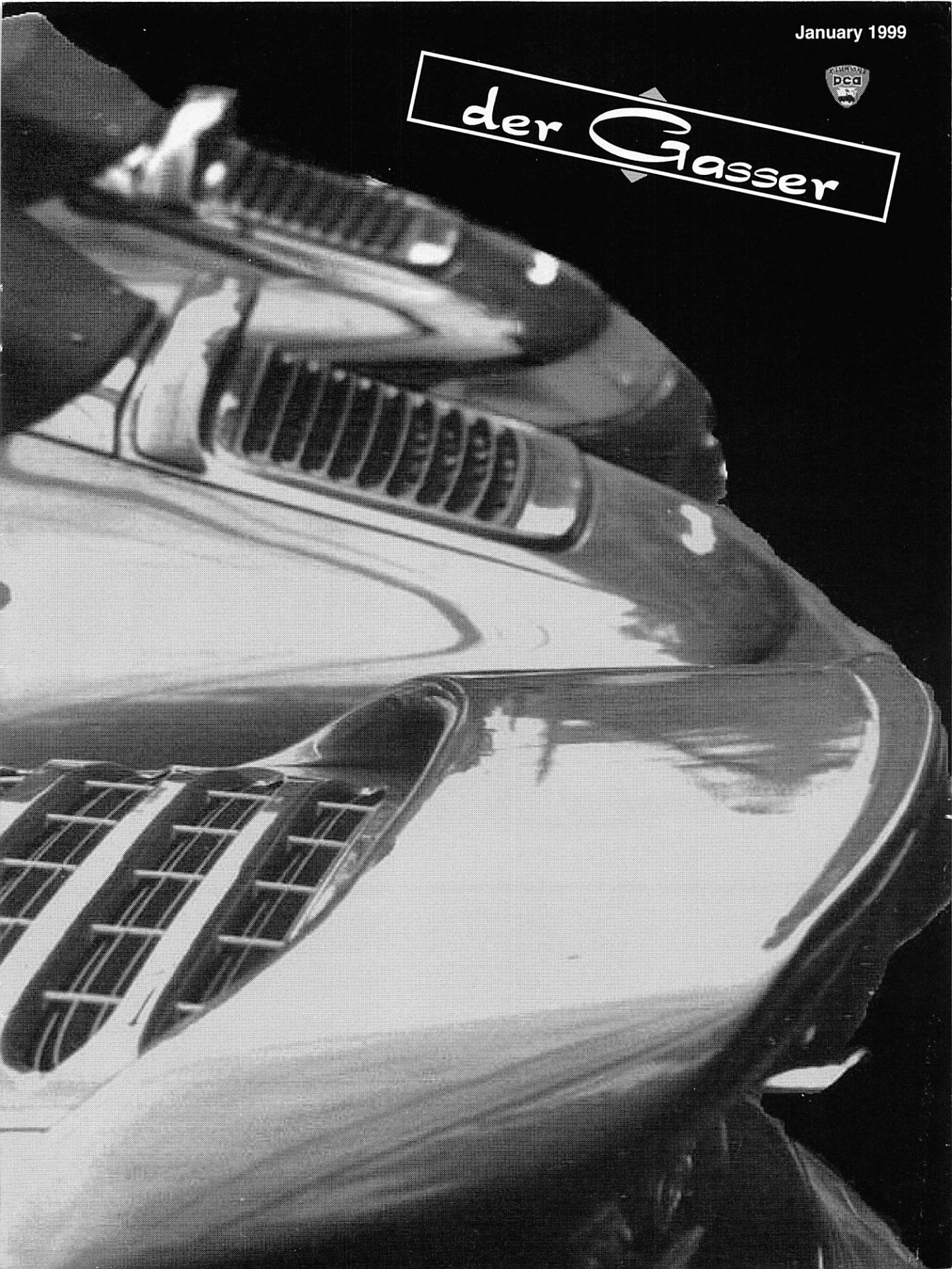


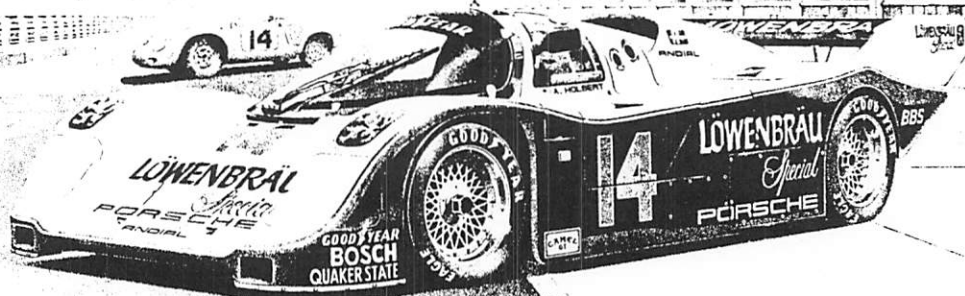
January 1999



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President's Message

I hope that you and your families had a joyous holiday season. Mine was accented by having the privilege of driving one of Larry Holbert's 1999 Porsche 996s to our annual holiday banquet at Philadelphia's Bellevue Hotel. A special thanks goes out to Vice Evans, Holbert's General Sales Manager and Porscheophile extraordinaire.

It's time to ring in a new Riesentöter Year! Your newly elected Executive Committee is excited to have the opportunity to serve our membership for this last year of the second millennium. We have already begun to assemble the 1999 calendar of events, which will have lots more in store for you as the New Year unfolds.

Let's take a sneak preview at some of the folks on our team and what they have up their sleeves. Randy Jameson, our newly elected Vice President, has been diligently investigating new sites for our monthly club meetings and has planned a special January meeting with an exotic car auction, thanks to help from Bill O'Connell and Saul Kun. Virginia Carfrey, the new social director, has her Fuchs in motion to coordinate outings in the true Riesentöter tradition. Nick Betegh passed the Autocross baton to Brian Minkin, who has already secured a new Pennsylvania site for our events. Mike Andrews has locked in the dates for our Driver's Education Events and will be offering a special surprise for our more experienced drivers, while Jim Zelinskie, our newly appointed Chief Instructor, will lead our effort in ensuring the highest standards of driver courtesy and safety. Our stellar web site will have a '99 face-lift

Cover Photo - A tale of three tails. (Bill O'Connell)



thanks to Webmasters Doug and Jason Mahoney. Our newly appointed Rally co-chairs, Bob and Jenn Auchenbach, promise to provide challenging tours through the greater Delaware Valley. Mark Winkle, Tech Chairman, will once again provide you with the opportunity to learn and share technical and mechanical information on your vehicle and keep it in top driving condition.

