 1997. Send me the names of potential candidates or arrange for them to contact me. If your region cannot fill any of these positions, please voice your support or concerns to me prior to the meeting date. Contact me at 540/942-5285 (W) or 248-4217 (H), or send information to 210 Valley View Avenue, Mt. Sidney, VA 24467 by May 19th.

Sincerely,

A handwritten signature in cursive script that reads 'Cole Scroggins'.

Cole R. Scroggins
President-Shenandoah Region

Autocross School
by Bob Weigand, Autocross Co-Chair

Nick Betegh did a superb job in organizing and running the Autocross School held on Sunday April 13th at our Camden site next to the Ben Franklin Bridge. The good weather brought out 21 participants driving a variety of cars including a Boxster, M-3, Ferrari, Taurus and Jim Foster's "One cylinder" cart.

In the morning we challenged six rookies by having them drive a circular skid pad, a slalom and a threshold braking course, giving them a sense of the handling and adhesion limits of their cars. After the winter layoff, it was a good warmup for the more experienced drivers as well. In the afternoon we all ran a regular AX course.

Jim Foster recorded the Fastest Time of the Day (FTD), blistering the course in 53.479 seconds, three full seconds faster than the next fastest time. How do you compete with a vehicle that can go through the entire course while barely moving the steering wheel? Congratulations, Jim, but next AX we may all bring "One Cylinders". I wonder if Porsche makes a "One Cylinder"? Expert Bruce Brodowski was very impressive in recording his best time of 56.630 seconds. Bruce brought his brother, Mark, a rookie. Mark, once he mastered the shift, was successful in setting the best rookie time of the day a 59.260. Watchout for the Triumph in your rear view mirror, Bruce! Jason "Oops" Mahoney brought his recently purchased 944 Turbo S and ran an excellent 58.715. He was unanimously voted best showman, besting Jim Foster, by boosting his turbo into a perfect 180. Mike and Tina Gosch had fun running their 911. Tina was able to knockoff over 11 seconds from her first run of the day. Good work, Tina! Beth Banha drove both a Rabbit and a 911. She drove the Rabbit around the course in a great time of 58.075. Her time was 4.700 seconds faster than she did in her 911. Hmm, Rabbits are quicker than Porsches?

Many thanks to Geoff Ehrman for coming out to teach his Physics course "Coefficient of Friction 101." Also, thanks to Bill Wynkle for showing his new Boxster. It looks like it could be a super handling car.

By the time you read this, Autocross I on April 27th will be history. We hope to have a crowd for Autocross II on May 25th. If your Porsche is under repair, bring the Toyota Camry, or whatever and see how it performs. You'll have just as much fun!

Autocross I
by Nick Betegh, Autocross Chair

The April 27th event at Camden was not too promising with the treat of rain promised by our local weather forecasters. Well, the saying goes: "Believe 1/2 of what you see, 1/3 of what you read and NOTHING of what you hear." So, since I heard the weather forecast for our event, I chose not to believe any of it and it turned out to be a wonderful day for the event. I am sorry that

some of you have gotten frightened off, but for our next event, call me, and I will tell you the truth about the weather forecast over the parking lot in Camden.

Now, the results of our AX event. The course was planned and laid out by Bob Weigand with 2 slaloms and several decreasing radiuses making it one of the more difficult and lengthy courses in recent years. The results for the 27th of April are as follows:

Novice class: 8 participants

1st place: Randy Cohen in a stock 914	1:14.514
2nd place: Joe Ciro in a RED Ferrari	1:14.864
3rd place: Len Mancini in a Porsche	1:15.148

A late entry in this class was a Rutgers POLICE car with driver in uniform who burned through the course in 2:08.172 with the only Boxster driver, Bill Wynkle, coaching him from the passenger seat.

Intermediate class: 5 participants

1st place: Jason Mahoney in a 944 turbo	1:13.202
2nd place: Jeff Yoroshko in a red 911 turbo	1:13.650
3rd place: Perry DiPietro in a black 911rs Am.	1:14.840

Competition was close with all the cars in this class, and everyone's time improved on each run. I had the opportunity to drive Perry's RS America, and enjoyed the 2 trailer takes precedence. I managed also to drive Bill Wynkle's Boxster. The car handles very neutral and feels as if it is on tracks. With street tires the car behaved like it had R-1s. Maybe I can manage Vince Evans from Holbert's to bring one down to the May 25 AX event when we will challenge the Corvette Club. We do not know yet how many will show up, but we will need to have a strong Porsche contingency to compete against them.

Top finisher and winner of the FTD award:

Dan Drabick in a silver 911 Targa 1:09.174

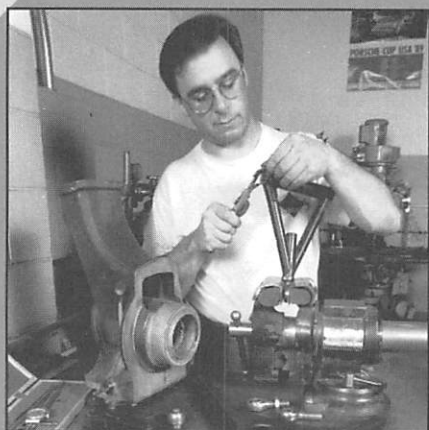
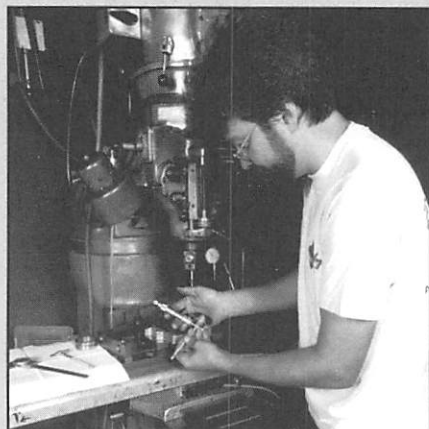
As you know by reading above, the next event will be held on May 25th at the Camden site. We are looking for a good group of Porsches and their drivers to compete against the Corvettes. Registration starts at 9:00AM. Directions to the site is as follows:

From I-76 go East and follow signs to the Ben Franklin Bridge (676E). Stay on right lane and make first right immediately after the toll gates to Cooper Ave. Right on Cooper to Delaware. Lot "K" is directly in front of you with the Philadelphia skyline in the background. The lot sits almost directly underneath the bridge on the south side. See you there OK?

