

der Gasser

MARCH 2000



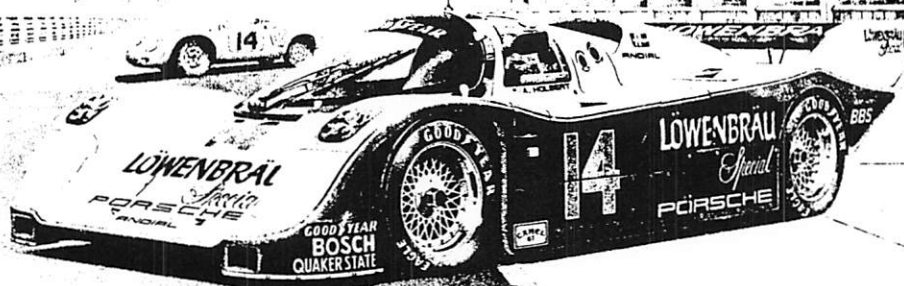
***Holbert's New Members Meeting This Month
New Date For Supertech***

Riesentöter Region



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President's Message

Ok, we made it through the big snow, hope fully without a trip to the body shop.

Having grown up in the Pocono Mountains and Stuttgart, Germany, I was used to seeing this type of weather all winter but as I age I find that seeing it only a few times a year is just fine. We

may not be out of the woods yet but sitting here writing this with a 60 or 70 degree weekend coming and the last of the white stuff melting away makes me think Phil was wrong yet again

and many of you will be able to get your beloved toys out to clear the cobwebs. Those following the exploits of Ms Vicki and the C4S, the 17" snows were the magic elixir. It is truly the car for all seasons now. And along those lines, as fond as I was of the Dustbuster, the A4 is superb. Can't carry as much track stuff, but does everything else so much nicer. This should be a real blast on the skidpad – not as exciting perhaps as I'm sure Mr. Ball would attest to.

The February meeting at Dougherty's was great as usual. Room was packed, as were the attendees after Marge got through providing her 'Greek' hospitality. She could have survived had the full membership attended. The other part of the team did their normal routine, that is, a great quantity of interesting cars all displayed for our ogling pleasure. A great mix of real racecars from a factory 944 Turbo, to a Cup car, as well as track cars, and normal cars. One of the gems was Buddy Mauger's 356. It's a little wider in the back to allow the fit of a 911 motor. Wayne Flegler did his magic on this rocket. If you didn't know better you might think it actually came that way. If you get blown off by a 356 with slight flares on the rear, you'll understand.

Interspersed with the 50/50 tickets, and the

scads of door prizes provided by Dougherty's, the tradition of paying for the pleasure of leaving your Porsche at home was brought back. Twenty people actually admitted not driving their Porsche and kicked in the \$1.00 fine.

March will be a busy month with the Super Tech show at Dougherty's (sorry for the date confusion, obviously not our preference). The Penske race shop tour, the Cigar Dinner, Sebring, and the New Members meeting at Holbert's. There is enough going on to please a bunch of you. This is the start of the season, and hopefully will be our best year yet. Again, as Fred, Mr.

Riesentöter, is fond of pointing out, the car is our common bond. So get your car out and come bond with your fellow (and fellowette) members.

April will bring the extra meeting with the chance to get your Porsche on a Dyno, and the monthly meeting at Vision, who will hopefully be still glowing from a Sebring win in the 935.

Those of you racing, by the way, should be proud of your efforts and if you put me on a 'press release' list you will be included in a new column I am starting called Riesentöter Racing.

The purpose of the column is to let everyone know how our members are doing in the PCA Club Race series as well as any other series people are playing in. This came to mind when I remembered hearing about last year's Registrar, Mike Ellis, doing very well in his last race. I know we had people in Daytona but who were they and how did they do? Well, now you will all know. So if you're racing, send me the scoop and you will get your proper due. Win, lose, or draw, I want you to keep me posted. Hopefully I'll get so much information I'll have to shrink this column to make room for that one – there, that alone should be a motivator.

Think Porsche and I'll see you at the next event. Bill



IF YOU GET
BLOWN OFF
BY A
356
WITH SLIGHT FLARES
ON THE REAR,
WE'LL
UNDERSTAND.

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Cover - The new Turbo. (Porsche of North America)

Riesentöter Calendar of Events

MARCH

- 11 SuperTech at Dougherty's
Automotive, West Chester
610-692-6039 (see pg 8)
- 29 March Membership Meeting
New Members Meeting at
Holberts, Warrington, PA

APRIL

- 17-18 Schattenbaum Region
Driver Ed, Summit Point
(see page 5)
- 22 Nation's Largest Porsche
Only Swap Meet (see pg 6)
- 26 April *Membership* Meeting
Vision Porsche, Reading, PA

MAY

- 5 Central PA Driver Ed at
Summit Point. Contact:
Michael Wanner, 717-561-
2870 ahhbg@aol.com
www.CentralPaPorsche.org
- 26 RTR Driver Ed, Pocono East

- 27 course Instructor day
Snidely Whpilash Trek (pg5)
- 27-28 RTR Driver Ed, Pocono
North course
- 31 May Membership Meeting
Tilson Motor Car Services
2087 N. 63rd, St. Phila, PA

JUNE

- 24-25 RTR Driver Ed,
Jefferson Circuit
- 26 RTR Driver Ed.
Summit Point

AUGUST

- 4-6 RTR Driver Ed,
Watkins Glen
- 20 RTR Picnic,
details to follow

SEPTEMBER

- 29 RTR Driver Ed, Pocono
South, (instructor day)
- 30 - Oct 1 RTR Driver Ed,
Pocono North course

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944 Ltd Slip Trans. New, not rebuilt.