**Take time out
to follow
your heart.
Experience the
pleasure and
enjoy
the camaraderie
of those who
share your
passion.**

Melissa Plenzick did a terrific job as our region's president for 1998 and has been a great asset to the club for several years. A large thank-you goes out to her as she turns over the helm to yours truly. As your new president, I'll do my best to promote the good will and fellowship engendered by owning a Porsche. The upcoming year holds the promise of being a banner year for us. If you have any suggestions on how to make ours a better club, please give me a call or drop me an e-mail. I'd like to ensure that RTR/PCA has something to offer to all of our 1,000+ members. My New Year's Resolution is to raise our

club to a new level and to boost member involvement. I ask that you all make the commitment to be a recruiter for new Riesentöter members and, more importantly, that you take time out of your hectic schedule to follow your heart, experience the pleasure and enjoy the camaraderie of those who share your passion. So block off your calendar, take some time to live your life and join us in our upcoming events.

Porsche, there is no substitute.

Warm Regards,

Nick Hatalski, President

Contents

President's Message	1	Annual Awards	7
Calendar of Events	2	Another Vision of the Vision Trip	9
Club Meeting Info	3	Classifieds	12
The Vision/Penske Trip	4	Technical Notes	14
From the Editor	5	Meeting Announcement	15
1998 Holiday Banquet	6	The Exec	16

Riesentöter Calendar of Events

JANUARY

- 16 **January Meeting at the Phila International Auto Show. Meeting to begin at 5:00pm, with time to tour the show afterward.**

FEBRUARY

- 1 Registration opens for the 44th Porsche Parade
- 12-14 *Sebring*
(Club Race: Gold Coast/Suncoast)
- 24 **Feb. Meeting at Dougherty Automotive Services. 7:30 Social; 8:00 meeting. 720 E. Nields St., West Chester, PA (610-692-6039)**

MARCH

- 27-29 *Texas World Spdwy*
(Club Race: Lone Star)
- 31 **March Meeting at Arnold's Formula "E" Karting Center. 7:30 Social; 8:00 mtg then carts. 422 Business Center, V-2200 Circle Drive, Oaks, PA (610-666-0600)**

APRIL

- 10-11 *Road Atlanta*
(Club Race: Peachstate)
- 24 Porsche "Only" Swap Meet
Hershey Park, Hershey, PA
(see pg. 10)

MAY

- 1-2 *Las Vegas*
(Club Race: Intermountain)
- 1-2 *Putnam Park*
(Club Race: Ohio Valley)
- 15-16 *Mid Ohio*
(Club Race: Mid Ohio)
- 21-22 *Lime Rock*
(Club Race: Conn. Valley)
- 28 **RTR Driver Ed, Pocono, East Course**
(No Students, Instructors Only)
- 29-30 **RTR Driver Ed, Pocono, North Course**
- 29-30 *Hallet Raceway*
(Club Race: Maverick)

JUNE

- 4-6 *Portland* (Club Race: Oregon)
- 5-6 * *Pocono* (Club Race: N. NJ)
- 19-20* *Brainerd*
(Club Race: Nord Stern)
- 26-27 *Grattan Raceway*
(Club Race: W. Michigan)

JULY

- 3-4 * *GingerMan*
(Club Race: SE Mich)
- 10-11 *Mosport*
(Club Race: Upper Canada)
- 17-18 *Second Creek*
(Club Race: Rocky Mtn.)

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Local Events in Bold.

Track events are in italics.

* Denotes tentative dates



Bill Cornell

Club Meeting Info

I hope everyone had a safe and happy holiday season. This year I was voted the new Vice-President for Riesentöter. I would like to thank everyone who made this possible and will try not to disappoint any of you. On January 8th, 1997, my Glacier White Carrera was delivered to Y.B.H. in Edgemont. After becoming a PCA member I attended my first meeting at Vision Porsche in Reading. It didn't take long for me to become interested in everything Riesentöter had to offer. After my first track event, I was hooked.

Onward to Dougherty Automotive. Bill and Colin had put even a bigger smile on my face in making my car handle better, faster, and safer on the street and on the track. I always felt great after a track event but it is more than fast cars. What really makes this club function are the people involved in the many different and difficult positions necessary. Everyone I've met on the committee and in the club has been 100% friendly, honest, caring and willing to help other members achieve his or her goals.

And so here I am 'til it's time to pass on the keys to my Twin Turbo S, compliment of Craig Rosenfeld's Vision Porsche owner. Ah, just dreaming.

We do have interesting and fun-filled meetings coming up starting with the Philadelphia Auto Show compliments of Saul Kun. And in February I assure you Dougherty Auto will sponsor an evening you won't want to miss. Don't let a little snow or cold air keep you home. So come out and see this very large and well-equipped shop along with years of knowledge Bill and Colin both have. I even heard Bill's lovely wife, who is a great cook, has something special planned for those who attend. Expand your brain and waist, all for free.

And in March I thought Arnold Karts would be a good way to cure your cabin fever. I'll have more on that in next month's issue.

If anyone would like to share some information or knowledge on a place we can have a future meeting or an interesting topic you would like to learn about, I would like to hear from you. My number, fax number, and e-mail address are in the back of this issue.

I am looking forward to meeting you at the next meeting, especially new members. And yes, next time you go out, drive your Porsche and smile, it always makes me feel great!

Randy L. Jameson, Vice-President



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Vicki O'Connell

Bill O'Connell, RTR's own combination of Ansel Adams, Paul Strand and Edward Weston (he even looks a little like Adams), was named Riesentöter's Official Photographer at January's Exec meeting.

Sales News!