QUALITY,

HIGH PERFORMANCE

AUTOMOTIVE SERVICES



Complete chassis and component design, machining, fabrication, construction or restoration. Complete race car set-up, testing and tuning.

From working on a '33 Ford Street Rod to restoring a 962 GTP Porsche, RACE READY can help you with your automotive needs at a shop rate that will let you enjoy your car.

We have the staff and equipment to handle any of your needs.

SUSPENSION

- Complete Race Car Set-Up
- Suspension Tuning
- Corner Weighting
- Springs
- Sway Bars
- Shocks
- Crack Testing
- Custom Components

WELDING

- Tig Welding
- Mig Welding

FABRICATION

- Tube Bending
- Sheet Metal
- Billet Aluminum
- Suspension Components
- Complete Chassis
- Roll Cages

MACHINING

- Milling
- Turning

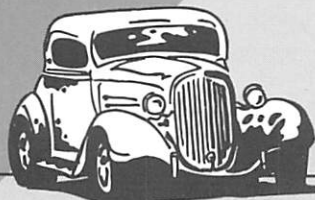
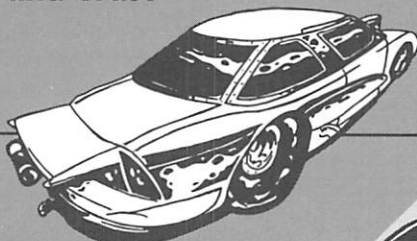
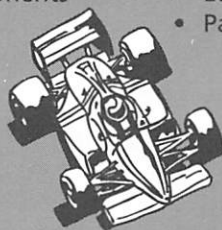
BODY WORK

- Fiber Glass
- Carbon Fiber
- Sheet Metal
- Leading
- Painting

*Professional Quality Craftsmanship.
Built on Service, Reputation and Trust*

Race Ready
TECHNOLOGIES

For More Information: CALL 610-631-7003 or FAX 610-631-5429
2420 Boulevard of the Generals • Norristown, PA 19403



Porsche Takes GTS-2, GTS-3 Class Wins
(Courtesy Porsche Cars North America)

BRASELTON, GA., April 20 -- Behind steady performances from the Schumacher Racing Team and the Jim Matthews Racing Team, Porsche claimed GTS-2 and GTS-3 class wins in the NAPA Auto Parts Grand Prix of Atlanta GT race at Road Atlanta, Sunday, April 20.

The duo of Larry Schumacher and John O'Steen, in a Porsche 911, took over the lead in GTS-2 halfway through the two-hour race and never looked back en route to victory lane, while the Jim Matthews/Carolina Turkey Porsche 911 team of David Murry and Jim Matthews had to battle it out in the last lap to capture GTS-3 honors.

The Cincinnati-based Schumacher team sparred with the Konrad Motorsport Porsche entry of Franz Konrad and Phillip Peter early on, before a pit stop for fuel just before the last hour of the race dropped the Konrad team a lap down and into second place. For the Matthews entry, the story was much more dramatic. The veteran driver, Murry, trailed Tim Moser, in a Team A.R.E. Porsche 911, with one lap to go before the two came together just after turn one. Moser spun, forcing Murry into the dirt, but Murry was able to continue on to secure the GTS-3 title.

Taking the overall victory and GTS-1 honors was a Ford Panoz GTR1 driven by Doc Bundy and Andy Wallace. The Rohr Motorsport Porsche team of Andy Pilgrim and Jochen Rohr was actually leading the race and GTS-1 with a little more than 30 minutes to go, but a late pit stop for fuel and a driver change dropped the Porsche team back to fourth, overall. The margin of victory for the Ford Panoz team was 21 seconds with an average race speed of 84 MPH.

The race also marked the North American debut of the mid-engined Porsche 911 GT1. However, the Bytzek Motorsports entry of Klaus and Kurt Bytzek bowed out just after the green flag dropped after a serious crash on turn one. The next race is at Lime Rock, May 23-26, 1997.

Top Finishers with Class, Car , Drivers and Laps Completed

- 1) GT1, Ford Panoz GTR1, Doc Bundy/Andy Wallace, 67 laps
- 2) GT1, Chevrolet Camaro, Roger Schramm/Stu Hayner, 67 laps
- 3) GT2, Porsche 911, Larry Schumacher/John O'Steen, 67 laps
- 4) GT1, Porsche 911, Jochen Rohr/Andy Pilgrim, 67 laps
- 5) GT1, Ford Cobra, Scott Maxwell/Jason Priestley, 67 laps
- 6) GT1, Dodge Daytona, Randy Ruhlman, 66 laps
- 7) GT2, Porsche 911 Turbo, Franz Konrad/Phillip Peter, 66 laps
- 8) GT3 Porsche 911, Jim Matthews/David Murry, 65 laps
- 9) GT3, Porsche 911, Cort Wagner/Tim Moser, 65 laps
- 10) GT3, Porsche 911, Jorge Trejos/Dennis Aase, 65 laps

Notes from Porsche AG

E. Stella Stieber joined Porsche AG in April 1996. On January 1, 1997 she replaced Ilse Nadele as manager of Porsche Club Coordination. Ilse will continue to work part time in Porsche Club Coordination until June 30th at which time she will become a consultant for the organization. auf Wiedersehen Ilse.

149 Old Lancaster Road
Devon, PA
(610) 964-0477

Sales
Service
Repairs
Parts


Don Galbraith
PORSCHE MOTORING, INC.
and other high-performance imports



**Help Needed
Nazareth Speedway**

NASCAR/Supertruck Series - June 28 & 29

All racing enthusiasts are invited to help out at these races at Nazareth Speedway. As anyone who helped out last year can attest, these are the BEST "seats" in the house. You won't get any closer to the action without actually getting in the cars.