ATLANTA, January 6 - Porsche Cars North America, importer and distributor of Porsche sports cars in the United States, today announced sales and stock figures for the month of December 1998. The numbers show an 11% increase over the same month last year. Figures also reflect a 46% increase in sales for the Boxster. The result contributes to a 35% calendar year gain in Porsche sales over 1997. It marks the fifth-straight year of sales increases for Porsche in the U.S.

The Vision/Penske Trip

by Ken Nubile

This year I paid attention to the information in the Der Gasser and while I was planning to make the breakfast get together at 8:30 at Vision Porsche I also decided to call in on the lottery number, which was Nick Hatalski's home, after 9:00 AM on Tuesday as instructed in Der Gasser. This phone call would put your name in the lottery for admission to a 10:00 AM tour at Penske Racing's nearby facility.




I do wish to thank Nancy and Craig Rosenfeld for their wonderful hospitality by having us over for the breakfast. This required considerable preparation on their part that started at 5:00 AM. Everything was great and I am sure no one was wanting for anything unless you were looking for a new 996 and disappointed that you had to take out a second mortgage on your primary residence to get one. The rolling stock at Vision is very good especially the RED car with the legal Pennsylvania plate on it. We all gathered around a new Cabriolet in the showroom for the Christmas photo then we had to get a map with the directions to Penske Racing.

This was a very short trip to 356 Penske Plaza and upon arriving we did some more socializing before being greeted by Tim Lombardi, Team Coordinator of Penske Racing. We later learned that Tim also handles all the graphics on the cars.

Once inside we all gathered around the 1997 CART Indy car driven to 3 victories by Paul Tracy that year. It was sitting on a surface plate that Mark Donahue had arranged to be brought into the facility. It has numerous tapped holes that can be used to pull down whatever is on the plate. It is no longer used for precise level checks or for recording measurements, as more precise equipment is now available. The portable equipment the team takes to the tracks is frequently used since this gives the team members an opportunity to use the same equipment both in the shop and at the track. Tim explained a great deal of information about this car and touched on the differences on the 1998 cars as well as the 1999 car that was on its way back from New York following a testing session at Homestead. The car was in transit as we began our tour and was due to arrive at 11:00 AM.

The next stop on our tour was where two 1998 cars were in various stages of assembly to become show cars. Tim mentioned the problems with the new longitudinal gearbox that had to be developed to be used with the new Mercedes engine and the lower 1998 car. They started last season with 17 and only have 7 left. Some problems with the gearboxes may be attributed to the NLS button on the steering wheel and the computer controlled engine management system. This button stands for No Lift Shift. Which means the driver can shift without lifting off the throttle. The computer has to

(continued on page 11)

 5/6 Point Harness Restraints...Safety First!	DAS-sportSYSTEM BOLT-IN ROLL BARS & ROLL CAGES FOR PORSCHEs
 PRE-PURCHASE INSPECTIONS Buying a used Porsche? Get an unbiased inspection and appraisal of the car before you purchase. Negotiate your price based on the findings of the report. Get market values and comparables. Call for pricing, can be done while-u-wait.	NEW! 996 Bolt-in Roll Bar & Strut Tower Brace...No cutting or drilling required. NEW! 911 Roll Cage (up to '89)...Meets SCCA & Club Race Requirements. In Stock! Roll bars which require NO cutting, NO drilling, NO welding or any other mods to your car. For most 911-996 models. Also! Roll bars & cages for 944-968.
<p><i>Whether your Porsche is used on the street or the track... let us work to your advantage.</i></p>	
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<p>Call for easy directions to the Club's monthly meeting Feb. 24 held at our shop!</p>	

From the Editor

Geez, I hate change. I know. I know. It's the wrong attitude. One should embrace it; *flow* with it. Especially since we're told "change is necessary; change is good." Maybe. Even if it is, that doesn't mean I have to like it. But apparently, time is catching up with me. Everything is going along fine and then before you know it you're middle aged (or, more specifically, *I'm* middle aged) and someone is changing *der Gasser*. It never ends, nothing being sacred.

At least in this case I have a little control. And so do you. I'm the new editor and I'm responsible for the new look. I've taken a very good newsletter that has been informative, interesting, and enlightening and changed it. It feels a little risky, maybe even stupid. Tracy Chatley, my predecessor, has done a great job with this publication and my original intention was to make changes slowly. Maybe no one would notice them and over time a new look might evolve with little angst. But life is short. Besides, I might be thrown out of office in a year so I decided to go for it.

About your control: Let me know what you think of the changes and what you would like to see in the future. I'd like to see more locally written articles. Maybe a regular technical column and a concours column. This editor's column will only be an every-once-in-awhile feature but I want to highlight topics every month and ask for contributions for future issues (see page 14). In general, I'll be looking for more and more of your ideas and input. Letters to the Editor, too.

So, please send feedback and articles about Porsches, PCA, and/or your experiences. And send pictures of your Riesentöter Porsche Babies; they'll be featured in upcoming issues. If you'd like to do a regular column, let me know.

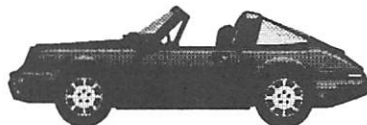
Happy New Year. It's going to be a fun one, change and all.

Jim McHenry

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New 911: Most Wanted by Women

DETROIT, January 4 -- American Woman Motorscene, a magazine aimed at female car buyers, rated the new Porsche 911 as tops in the "Most Wanted" category during its "Class of '99 - Top 10 Most Likely to Succeed" 3rd annual automotive awards.

American Woman Motorscene honored automakers in 10 categories based on new model entries or existing models with significant change in design or technology. The award criteria list included: appealing to both men and women, head-turning ability, style, performance, grocery-getting potential, fun factor, affordable, safe and dependable, proud to be seen in, practical, ergonomically friendly, and of course, very cool.

DER GOODY STORE

The Goody Store has RTR decals, hats, T-shirts and sweatshirts. I also have fire extinguishers, racer tape, posters and other great items.

Riesentöter's 1998 Holiday Banquet



Melissa Plenzick receiving the Case-Beidler Award from Nick Hatalski



Mike Ellis (l.) receives the Broken Camshaft Award from Autocross Chairman Nick Betegh.

By Tracy Chatley, Membership Chairperson

As always, the annual Riesentöter Holiday Banquet was a lovely affair. Social Chairperson Robin Zelinskie really outdid herself. This year's Holiday Banquet took place on December 12th at the Park Hyatt Philadelphia at the Bellevue Hotel. The location was exceptional. The hotel was beautifully decorated for the holidays. In addition, the food, company and music were fantastic. Many thanks to Robin Zelinskie for all her hard work putting on such a lovely event.

Once again, the Club sponsored a photo of each couple, taken by RTR member Dave Weld in front of the Christmas Tree. Thanks for taking such great pictures Dave! Pictures should be available at the January meeting on Saturday, January 16th at the Philadelphia Auto Show.

A very lucky President-Elect, Nick Hatalski, got to drive to the banquet in a new 996 provided by Holbert's Porsche, Audi, VW. Being President does have its privileges!!

After sampling the excellent appetizers, seats were taken for the presentation of door prizes and awards. Each table had a beautiful centerpiece of flowers. At the end of the evening, one lucky person from each table was able to take the

centerpiece home to enjoy for the holidays. The centerpieces were provided through a generous \$100 donation from each of the following companies: Dougherty Automotive Services; Chase & Heckman Insurance; Holbert's Porsche, Audi, VW; Don Rosen Porsche, Audi; C.J. Tires and Automotive Services; and Mike Tillson Motor Car Service.

This year's door prize sponsors donated fabulous prizes for the banquet. Prizes given away included:

- A \$25 and \$50 gift certificate, donated by Don Rosen Porsche, Audi;
- Two gift baskets of car care products, each containing a \$200 gift certificate, donated by Dougherty Automotive;
- Calendars, donated by Mike Furman;
- A \$50 gift certificate to Theresa's Café in Wayne, donated by Mike Ellis;
- A \$25 gift certificate to Phil's Tavern

in Ambler (donated by the restaurant);

- A \$20 gift certificate to Marita's Cantina in Fort Washington (donated by the restaurant);
- A limited edition lithograph of the Gulf 917 driven by Brian Redman and signed by Redman and the artist Tom Bucher as well as a Watkins Glen 50/50 poster signed by Brian Redman, both generously donated by John and Chris Crowley;

Robin Zelinskie really outdid herself... the food, company and music were fantastic.



John Heckman presents the 1998 Riesentöter Award to Tracy Chatley.



Mike Furman (l.) receives the Mighty Nitto Award presented by Bill O'Connell.

- Six Riesentöter t-shirts, donated by Hilbert's (the company that prints our t-shirts and sweatshirts);
- An equipment bag, donated by Knopf;
- Shirts, hats and window decals, donated by Brey-Krause (thanks to Dodge Whipple);
- A gift bag of car care products, donated by John and Helen Phillips;
- Coffee mugs and wooden boxes of mixed nuts, donated by C.J. Tires;
- Two sweatshirts and two hats, donated by Grand Products of Bensalem (makers of go-karts for home or track).

Thank you to all of the companies and individuals who donated centerpieces and door prizes for this year's banquet. Your generosity is very much appreciated.

Following the presentation of awards was a delicious dinner and dessert. Dancing to the great tunes played by "DJ 2000" rounded out the evening. Congratulations to all award winners and thanks once again to our prize sponsors and to Robin Zelinskie for hosting a great Holiday banquet.

Annual Riesentöter Awards

By Fred Bonsall, Awards Chairman

The RIESENTÖTER AWARD, the oldest and most coveted award, which is presented to the person who has made the greatest contribution to, or on behalf of, our club. The selection is made by the previous three recipients and was this year awarded to Tracy Chatley, "Der Beste Riesentöter Des Jares." Congratulations Tracy, you deserve it!

This was an unusual year for the Broken Crankshaft Award for the most improved autocross driver and the High Speed Driver Award for the most improved track driver, as both were presented to Mike Ellis. This is a Riesentöter first!

Thanks to the hard work of Nick Betegh and assistants, Autocross gained much interest and attention. In recognition of all the participants who added to this year's success, an engraved piston & rod keychain was presented to the following:

Class A	Dan Drabick	1 st
	Nick Betegh	2 nd
	Jeff Yoroshko	3 rd
	Rick Newman*	
Class C	Len Mancini	1 st
	Jason Mahoney	2 nd
Class F	Mike Ellis	1 st
	Bob Wiegand	2 nd
	Scott Miller	3 rd
Class G	Cris Ginsberg*	1 st
Class H	Brian Minkin	1 st
Class I	Dennis Angelianti*	1 st
	Steve Minkin	2 nd
Class J	Randy Cohen*	1 st
Class K	Ted Heinritz*	1 st
Class D	Jeff Cooper*	1 st
Class E	Mike Gosh	1 st
Non-Porches	Andre Downey	1 st
	Verne Lyle	2 nd
	Toni Savini	3 rd

**Participation in less than 4 events – thus no awards*
If you have not received your award, please contact Nick Betegh at 215-896-8534. *(continued on page 16)*

THE GOOD NEWS *and* BAD NEWS!

Changes in
O.N T.RACK C.OVERAGE
for 1998

First--The Bad News: Through no fault of our own, coverage for Drivers' Education events has been suspended. We are working hard to find another insurance company to provide it. We are optimistic. We will get the word out as soon as we know.

Now--The Good News: Nothing else has changed! Except the cost. (It's lower!)

Do you like to drive your collector car? Do you have it insured through one of the collector vehicle, select auto, or specialty car policies on the market today but dislike the restrictions they place on it's use? "Whadya mean I can't drive my Porsche to work once in a while?!" **The Good News:** No drivers under age 21. No coverage for racing or participation in Drivers' Education events (stay tuned.) No other restrictions.

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?"

The Good News: Simple, one page application.

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Another Vision of the Trip

by Liz Silverman

Forty lucky RTR members received a delightful early Christmas present on Saturday, December 5th. We got a free breakfast buffet, a tour of the Penske Racing shop, followed by a tour of the Penske shocks and tires facility. We even had a special stocking stuffer with an visit by Mr. Penske himself.

I got up at the crack of dawn Saturday morning so I could drive all the way out to Reading for this special event. That is a big deal for me as it meant no partying Friday night. It was worth it! Craig and Nancy Rosenfeld of Vision Porsche in Reading were kind enough to offer us a luscious breakfast for an hour and a half prior to the tour.