For info call John Chatley
(610) 696-7125 (evenings)

NO EXPERIENCE NECESSARY!!

ANNOUNCING

Something that's been missing from the Auto Insurance Market Place:

O.N T.RACK C.OVERAGE
for the price of collector car insurance!

Have you thought about participating in P.C.A. Drivers' Education Events but were concerned about your automobile insurance company's exclusion of coverage when you take your car **O.N T.RACK**? "Oh, I'll just *self insure* it."

Have you thought about the premium savings of insuring your car through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions placed on the use of your car? "Whadya mean I can't drive my Porsche to work once in a while?!"

Have you attempted applying for one of those other policies but were turned off by all the paperwork? "What am I, a circus animal jumping through all these hoops?"

We think we may have just what you've been looking for: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, low deductible, full coverage automobile insurance policy whose only use restriction is no *racing*. It's priced like the others, is easy to apply for, AND it provides **O.N T.RACK C.OVERAGE** for Drivers' Education Events! We at **CHASE & HECKMAN, INC.** call it the **O.T.C.** Policy. You'll call it peace of mind. Call us for a quote today. We think you'll be glad you did!

O.N T.RACK C.OVERAGE

CHASE & HECKMAN, INC.

I N S U R A N C E

P.O. BOX 489

FLOURTOWN, PA 19031-0489

Phone (215) 248-4445/836-1274 FAX 233-2780

Porsche Introduces Child Seats Which Deactivate Passenger Side Air Bags

NEW YORK CITY --- Porsche Cars North America, Inc. has presented to the U.S. market a line of child seats which will deactivate passenger side air bags on its 1997 and later model year sports cars including the complete 911 series and the new Boxster.

Created to address the concerns of child air bag safety in two-seat vehicles like the Boxster, the new Porsche child seats will both mechanically and electronically deactivate the passenger side air bag when properly installed on the front passenger seat. The installation procedure involves the mounting of a special cross bar assembly to the front seat rail attaching bolts. Included in this assembly are a cross bar buckle and two-pin connector. The passenger side air bag is deactivated when the connector is plugged into the lead for the air bag control unit located under the passenger seat, and the child seat belt is inserted into the cross bar buckle. When this process is completed, the system readiness is indicated to the driver via the blinking air bag warning lamp which blinks for 10 seconds after the ignition is turned on.

The new Porsche child seat line features three different seats designed for three occupant sizes based on body weight: up to 22 lbs., 20 to 40 lbs., and 37 to 100 lbs. Each seat is equipped with its own safety belt system including the adapter which inserts into the cross bar buckle common to all three.

U.S. Porsche dealers will be selling and installing the new Porsche child seats beginning in May of this year. While not yet finalized, pricing is expected to be competitive with premium seats currently being offered in the market.

(Courtesy PCNA Web Site)

THE FASHION ACCESSORY OF THE 90'S

HAND CRAFTED BY MASTER JEWELER
R. SCHWARTZ

INTRODUCTORY RTR OFFER

	14K GOLD	STERLING SILVER
TUX STUDS	180.00	90.00
CUFF LINKS	150.00	75.00
TIE TACK	50.00	30.00
PENDANT	50.00	30.00
EARRINGS	90.00	50.00

Add \$20 per piece for Diamond Headlights

ON DISPLAY AT
VISION
PORSCHE - AUDI - VW
READING, PA

AS SEEN AT:
THE VINTAGE GRAND PRIX BLACK-TIE PARTY
RIESENTÖTER HOLIDAY BANQUET
PHILADELPHIA CAR SHOW BLACK-TIE PARTY

TO ORDER CALL
CALL 610-640-1675

VISA MASTER CARD AMERICAN EXPRESS

Paul E. Poore
PORSCHE

and other Sport & Classic Cars
Repair • Service • Restoration
Track Event & Race Preparation

(215) 795-0673

3775 Fretz Valley Road
Ottsville, PA 18942

DER GOODY STORE

Jim and Robin Zelinskie, Props.

We have the new Riesentöter decals, new and improved RTR T-shirts, sweatshirts and "IZOD"-type shirts with the exclusive Fred Bonsall RTR artwork. We also have fire extinguishers, RTR hats, racer tape, posters and other great items. We can order t-shirts, sweat shirts and ceramic mugs with the photo of your choice (keep it clean) on them.

See you at the next meeting!



Riesentöter does Daytona! (Photo courtesy Kurt Faller)

Riesentöter PCA Driver Education - Application Form

EVENT	DATE	FEES	Student	Instructor
Watkins Glen	June 20 - 22		\$200	\$140

- REQUIREMENTS:** You must have a valid drivers license,
 be at least 18 years of age,
 have a Snell 90 or Snell 95 rated helmet,
 have a fire extinguisher mounted securely (metal to metal) in your car.
- ENTRY DATE:** Six weeks prior to the event. Non PCA members four weeks prior to the event.
- SEND TO:** Vicki O'Connell, 2801 Stoneham Drive, West Chester, PA 19382
 (610) 640-1675
- 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. RTR hosts a tech session two weeks prior to each event.

RIESENTÖTER RESERVES THE RIGHT TO REFUSE ANY APPLICATION

I plan to attend on: FIRST DAY : _____ SECOND DAY : _____ THIRD DAY : _____

Name _____		
Street _____		
City _____	State _____	Zip _____
Home Phone () _____	Work Phone () _____	
PCA Region _____	PCA Member # _____	
Porsche Model and year _____	Color _____	

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

Pocono _____	Watkins Glen _____
Jefferson Circuit _____	Summit Point _____
Other high speed experience _____	Last Riesentöter run group _____
Tracks where you have instructed _____	

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

Signature _____

Your registration will not be processed without payment enclosed.

EMERGENCY CONTACT INFORMATION

Contact _____	Relationship _____
Address _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____
Family physician _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____

Riesentöter Region Porsche Club of America

	First Driver	Second Driver
Name	_____	_____
Street	_____	_____
City, State, Zip	_____	_____
Drivers License #	_____	_____
PCA Region	_____	_____

You must bring this form to both the tech inspection and the grid inspection at the track. Please note: It is the final responsibility of the vehicle owner to provide a vehicle in safe operating condition.