Just before 10:00 a.m. we caravanned up the road to the racing shop tucked away in an industrial park. Tim Lombardi, Penske Team Coordinator and race car graphics person, gave us an hour and a half tour of the entire building. Before I continue I have to tell you that absolutely everything in this building and the shocks department would pass a military cleaning inspection. Office desks were devoid of papers and pens, the tractor trailers shimmered under the lights, all work stations looked as though no one had ever been there and your could eat off the floors. This is standard practice that is carried out by the 70 employees at the race shop and 35 at the shocks/tires shop.

We were shown a couple of 1997 cars and a 1998 car. One of the '97's will soon be a show car. The 1999 car will have already been to Sebring and Homestead by the time you read this. Since 1998 was not a good year for Penske, the '99 car has many changes such as the elimination of an instrument panel. Everything will be on the removable steering wheel. The wheel is designed with lights at the top to gauge RPMs below which is a computer screen and buttons that control things like pit speed limit, a radio, ability to overtake another car with ten seconds of 100% fuel, etc. Electrical connections run through the center of the steering wheel. These cars run on Mobil 1 oil, just like you and I use. Their tires are Goodyears since Penske is the Northeast distributor. We moved on to the newest engine room built in 1994 after Penske won at Indy. It takes 110 man hours to build an engine after which it is tested on a



The author at the Banquet

dynamometer. They can be setup for a particular race or road course. Many of those working in this department are from local vocational schools.

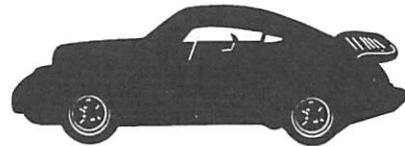
Other interesting facts –

- ♦ Four of the perfectly waxed tractor trailers with plush purple Recaro seats go to every race.
- ♦ A race car chassis is repainted every 3 to 4 races. Other sections may be done more often.
- ♦ The shocks department is going to expand after the first of the year as many Formula One racers are using Penske shocks.

The unexpected highlight of the day was at the end of the first tour when Roger Penske arrived from his trip to New York. He shook many hands and was surrounded by flashbulbs going off. He spoke to us and fielded some questions. That just made my day!

A huge thanks to the people at Vision, Tim and the gang over in the shocks/tires facility and, of course, to Mr. Penske for being so gracious.

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No Factory Race Team In '99

Atlanta, GA, Dec. 1, 1998 -- In an effort to redefine its motorsport activities for the next millennium, Porsche AG has announced it will not field a factory team in the 24 Hours of Le Mans and FIA GT Series races, nor in the newly created American Le Mans Series, in 1999. Instead, Porsche intends to focus its resources on creating a successful racing program for the 24 Hours of Le Mans and the American Le Mans Series in the year 2000. The final decision on the Company's participation in these racing activities will not be taken until a later date.

"With the recently released changes in regulations for 1999 and beyond, we definitely need time to prepare a program that will work well within them," commented Frederick J. Schwab, president and chief executive officer of Porsche Cars North America. "As next year's season is only a few months away, we simply do not have that time available for a 1999 program.

"Instead, for 1999 we will continue to provide our North American racing customers with technical assistance through Porsche Motorsport North America. In this area, we will be placing special emphasis on those customers competing in the American Le Mans Series, a series that is certain to rekindle interest in professional sports car racing on this continent."

23rd Annual Porsche "Only" Swap Meet

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Saturday April 24, 1998
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Pre-registration strongly recommended to avoid an additional township charge and to reserve your space or spaces.

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The Vision/Penske Trip *(continued from page 4)*

cut the engine power quickly to avoid gearbox trouble.

The next stop was the Engine Reliability area. In this area were two Dynos. One is the original and one is a newer updated version with more capabilities. The Dynos can be programmed to take an engine thru a 500 mile race with RPM changes etc. just as the car would see in an actual race. It was at this stop that a side bar story was told. Prior to the 1994 Indy race a new Mercedes engine was to be developed and tested. Only 6 members of the entire Penske Team even knew about the details until 6 weeks before the race that May. Work was done during the day in a close-by building then other members would transport the engine to the dyno room for testing, then return everything as it was before the day shift would begin again. The team did not know how much horsepower this normally aspirated engine would make until much later but it was a LOT. Of course the Penske team dominated Indy that year and Al Unser, Jr. won the race when Emmo Fittapaldi crashed while leading with four laps to go. The drivers liked the car and later the engine was reported to produce 1000 HP. I should add that their Dyno in England is similar but does have a gearbox. Had this been available here some of the gearbox problems may have been found earlier and an improvement designed.

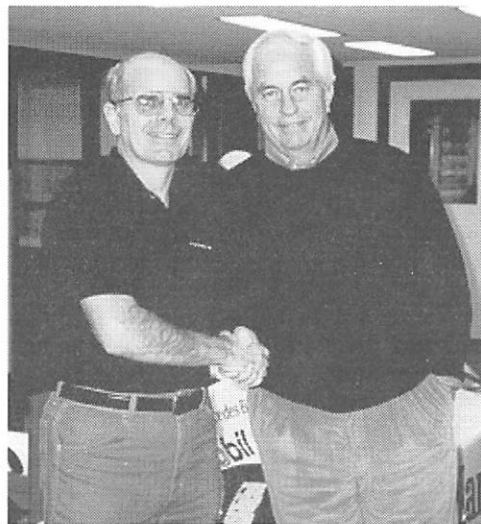
The next stop was the Fabrication Area. This is where sheet metal parts are made for the cars. Wind tunnel testing is done on 1/4-scale models, as it is too expensive to put full size cars in for testing of this type. There was also a hydraulic stand used for attaching the fuel tank at the track and raising it to the allowed 8.4" above the ground. The cars are all allowed a specific amount of fuel and have to average 1.8 miles per gallon according to the rules. Fuel management is very important. The computers on these cars can calculate the fuel mileage every lap and compute what will be needed to finish. Only caution flag laps disrupt this equation.

Next we inspected two of the car transporters and one Freightliner tractor. These are huge. I saw these at Nazareth several years ago but never had the opportunity to walk through one.

Adjacent to this area on the second floor is a workout room that each employee must spend at least one hour a day exercising. Sounds like a great idea to me.

The next area is the painting area. There were many nosepieces, wings, etc. in this area. This is also where Tim told us about his graphics work. Usually when a car returns from a race some parts require repainting. To accomplish this the layer of paint on the carbon fiber part has to be scraped off and the part sanded before the primer can be applied. To complete a part from the time the car returns from a

race takes 3 days. Usually the main tub requires this process after 3 races but the other parts require repainting after each race. Apparently the red color they have does not like the sun.



The author with Roger Penske.

I have to comment about the overall cleanliness of the whole facility. It was cleaner than anything I ever went through before. When asked about any special clean up people Tim said all the men take care of their own areas. Of course the red epoxy floors throughout were really something. I wish I had them in my garage and basement workshop areas. It was very impressive to see each employee's name on a nameplate at the area they work.

But the best was yet to come. As we were making our way back to where the 1997 car was sitting we had the opportunity to meet with Roger Penske who just returned from the airport after flying in from New York. We had a Q & A session that was a bonus as far as I was concerned. He lives in Detroit and has no plans to change anything at the Reading facility. Next year he will continue to field two NASCAR Winston Cup cars. One for Rusty Wallace and one for Jeremy Mayfield. When asked how many cars he will field in CART for 1999 he paused for a few seconds then said, "At least one."

Now Liz, as the Porsche tape on the 993 states, listen to your heart and return to the things that made you happy as a child, The Goody Store awaits.



Bill O'Connell



CLASSIFIEDS

PORSCHEs FOR SALE

55 356 Continental Coupe, last of the Pre-A's, silver/red, was driver until gas tank sprung a leak. Currently has '57 1600N engine and '62 741 trans installed, but comes with 1955 vintage 1500N engine and trans. Has most of the rare parts and includes many, many new parts. Have copy of the original invoice and other documents and pictures from the original owner. \$9900/OBO Bill Kelso 215-233-5142, email wkelso@erols.com. jan

64 356C Cabriolet, Gray/Black interior and top. Matching numbers, certificate of authenticity. No rust, recent tune, new clutch/battery, excellent driver. 99,545 mi. \$25,000 Call Mark Burkit (610) 437-9333 (Allentown). nov

73 911S Targa, Silver/Black. 39,000 original miles! Lowest mileage car in Early S Registry! Stored for many years, all original including tires. An easy cosmetic restoration. Asking \$14,000. Call Roger Conroy 800-425-9455 workdays or (215) 536-6280 eves in PA. nov

73 911T Coupe, Alpine White. 3.2L F.I. DME engine. 915 trans. w/ Quaife. Carrera brakes, Carrera oil cooler, adjustable Konis, A/C. 8" Carrera flares, RSR front & rear bumpers and more. Rust-free Texas car. Smog legal. Fast! \$18,500 Call Joe Shemanski (800) 338-7731 day, (215) 343-3766 eves. nov

73 911T, Gulf orange/tan int. No engine or transmission, steel rear flairs, complete suspension system, turbo tie-rods, alloy wheels, front fenders are rusted - \$2,500. Stephen Krause 610-275-5285 or stephen_krause@merck.com oct

73 914 2.0 Signal Orange/Brown. 67K miles Exterior completely restored. No rust anywhere. Never raced. Original owner. Great looking well maintained car needs a new home. Call Henry Hurwitz (215) 665-1750 or hankdds@aol.com

79 911 SC, #9119201003 Coupe w/sunroof. Petrol blue/cork. 106,000 miles, 2nd owner, no accidents. 16" Fuchs 7" & 8". New front strut assemblies and new front Comp T/A's. New clutch and lightweight flywheel @100,400 miles. Carrera chain tensioners, Carrera front brakes, Turbo master cylinder, Cool Brakes, SS brake lines. Turbo tie rods, shortshifter, oil cooler, camber truss, SS heater boxes & exhaust

system, European lights & front spoiler. RUNS GREAT. \$12,600. Call Jim Zawick 610-838-7771 (days), 610-866-9886 (evenings).

79 928, Special order Minerva Blue paint. Black-gray interior, 5 spd., front-rear spoilers. 93K meticulously and professionally maintained miles. 2nd owner, South Carolina car. Always garaged & pampered, looks and performs like new. Service records and video available. \$11,000 (610) 670-9544 (Reading) oct

83 911 Targa, Gold/Tan. Factory wide body. 85K miles. Has broken head stud and car has seen better days. Still runs well. \$4800. Steve Luce 610-925-1640, 610-358-0856

83 944, Street/Track Car. Black/Teal, #26, complete suspension, track & interior modifications, 73872 miles on car/1000 mi. on clutch, new timing belt. Spare wheels, etc. Trailer available. Best serious offer (ASAP). Detailed info can be faxed or go to <http://members.aol.com/wrt26/watson.htm>. Contact Brian F. Watson 215-741-0334 (Selling to run different car, different series.) jan

85 911 Carrera Cabriolet, Guards Red/Black full leather & top. 16" Fuchs, new Dunlops, LSD, spoilers f/r, pwr windows/door locks/mirror/driver's seat, CD. 30,000 mi. service. Factory stock, no track/winters/paint work/smoke. Excellent cond. 39K mi. \$28,500 Call Steve Widmer (610) 261-2905 (Whitehall) nov

85 911 Carrera w/ Factory Turbo-Look Option, Alpine White/Black leather interior. Front spoiler, boxed rockers, rear brake vents, turbo mirrors, 7" and 8" chromed Fuchs w/ A008PY Yokohamas. Bilstein shocks all around, H&H front and rear upgraded sway bars, turbo tie rod kit, short shifter kit, cool brake kit, auxiliary oil cooler fan kit, Autothority chip, Borla stainless steel high performance exhaust system, stainless steel brake lines, welded on steel front skids, center console w/ gauges, lightweight clutch, SS oil return tubes & Raire Technology Pro Cooler for A/C. Pwr door locks, elec. sport seats, elec. sunroof, 10-disc CD changer, 100 watt surround sound system, 80/100 quartz halogen lights, technalon 3-ply car cover and custom bra. Call John until 9:00pm at (609) 428-5011 oct