Facility/Inspector Stamp Here:
THIS MUST BE STAMPED WITH A FACILITY STAMP OR PCA TECH INSPECTOR STAMP AND SIGNED (Except instructors)

Inspector _____
 Date _____

Inspector: Please check box for "pass". Circle for "fail"

- Doors - Operational latches inside and out.
- Steering - Less than 2 inches of free play measured at the outside of wheel.
- Windshield wipers - Working with blades in good condition.
- Clutch pedal - No binding that would indicate cable failure.
- Brake pedal feel - Firm, with engine off and does not drop/bleed under hard steady pressure. Free play of over 50% of the total travel is cause for rejection. Brake lights operable.
- Mirrors - Rear view mirror is required on windshield. All other mirrors should have secure glass.
- Emergency brake - Operable and holds on grade. Specially modified cars are excepted (i.e. Factory turbo cup cars).
- Seat belts/harnesses - Required on both front seats. The factory seat belt mounting position must be lowered on early 911's and 912's. Five or six point harnesses are required for white run group and above. **Equal restraints are required for both the driver and instructor.** Seats must be securely mounted.
- Arm restraints - Required for drivers of open cars.
- Fire Extinguisher - Required in white run group and above, highly recommended for lower run groups. Metal to metal mounting required. Extinguisher should be 2 1/2 lb minimum, Halon type preferred. 924 / 944 mounting on fiber board shelf is allowed only if the through bolts use large washers.
- Roll bar - Approved roll bars are required for all soft-top and open cars. Targas and 914's are OK as delivered from the factory.
- Boxter: Driver's helmet must be below the line extending between the roll bar and the windshield with the driver sitting upright and well back in the seat.
- Wheel bearings - Front and rear bearings should be properly adjusted. Check rear stub axle nut on 1984 and later 911's and 944's.
- Brake fluid - Reservoir full of DOT 4 or 5 fluid. The fluid should be less than three months old.
- Batteries - Mounted securely, fill caps tight, positive terminals covered, and no fluid leakage. No structural corrosion of the battery tray. Check the fuel lines under the tray on the 914's.
- Throttle linkage - No binding or unusual looseness, check fast and slow return. Check full throttle action with engine off. Check throttle return springs.
- Fuel rail - On late model 944/944 Turbos check the fuel supply rail for leakage. Recommend replacement with the latest version.
- Engine compartment - Hoses and wiring securely fastened, proper routing of lines and hoses, no excessive leaking of fluids. Belts are in good condition and properly tensioned.

OVER

Inspect these items with the car on lift/jack stands

- Tires - Minimum 3/32" tread on contact patch area. No excessive misalignment. No sidewall cuts. Front tires same size. Rear tires same size.
- Wheels - No Cracks. Check aftermarket wheels carefully. All wheels must meet or exceed factory specs. No missing wheel studs or nuts. Nuts engage threads on studs by at least the stud diameter.
- Wheel spacers - Allowed for tire clearance only. Use of over wide spacers which place higher than normal loads on spindles, bearings and struts are a safety hazard and are not allowed.
- Shock Absorbers - Firm with no excessive leakage.
- Brake Pads/Shoes - Front and rear should be at least 50% of the new thickness.
- Rubber brake hoses and fuel hoses - Should be routed correctly. No dry rot, cracking, or leakage. Metal brake pipes and fuel lines should not have excessive rust and no leakage.
- Exhaust and hangers - Good condition, mufflers are required on some tracks.
- Tie rod ends/ball joints/king pins - Within specifications. Antirroll bar mounts in good condition.
- Rust - Check structural points of suspension and floor pan.
- Control arms - Pre 1988 1/2 with stamped steel front lower control arms MUST be gusset welded on all cars with stiffened suspensions.
- Oil Lines - All pressurized oil lines (scavenge/supply) must have threaded connections. NO push on connections with clamps are allowed. NO dry rotted/cracked hoses.
- Constant velocity joints - No looseness or excessive grease seepage. All bolts tight.
- Engine and transmission mounts - In good condition.

Are there any unusual modifications? _____

Are there any unsafe conditions? _____

GRID TECH

- Five or six point harness (white run group and higher).
- Hood cover/front bras removed for tech.
- Sun roof closed and locked. Front and rear window unobstructed.
- Car number minimum 5" tall on both sides of car.
- Hub caps removed (does not apply to factory allow center caps).
- Unusually wide tires/wheels/fenders/flares are subject to approval.
- Tire valve caps at all wheels, recommended that stick-on wheel weights be taped.
- Lug nuts/bolts, all present torqued to 90 ft-lb. Locking lug covers removed.
- Wheel bearings, check front and rear.
- All fluid caps, on and tight. Gas cap tight.
- Brake lights working. Cars with obviously old, discolored brake fluid will not be allowed to run.
- All loose items must be removed from trunk and interior. Auxiliary equipment: phones, radar detectors, audio components, and G-analyst must secure mounted or removed. In-car video camera mounting brackets must be well constructed and secure or removed.
- Snell 90 or 95 helmet required. Type SA recommended.
- Clothing must be of fire resistant material. Nomex or natural fibers (wool, cotton), long sleeve shirt, long pants, rubber sole shoes required. Driving suit optional.

GRID TECH INSPECTOR AFFIXES STICKER. PLEASE PROCEED TO REGISTRATION FOR RUN GROUP ASSIGNMENT. THINK SAFETY - HAVE FUN

Care and Feeding of Cabrio Tops

by Larry Reynolds, Northern New Jersey Region

The feeding of your Cabrio top is a relatively simple process, just place a handful of shredded 100% cotton towels in a suitable ceramic dish (preferably with the car's name on it). Set the bowl on the garage floor and allow your top to feed. A side bowl of warmed cotton seed oil should round out the menu. Be careful not to over feed your top and also be aware that nylon blend towels may cause your top some digestive problems.