85½ 944, White/tan interior. Professionally & beautifully built Street/Drivers' Ed./Club Racer. Fresh mechanicals and excellent cosmetics. Red 8x15 Fuchs, red welded-in cage, black Corbeau seats, red

Simpson harnesses, Momo wheel, full Weltmeister suspension, short shift, custom exhaust, much more. All receipts. Raced once (Double 50.) Can't duplicate for \$15,000. John Heckman (215) 818-8733 (Pgr.) oct

86 928, Black with leather seats. 300hp Euro model. Auto trans. An absolutely flawless, completely original car with 40,000 orig. miles. Pampered in a climate-controlled garage. \$19,995 Call Keith Price (610) 274-8630 nov

86 944 Turbo, Black/Burgundy leather interior. Fuchs Alloys, AutoThoryity chip, upgraded exhaust, K&N, updated water pump, new CVs, wheel bearings, pwr steering pump. New Faulken GRBs, new Koni adjustable sport rear shocks. Momo Corse steering wheel. Kenwood CD player. Alarm system. Too much to list. 65K mi. \$14,300 Alex (610) 777-6501 oct

87 944 Coupe #WPOAB0949HN473480 White, black leather int, excellent cond, 85k mi, Holbert's maintained, all svc records, belts & water pump @ 60k, ps, pb, ABS, pw, rear wiper, fact alm, custom mats, power sunroof. \$7800 obo. Chris McShane, 8241 New Second St. Elkins Park, PA. 19027 610-446-4677. E-mail chris.mcshane@covance.com jan

87 911 Coupe, White/red, B & B muffler (stock muffler included). Power S/R windows; D/seat; MOMO steering wheel & shift knob. Perfect. 75K mi. \$22,000 Jeff 215-579-4079 jan

88 911 Carrera Coupe, Black/Burgundy leather, Sunroof, new Sony cassette radio, new clutch, new RE-71, pwr windows/locks, great condition, garaged. 100k miles \$22,500. Call Bob (610) 363-5677 nov

88 911 Carrera Coupe, Black/Tan interior. Borla quad exhaust, BBS rims, CD, sunroof & many upgrades. Beautiful shape w/ all records. \$28,500 John (215) 233-8227 jhiggins@mccus.jnj.com oct

88 928S-4, Grand Prix White/Burgundy lthr. 5spd, ltd. slip, htd sport seats, rear air, 17" '94 GTS wheels, 51K miles. All books and records inc. orig. window sticker. New: brakes, clutch, water pump, belts, a/c compressor w/ R-134 conversion. This car is pristine! Baby on the way forces sales. Asking \$21,500. Call Dave (215) 721-0657 home or 800-523-5291 ext. 8793 work sep

91 Porsche 911 C2 Cabriolet, Black/Red/Black new top. Alpine stereo, alarm, amp. Never raced or on track. Garaged, excellent cond. 50,000 miles \$32,000 FIRM. Call Gary at 917-686-6669(day) 732-866-1869(eve) nov

93 911 RS America, White/Black interior. A/C, sunroof; limited slip; Euro-Cup Computer; B&B headers; lowered sport suspension, shock truss; sport shifter; two 5 point harnesses; Porsche turbo brakes w/ new kevlar pads; lightened flywheel, sport

clutch; fiberglass front hood; fuel kill switch; all dealer installed; extra set 17" chrome wheels & track tires; all maintenance records. 53k mi. \$39,000 Roy Porta 215-860-1279 home; 215-765-5048 work oct

95 911 Carrera Coupe, Custom ordered paint to sample silver (no blue tint) with a full red leather interior. Over \$11k in factory options including pwr driver's seat, ltd slip, 17" wheels, premium sound system and 6 disk cd changer. Approximately 11k miles. Stored winters and garaged at all times. Excellent condition car offered at \$55,000. Serious callers should contact Steve Durham at 610-964-9855 nites and weekends. oct

97 911 Carrera Coupe, Silver/Black. 18" wheels, aluminum gauges, alum/leather shifter/brake, motor sound, chrome exhaust tips, CD player w/ 10-sprk sound system. 9,000 mi. \$59,900 Pete Fitzpatrick (215) 741-4228 days, (215) 493-7773 eves. nov

PORSCHE PARTS

Parts, 356- B transaxle with brace and shaft with brake drum assemblies \$800 obo. (2) top half of bumperetts, \$30 ea. (2) bottom half of bumperette, \$30. (1) top trim piece for door panel, black with felt, \$15. (2) rear trail light assemblies with lens and gasket, \$60 ea. (2) front parking light assemblies with clear lens, \$50 ea. (1) B hood handle w/o crest (not dented) \$30. **911-** cigarette lighter receptacle (never used) \$offer. Shipping/delivery not included on any items. Bill Smith 2720 Arrowhead Drive, Langhorne, PA 19053 215-953-2410 (day) 215-757-0926 (evenings)

Boxster Accessories, Custom Car cover (Kimberly-Clark four layer quilted type) - \$60; Porsche OEM Hard-top cover - \$60; Porsche OEM Hard-top storage rack - wall mount type - \$100. All items good as new. Call Mark Santoleri (215) 633-5181 leave msg. nov

Tires, Two Bridgestone RE 71s, 205X50VR15. About 50% tread left. - \$60 each, \$100 for pair. Don Applestein (610) 565-5716 before 9pm. nov

Parts for '85 928S, Alloy factory wheels and front air dam. Make offer. Milt Herchenrider (610)296-5400 nov

Attention Porsche Mobilia Collectors, Framed 8x10 print of "The Double Fifty" at Watkins Glen August 27-30, 1998. Autographed by 12 of the world's best Porsche drivers of all time. Same print in 24x36 size sold for \$6,000 at the event. Asking \$1,000/OBO. David (610) 964-7996 oct

911 Parts, Complete 1973 1/2 CIS fuel injection system - \$100. Airbox for 1973 CIS system - \$100. Stephen Krause 610-275-5285 or stephen_krause@merck.com oct

continued next page

PORSCHE PARTS (CON'T)

Rollbar for 911 Cabriolet, Best offer. Helmet also available. (215) 646-3821 jan

993 Coupe Parts, Right front suspension; front wiring harness; ABS pump & computer; steering rack; steering pump; R bumper reinforcing bar & shocks; oil & A/C lines; right front suspension; engine lid with spoiler; partial cashmere supple leather interior; most small parts, switches, glass, rear glass with third brake light. **911 Parts**, Sankyo Rotary A/C compressor w/aeroquip fittings, \$250; Continental 205/50ZR17 CZ91 (8/32" tread) \$40. F.O.B William G. Cooper, 1148 Saint Finegan Dr., West Chester, PA 19382 610-793-9345 jan

OTHER STUFF

Pirelli P-Zero 2 225-45-17 at least 3/32 tread \$50/pr Roy Vernik 215-947-2155 royv@home.com jan

1991 Mercedes 190E 2.3, dark blue w/ gray leather, rare 5 speed, power sunroof, all in very good condition, all service records, 126k, asking \$8500.00 215-453-2152 for more info. jan

85 BMW 535i, White. Manual trans. 85K mi. \$9,995 Call Bill (610) 640-1675 nov

WANTED

Porsche Calendar Coins, Looking for 1960s but all years considered. Sale or trade. Willing to pay reasonable prices. Don Applestein (610) 565-5716 before 9pm. nov

Lake Placid Parade - Pirelli Wine Glasses, Looking to replace broken Pirelli wine glasses from the '94 Lake Placid Parade. Don Applestein (610) 565-5716 before 9pm. nov

Tires Wanted, New or slightly used BF Goodrich Comp T/A R1 245/45ZR16. Call Nick Hatalski at (610) 269-3467. oct

This Editor Needs Help!

Looking for articles, pictures, and information for future issues. Suggestions:

- Hi mileage Porsches with 100K+ miles;
- RTR members' rare/unusual Porsches;
- Auto sound systems including personal experiences with sales outlets;
- Show us your garages, a members' best article.

Also, please send pictures of your cars w/details and your suggestions for future articles.

Jim McHenry

Technical Notes

911 COOLING FANATIC

By Steve Grosekemper, San Diego Region

911 cooling fans have changed drastically in size and design over the past 30 years or so. Knowing which fan and pulley setup to use can help you tailor your cooling system to do exactly what you want. There are two basic factors involved in 911 air cooling.1.) Fan Air Volume (FAV) - How much air is being moved at a given fan speed. Measured in liters per second (l/s) 2.) Fan Speed - Which combination of fan hubs and engine pulleys will give you the desired fan speed for your specific application.

Let's look at a few specific 911 models and cooling problems they have: 1.) Early 911s 2.0 liter to 2.4 liter with carburetors have very few problems. The cooling system capacity and engine load are very well matched. Only when engines are modified or raced do they exceed their cooling system capacity. Stock cooling system volume is rated at 1272 l/s @ 6000 R.P.M. 2.) Mechanically fuel injected 911s run very rich fuel mixtures. This extra fuel acts as an additional cooling system. In many cases they will take so long to warm up that they will fuel foul the oil system with excess fuel. This can result in oil levels rising due to the gasoline contamination. There are many adverse effects on the engine, all of them bad! Stock cooling system volume is unchanged at 1272 l/s @ 6000 R.P.M. 3.) 2.7 liter C.I.S. fuel injected 911s. These cars were given increased displacement (MORE HEAT), as well as leaner fuel injection systems (STILL MORE HEAT). With the addition of certain emission control items in the California equipped 75-77 911s, the heat load increased even more. So instead of increasing the cooling system capacity, they decreased it. (Is it getting hot in here?) What was actually done was the installation of a larger engine pulley (more fan speed) with a decreased volume fan (only 5 blades). We can't blame Porsche totally for this wonderful design, it was merely a temporary fix to reduce emissions. (Another story for another time). Cooling system volume is now decreased slightly to 1265 l/s @ 6000 R.P.M. 4.) 78-79 911SCs. Things are getting better; we no longer have the excess heat of thermal reactors, we got to keep the larger engine pulley (more fan speed) and we even got a higher volume fan (but only slightly higher: 11 blades but a smaller diameter) Cooling system volume increases to 1380 l/s @ 6000 R.P.M. 5.) 80-89 911s. Now things are getting really cool. The engine pulley decreased in size only slightly, but the fan volume increased considerably. There is no more air injection (less heat) and with more sophisticated fuel injection, heat load is decreased at full throttle. During full throttle

(continued on page 16)

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Ideas, opinions, suggestions, etc. are those of the authors.

A special thanks to Sue Cleary and Tracy Chatley for proofing this issue.

Awards (continued from page 7)

The Mighty Nitto Award was unanimously presented to Mike Furman who rented a bicycle at Monterey and peddled 8 miles surpassing clogged traffic in order to register for this event, therefore, "making the best of a bad situation."

The Door Prize, (an actual door from a 356), given to the most active new member was presented to our very own webmeister, Doug Mahoney.

The CASE-BEIDLER Award is always presented to the past-president as a token of appreciation and a reminder of all the hard work and dedication given to our club. Melissa Plenzick, you deserve it and will be missed!

Technical Notes (continued from page 14)

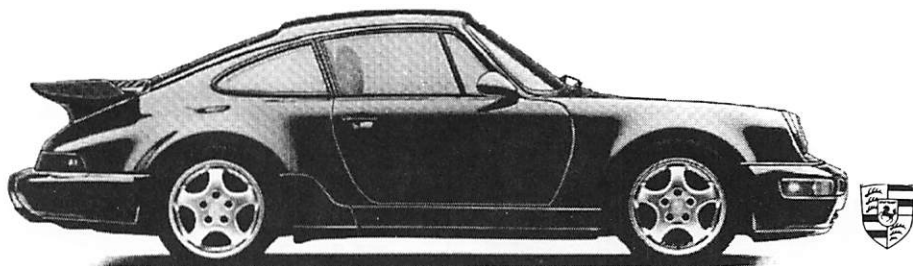
operation fuel mixture is increased to lower combustion temperature. (See example #2 on how fuel cooling is an advantage) Cooling system volume has increased to a peak of 1500 liters per second @ 6000 R.P.M.

3.6 liter 911s from 1989 and on have completely different fan designs and do not apply to our conversion.

Now that we know some of the problems facing 911 cooling systems, next month we'll look at a few solutions.

To be continued . . .

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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

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