Seriously, the care of your top is a little more involved. The OEM Cabriolet top is cotton canvas with cotton thread stitching. There is no polymer coating to help waterproof or provide protection from damaging ultraviolet light, acid rain and everyday dirt. Any bird bomb hits should be removed as soon as possible, as they are highly acidic and will quickly damage your top.

Any product used to clean should be gentle and any product chosen to preserve your top should be specifically designed for a canvas top. You do not have to use car wash on the top every time you wash the rest of the car. Plain water will usually suffice. If the top is dirty, then use a gentle, pH neutral car wash (such as Sonax Gloss Shampoo) and rinse thoroughly. A sticky paper tape clothing lint roller is an invaluable tool to help maintain your Cabrio top. It is great to remove dust and lint from the top and clean the plastic window without scratching.

About twice a year (less, if your Cabrio never sees the great outdoors), you should thoroughly clean and protect the top. In my humble opinion, the best time to do this is the beginning of Spring and start of Fall. This way the top is prepared for the harsh sun of summer and the ravages of winter. To clean your top, use a specifically formulated Cabrio top cleaner such as Porsche Cabrio Top Cleaner or Sonax Soft Top Cleaner (Sonax makes the Porsche Cleaner). Park your car in a shady area and insure that the surface is relatively cool to the touch. Do not clean in direct sun. Wet the top thoroughly, spray a light coating of the cleaner evenly across the top, and GENTLY work into the weave using a soft sponge or very soft brush.

Once the top has been completely cleaned, rinse with lots of water. I find that using a hose without a nozzle, allows the gentle flow of water to rinse out the cleaner as I gently brush the surface. Continue rinsing until the top stops sudsing and the rinse water runs clear. At this point, I like to take a very soft brush and "brush" the nap of the top in one direction. A ladies facial or complexion brush is usually soft enough. Buy one for your car and don't "borrow" one from the medicine cabinet and try and return it before the owner notices it's missing. This can lead to sudden marital discontent (voice of experience).

Now that the top is completely clean, we come to the protection part of the process. Porsche makes a Cabrio Protectant Spray that helps waterproof and protect the top. This stuff is expensive! But, when you consider the cost of a new top, it falls into the category of cheap insurance. I have tried to find comparable products, but have been unable to do so with confidence. I believe it is based on Scotch Guard, but do not know for sure. The ingredients listed on the can

are "mixed and natural stuff" (no joke, that is exactly what the can says). This aerosol spray should be applied just after cleaning, when the top is just "damp" dry. I use the top drying time to mask off all the glass, paint and the rear plastic window. This masking process is an important one.

The Porsche Cabrio Protectant Spray will not supposedly hurt the paint, but you will need a belt sander to get it off the paint when it is dry. Loosen the windshield catches, lift up the top and slide newspaper between the windshield frame and the top. Refasten the top. Lower the side windows and slip newspaper between the top and the glass. Raise the windows tightly to hold the newspaper in place. Mask off the paint with a quality paint type masking tape and newspaper. Do not use scotch tape, electrical tape or duct tape, etc., as these products may develop a lifelong affinity for your paint. When you try and remove these types of tapes, some of your paint may choose to join its new found friend. Mask off the rear plastic window with masking tape and newspaper. All this is time consuming and tedious, but well worth the time. Use additional newspaper and tape to cover any other areas of the glass and paint that remain exposed. I find that one width of newspaper works well on the sides, but use additional paper to cover the hood and trunk. If you are working outside and it is a windy day, you may consider masking the entire hood and trunk, as the overspray travels quite far (there is no such a thing as over masking).

Once the masking is completed, the top will probably be almost dry, yet have a slight dampness left. Before applying the protectant, insure that the top is clean, as any dirt or "bird offerings" will be sealed in by the protectant. Spray one coat along all of the seams, then spray an even coat over the entire top. An even coat is easy to maintain, as the top will darken slightly as the protectant is applied. Do not apply so much that the protectant forms "wet spots." Remove all your masking as soon as possible and then allow the top to dry in the raised position for at least 24 hours.

The last item on your agenda is the clear (or maybe not so clear) plastic rear window. Do not use glass cleaners on a plastic window as they are too harsh and may actually damage plastic.

There are several cleaners and polishes on the market that are specifically designed for plastic windows. Of the many that I have tried, the Mequiar's products seem to work the best. I have found that Mequiar #18 Plastic Polish will help maintain a plastic window in top shape. Make sure that the window is clean and free of dust, spray a thin coating on one third of the window and immediately spread out with a 100% cotton terry towel. Turn the cloth to a dry section and buff out using linear strokes, left to right, right to left. Don't go around in circles, as the resulting swirls are very visible. Repeat the process for the entire window. Once the window is done, rebuff with another soft cotton towel.

If there are scratches or discoloration, try Meguiar #17 Clear Plastic Cleaner and follow with Meguiar #10 Clear Plastic Polish. This two stage cleaning/polishing will usually remove most light scratches. If not, you may have to resort to a more aggressive cleaning product. I have found that 3M Imperial Hand Glaze will remove almost all deeper scratches. If the discoloration or scratches resist the Meguiar or 3M treatment, try adding a small amount (about the size of your pinkie nail) of Blue Magic Metal Polish to a

cloth saturated with 3M Hand Glaze. Mix together on the cloth and gently rub the window in a linear motion and buff out. Follow with Meguiar #10 and you are done. If none of the above work, it may be time to call 1-800-new-window.

One of the problems many Cabrio owners encounter is a crease in the plastic window from repeated folding. The easiest way to prevent this problem is to use a baby receiving blanket. They are super soft cotton blankets that are just the right size. Place the blanket over the window as you fold the top down. The thickness of the blanket prevents the plastic window from creasing and also keeps the two halves from rubbing against each other.

Cabrio tops require a little effort to maintain, but there is nothing like Cabrio cruising. If there are any questions on Cabrio top care, or if I may be of further service, please do not hesitate to give me a call.

(Editor's Note—Larry Reynolds also operates Car Care Specialties Inc., Distributors of Quality Porsche Care Products, Post Office Box 535, Saddle Brook, NJ 07663-0535. Phone (201) 796-8300, Fax (201) 791-9743, E-mail carcaresp@aol.com)

FOR SALE

62 356B S90 Coupe, Ruby Red/Black interior. One owner for the last 25 years. Well maintained orig. cond. Solid pan, no body rust, good overall appearance. Chrome wheels, luggage rack, camber compensator. Low miles on complete engine rebuild w/ factory S90 pistons. \$16,500 O/NO Bill Smith (215) 953-2410 day, (215) 757-0926 eves. ^{3/97}

67 911S Coupe, Polo Red/Black interior. European car w/ auxiliary gas heater, AM/FM radio, Fuchs wheels. Recent tune-up, valve adjustments, brakes & hoses, CV joints & other service items. This beautiful car is ready for Spring. \$15,000/OBO Bob Brown (610) 258-6111 day, (610) 252-5617 eves. ^{3/97}

68 911 Targa Soft Window, Black/Black interior. Completely orig., all numbers match. 5-spd., interior excellent, strong running. Needs paint & some body work. 68K mi. (3rd owner). **Must Sell!** \$6,250/OBO Ken Pac (610) 469-9322/9005 ^{3/97}

69 912 Coupe, Bahama Yellow. 5-spd. Restored to orig. cond. Alloys, new tires. 16th from the last production 912 Coupe. \$10,500 or will trade up to 356 roadster/cabrio. or '73 911 Targa. Charlie (215) 968-5153, (215) 860-2424 or (215) 860-7146 fax ^{3/97}

73 914, Silver/Black interior. 2.0 liter. Owned for 12 years. All original parts, many improvements. Autocross class winner. 67K mi. \$7,500 Larry Lewis (609) 779-3842 day, (610) 328-3694 eves. ^{4/97}

78 911SC Targa, Coco Brown/Saddle leather interior. 3 Ltr, Blaupunkt AM/FM Cassette, 5-spd., A/C, all elec. New clutch flywheel, brakes, starter, battery, tires. Complete tune-up. Needs only lower head bolt replacement. \$7,500 Michael Haase (215) 547-0746 ^{1/97}

83 911SC, Red/Black partial leather interior. Sunroof, Alpine stereo w/ CD. Recently undergone extensive restoration inc. new paint, roof liner, refinished 16" Fuchs wheels, new tires, new clutch and new synchros. Car must be seen! \$16,500 firm. Michael Furman (215) 925-4233 ^{2/97}

83 Porsche 944, Blue/black interior. Recently serviced, new parts inc. water pump, timing & balance belt, all timing belt rollers and gears. AM/FM/CD amplified stereo system w/ upgraded speakers. BBS wheels, lowered with Konis. \$6,495 Bill Dougherty (610) 692-6039 ^{3/97}

83 928S, Grand Prix White/Burgundy leather interior. Auto, sunroof, 6-way pwr seat, windows and doors. A/C, Blaupunkt cassette and dual amps. New tires, belts, brakes, battery. Always garaged. All work by Holbert's. Excell. cond. \$10,900 Barry Wills (215) 677-3030 day, (215) 885-1785 eves. & wknds. ^{4/97}

85 RUF 930 Coupe, GT-1s Club Racer. 3.4 liter, twin plug, crankfire, Garretson Intercooler, oversize K-27, B&B Headers w/ 4" twin outlet muffler, RUF 5 speed, Quaife, S4 brakes, Racetec Cage, more! Call for spec sheet. Asking \$35,000 OBO Marc James, Pataskala, OH (614) 927-3053 or EMail: 72012.123@compuserve.com ^{2/97}

85 1/2 944, Sunroof, A/C, sport seats. 100+ mi. Very clean and drives excellent. Bob Koerbel (610) 789-3157 home, (610) 527-6025 work ^{3/97}

86 944, 2-liter engine, 4-caliper pistons, coil over springs, camber/caster plates, Tilton pump & dual clutch, 22-gallon ATL fuel cell, fiberglass body except roof & qtrs. GT3 Class. SCCA log book. Ready to race. Sal Leone (215) 322-7718 ^{4/97}

J&J Motors, Inc.



Personalized Automotive Sales & Services

1111 West Lancaster Avenue Rear
Bryn Mawr, Pennsylvania 19010-7200

(Behind Junior League Thrift Shop)

Joe Moore
J. Winsor

Telephone 610.525.3500
Towing Pager 610.899.7500

87 911 Carrera, Silver/Black interior. Momo wheel, A/C, sunroof, cruise. Second owner. Fresh service. New Dunlops 7x8 by 15. Lowered. 4-way alignment. 88K mi. \$22,000 Fred Brubaker (610) 434-8778 work, (610) 797-9298 home ^{3/97}

88 944 Turbo S Coupe, White/Burgundy leather interior. ABS, sunroof, Chips, CD Player. New timing belt, clutch. All service by dealer. Always garaged. 42K original mi. One owner. \$21,500/OBO Donald Bakley (609) 848-0185 ^{3/97}

89 944 Turbo S, Black/light gray leather interior. All standard "S" options, limited slip trans, refinished factory forged 7 & 9 x16" wheels w/ new tires. Other NEW parts: headgasket, front brakes, hydraulic engine mounts & recent service including timing belt, water pump & auxiliary water pump. All service records are inc. Alpine AM/FM/CD w/ MB QUART and subwoofer by Goodman Radio. Second owner, never hit, never smoked, never on the track, very clean. 78K mi. \$15,995 Colin Dougherty (610) 692-6039 ^{3/97}

89 944, Baltic Blue/linen leather. 5 spd manual, all power options, stereo CD, ABS, factory alarm, sunroof. No winters. Beautiful car! Bra and car cover included. 79K mi. \$12,500 Liz or Tom (610) 250-2714 ^{3/97}

89 944 Turbo S Coupe, White/Burgundy leather interior. Power everything. All service records. Great condition in and out. 108K babied highway miles. \$17,500 Must go to a good home! Jeff Sheldon (215) 321-2236 ^{2/97}

90 944 S2 Cabrio., Black/Black interior. Immaculate condition. Dealer serviced. Garage kept. 43K mi. \$24,900 215/368-9009 ^{3/97}

91 C4 Cabrio., Black/Black leather interior. Garaged, no winters. Bumper-to-bumper warranty through 12/97. Flawless. 6,300 mi. (610) 828-6000 day, (610) 293-9234 or (610) 896-9230 eves. ^{4/97}

93 C2 Coupe, Red/Tan leather interior. Sunroof, 5 speed, pwr. seats and windows, AM/FM cassette. One owner, always garaged. Very clean. 34,500 mi. \$39,500 Bob Simons (717) 569-4272 home, (717) 399-1632 work ^{2/97}

NON-PORSCHE CARS/ITEMS

'86 Sable LS, Black/Tan interior. Loaded. Immaculate condition. Air, auto. \$2,200 (215) 368-9009 ^{3/97}

PARTS

MSM Rims, Four used MSM rims (BBS wire look) Porsche offset, two 8's and two 9's. Four nearly new 205/55R16 Comp T/A's. Best Offer. Call Bob 610-363-5677 eves. ^{3/97}

928 Wheels, Dress up your 928S4/GT w/ 3 pc. BBS RS gold centers. Two 7J x 16 and two 8J x 16. \$1,200 w/ lugs, centers and wrench. Enjoy now...Already mounted on Dunlop D40-M2s.

Fred Bonsall (610) 868-8827 home, (610) 866-0505 work ^{3/97}

Accessories, 911 Floor Mats, linen w/ Porsche Crest embroidered, brand new - \$60; Technalon Evolution 3 Car Cover for 911 - \$50. John Sorge (610) 696-0199 days ^{3/97}

Parts, '53 356 body w/ doors, hood & early dash - \$800; '57 1600 normal engine, complete, disassembled w/ pistons & total seal rings - \$600; 911/915 transmission, needs 3rd gear synchro - \$250; Set of 4 - 14x6 Fuchs alloys - \$200; SPG roller crank for 356, new - \$300. John Patrick (610) 777-8512 ^{3/97}

993 "Cup Style" Wheels, 7"x17" w/ tire - \$400; 9"x17" w/ tire - \$500; 930S steering wheel - \$290; 356C Cabriolet engine lid - \$200. Bill Cooper (610) 793-9345 ^{3/97}

Huge Garage Sale, Used 911 parts, Wheels, Tires. Bob Koerbel (610) 527-6025 ^{3/97}

944 Saratoga top (glass), \$300.00 OBO. Frank (610)383-2397. Leave message. ^{3/97}

911/930/944 Used Parts, Carrera complete exhaust 7K mi. - \$500; factory 930 turbo tail - \$550; Carrera oil cooler w/ fan & shield - \$650; 915 gearbox 22K mi. - \$1500; 901 trans - \$350; 915 short-g geared short ring & pinion gearbox - \$1,850; '88 930 front valance w/ rubber lip - \$450; 911 rotary A/C compressor all aluminum brackets - \$375; 930 Euro exhaust complete - \$600; 930 Euro muffler ('86) - \$350; Set of H4s \$200; 3.2l b&b exhaust system complete \$1795; pair of SSI heater boxes for 3.0/3.2 \$700; 1984 930 muffler never used - \$550; C2 front fog lamps - \$75 each; C2 front turnsignals - \$30 each; '74-'89 911 adjustable spring plate set, with f/r torsion bars \$550 Bill or Colin Dougherty (610) 692-6039 ^{3/97}

Two Red Leather Seats, From '76 911S Coupe. Very good cond. - Need space. \$250 Tim (610) 993-9091 after 7:00pm ^{2/97}

993 Coupe Parts, Front tub (forward of front axle); right front suspension; rear clip inc. suspension & brakes; 6-speed trans.; cashmere supple leather interior (left seat damaged); Hi-Fi sound system; all glass except windshield; most lights. Bill Cooper (610) 793-9345 ^{3/97}

WANTED

Seat-mounted seat belt receivers for 73 911E, foglight switch Jim Gollatz (610) 398-3178 gollatz@aol.com ^{3/97}

Enclosed Car Transport to and from 914 East Coast Convention in Atlanta, July 24 - 27. From Philadelphia area. Will share expenses. David (610) 964-7996 ^{3/97}

"Cool Brake" system or similar, & Stainless Steel Brake Lines to fit '83 944. Brian (610) 768-5291 or Email at wrt26@aol.com ^{3/97}

THE EXEC

PRESIDENT

John Heckman
(215) 248-4445 (W)
EMail: chsndhckmn@aol.com

VICE PRESIDENT

Melissa Plenzick
3154 Street Road
Warrington, PA 18976
(215) 343-0263

TREASURER

Liz Turner
215 Jonathan Drive
North Wales, PA 19454
(215) 368-9362

SECRETARY

Art Rothe
460 Shelmire Road
Downingtown, PA 19335
(610) 873-2373 (H)
(610) 565-2700 (W)
EMail: awrothe@aol.com

SOCIAL

Pat Tillson
111 South Chester Road
Swarthmore, PA 19081
(610) 544-4737 (H)
(215) 898-4010 (W)
EMail: ptillson@sas.upenn.edu

MEMBERSHIP

John Crowley
10 Velvet Lane
Levittown, PA 19054
(215) 943-2809 (H)
(215) 785-6110 (W)
EMail: johncst@aol.com

RALLY

Dennis Angelisanti
10 Pinewood Drive
Douglassville, PA 19518
(610) 385-6602

EDITOR

Tracy Chatley
1479 Glenbrook Lane
West Chester, PA 19380
(610) 696-7125
EMail: tchatley@aol.com

AUTOCROSS

Nick Betegh, Chair
1544 Briar Hill Road
Gladwyne, PA 19035
(610) 896-8534 (H)
(610) 649-0490 (W)
EMail: nick13795@aol.com

Bob Weigand, Co-Chair
2544 Tulip Lane
Langhorne, PA 19053
(215) 757-1304

TRACK EVENTS

Bill O'Connell
2801 Stoneham Drive
West Chester, PA 19382
(610) 640-1675 (H)
(215) 646-1100 (W)
EMail: wocccc@aol.com

Paul Johnston, Chief Instructor
(610) 436-0703

TECH

Mark Winkle
905 Sycamore Drive
Lansdale, PA 19446
(215) 855-6954
EMail: rsnmrw@rohmmaas.com

GOODY STORE

Robin Zelinskie
644 Store Rd
Harleysville, PA 19438
(215) 256-9357

PCA RACE

John Chatley
1479 Glenbrook Lane
West Chester, PA 19380
(610) 696-7125 (H)
(610) 889-3900 (W)

REGISTRAR

Vicki O'Connell
2801 Stoneham Drive
West Chester, PA 19382
(610) 640-1675
EMail: msvicki@earthlink.net

WEBMASTER

Jim Foster
127 Barley Sheaf Drive
Norristown, PA 19403
(610) 277-8207
EMail:
jfoster@omni.voicenet.com

AWARDS

Fred Bonsall
437 High Street
Bethlehem, PA 18018
(610) 868-8827 (H)
(610) 866-0505 (W)

PAST PRESIDENT

Don Applestein
11 Furness Lane
Wallingford, PA 19086
(610) 565-5716 (H)
(215) 299-3146 (W)

HISTORIAN

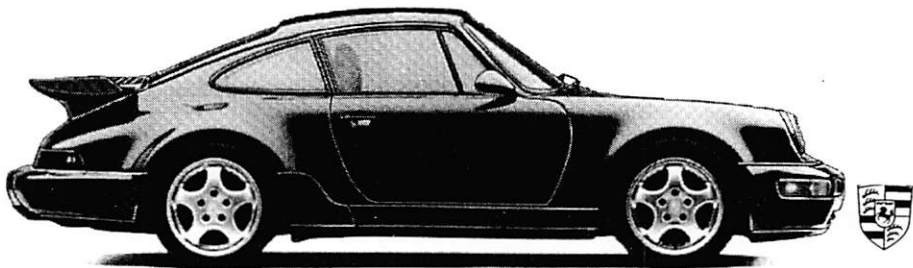
Bill & Debbie Cooper
1148 St. Finnegan Drive
West Chester, PA 19382
(610) 793-9345

RTR Web Page: <http://www.voicenet.com/~jfoster/pages/rtrhome.html>

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, Emailed or faxed (610-889-9270) 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 Editor.

Der Gasser is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are those of the author.

DON ROSEN REDUCES PORSCHE FACTORY PARTS UP TO **70%**



**FACTORY WARRANTY INCLUDED.
CALL 888-AUDI-4ME FOR QUOTES, PARTS AND REPAIRS.**

Part No.	Description	PCNA Part No.	Was	Now	Special
PKOF911	Carrera Oil Filter	930-107-764-00	9.65	8.	5.60
PKOF944	924S, 944 Oil Filter	944-107-201-90	8.05	6.	4.20
PKOF928	928 Oil Filter	928-107-201-05	10.05	8.	5.60
PKCK915	74-86 911 Clutch Kit	915-116-911-00	695.65	417.	299.95
PKCK911T	78-88 Turbo Clutch	930-116-911-00	1,239.13	875.	599.95
PKCK928	80-86 928 Clutch Kit	928-116-911-00	896.93	583.	409.95
PKCK944	83-89 924S, 944 Clutch	944-116-911-00	1,110.00	542.	379.95
PKCK944T	86-89 944 Turbo Clutch	951-116-911-00	1,100.27	625.	439.85
PKFBP911	84-89 911 Carrera F. Pads	911-351-950-02	44.37	28.	21.95
PKRBP911	84-89 911 Carrera R. Pads	911-352-950-02	40.78	25.	19.95
PKFBP944	944 Front Pads	944-351-951-02	112.39	54.	39.95
PKRBP944	944 Rear Pads	944-352-951-02	91.25	49.	39.95
PKVC911	911 Valve Cover Geskt. Kit	930-105-902-01	30.28	20.	13.95
PKVC964	C2/C4 Valve Cover Geskt. Kit	944-105-902-00	58.38	50.	34.95

DON ROSEN PORSCHE

1312 Ridge Pike, Conshohocken, PA 19428, 610.279.4100

10 VELVET LANE
LEVITTOWN, PA 19054-1006

FIRST CLASS MAIL
U.S. POSTAGE
PAID
TRENTON NJ
PERMIT #911

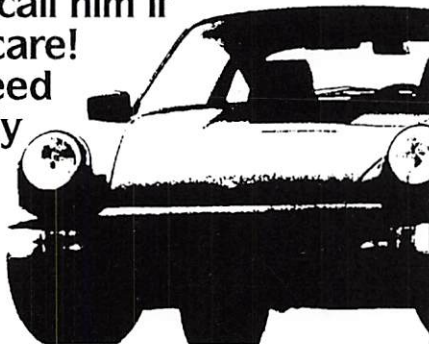
ADDRESS CORRECTION REQUESTED



FIRST CLASS MAIL DATED MATERIAL DO NOT DELAY

For over 20 years Mike Tillson has raced, restored, owned, coveted, bought, sold, and repaired Porsche automobiles. After all these years Mike still cares — call him if *you still care!*

Guaranteed absolutely the best Porsche shop in Philly today.



MIKE TILLSON
Motor Car Service
2097 N 63rd St
Philadelphia, PA



Bosch
Authorized
Service



USA
Porsche

(215) 473-6400



QUALITY
ATTENTIVENESS
CONCERN

See us for your daily driver, "Your Other Car." Find out why Pontiac appointed us a Master Dealer and rated us in the top 10% of Master Dealers in the Country for sales and service.

Call RTR Members, Saul Kun, Owner, or Bill O'Connell, Fleet Manager for your RTR discount.

One of the Best kept Secrets in the Delaware Valley

Exit 26 of the PA Turnpike on Bethlehem Pike, one exit east of the Blue Route. Minutes from King of Prussia, Montgomeryville, Chesnut Hill, Trevoese, Philadelphia.

115 BETHLEHEM PIKE, FORT WASHINGTON
(215)646-1100

Wednesday night and Saturday morning service hours