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Club Meeting Info



Our event this month was the second annual meeting at Dougherty Automotive. Over 100 members were in attendance admiring all the Porsches. With cars in for repairs and racecars being built from the ground up members had plenty to see or talk about. As before, Bill had his staff of first class mechanics on hand to offer tips and advice to the novice as well as the expert. Members were also treated to plenty of food and beverage thanks to Bill's wife Marge, who not only cracks the whip in the office to keep everyone in line but also has a gift for preparing delicious meals. Members clung to son Colin Dougherty, who not only helps run the family business but is also one of Riesentöter's top instructors and proven race-car driver. So many picked his brain for most of the night little was left for his pillow when he made it home after the frenzy. Bill did calm the crowd down for awhile by giving details and a brief history of the cars located in each bay. The Doughertys were also generous in giving out plenty of door prizes that were of real value to Porsche owners. This second year event was a huge success and could turn out to be an annual one. I am hoping it does.

Next month will be our New Members Meeting, as always held at Holbert's Porsche Audi Volkswagen in Warrington, PA. (215-343-2890). This huge dealership and its reputation go back many years. Not just for sales, service and the friendly staff but for the legend that the Holberts have established in the world of racing. This is a good location with high member turnout each year. Vince Evens, Holbert's Porsche sales manager, is always our guest speaker and has over 20 years of experience with Porsche. He is well informed on topics old and new along with updates and changes that lay ahead for this demanding sports car. With plenty of food and beverage on hand, members also have the luxury of trying out a wide selection of new cars.

Tom Zaffarano will be selling our Riesentöter items at his "goodie store" spot. Tom does a fine job of having plenty of items on hand for anxious customers, along with the new Riesentöter license plate frame. Thanks Tom.

Remember: March 29th at Holberts, minutes from the Willow Grove turnpike exit. Hope to see you.

Randy Jameson, Vice President



**Not Just for
New Members
Meeting
at
Holberts**

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welcome our new
members for what
is always a fun
meeting.**

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Knowledgeable
Talk**

&

**Cool Cars
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Immaculate Service**

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Membership News

by Tracy Chatley, Membership Chairperson



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

Stephen Arnold	Lititz, PA	'00 Boxster
Joseph and Matthew Battistia	Hatfield, PA	'99 Boxster
Thomas Fitzpatrick and Debra Fasick	Chalfont, PA	'76 930
Steve Hann	Lansdale, PA	'79 911
Robert Kodey	Philadelphia, PA	'00 Boxster
Leif Lindvall	Newtown, PA	'95 911
George McGovern and Lynn Wilkinson	Berwyn, PA	'00 911
Michael and Regis Menke	Lansdale, PA	'87 944
Joe Monti	Harleysville, PA	'99 Boxster
Robert and Kathleen Moore	Doylestown, PA	'00 Boxster
Thomas and Christine Mosora	Springfield, PA	'77 911
Trevor Naidoo	Exton, PA	'00 Boxster
Glen Oliver	Emmaus, PA	'87 911
Jack Peters	Allentown, PA	'82 911
Sandra and Jack Rothenberger	Reading, PA	'00 Boxster
Thomas Siligato	Washington Crossing, PA	'00 Boxster
John and Sally Winterton	Downingtown, PA	'00 Boxster

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

Daniel and Michele Camponelli	Lincoln University, PA	'88 944
Alan and Brett Halpern	Philadelphia, PA	'87 911
James Martin	Royersford, PA	'83 911
Lonnie and Jo Ellen Scott	Avondale, PA	'84 911

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

Membership Milestones

Here are the Riesentöter members reaching membership milestones in March:

30 Years

Vern Lyle

20 Years

Henry and Stuart Boreen

10 Years

Dennis Angelisanti
Fred Arias
Claude Dencler
Robert Mattei
Donald Matzkin
William and Lane McCarthy
Diane Watson
Robyn Weiner
Glenn Zitzer

5 Years

Carl Asplundh
Barbara and Joseph DeMann
Michael Ilacqua
Del and Christina Knauer
Jason Mahoney
David and Mary Schamerhorn
Raymond and Terry Smith
Pat Tillson

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



From the Editor

Technical Difficulties



Well, it sure is gettin' busy. Supertechs, caravans, swap meets. Spring, always a busy time of preparation, is almost here. With sixty degree days at the end of February, the weather is even helping to remind us. In all this activity you may have noticed a somewhat erratic delivery schedule for your favorite publication. I'm referring to this one, of course. And your observations would not be totally incorrect.

Our publication goal is to have der Gasser in your hands one week before that month's membership meeting. With meetings being the last Wednesday of the month, the actual date you receive dG varies. This is by design. Honest. Often we meet this goal; sometimes we don't but we almost always get it to you before the meeting. Last month and this month are exceptions in certain respects.

Last month we had a mailing problem that caused a late delivery to all members. Our apologies to those who missed the meeting because of its lateness. The cause has been addressed. This month you are receiving der Gasser early for the meeting but possibly late for the Supertech on March 11 (moved up a week). There are a couple of reasons for this that are too mundane to go into here but I wanted to apologize in advance to anyone who didn't make the Supertech because of it.

We are all looking forward to a great year with a lot of activities. To make sure you enjoy them, our job is to make sure you are informed *before* they take place. We will do better.

Jim McHenry



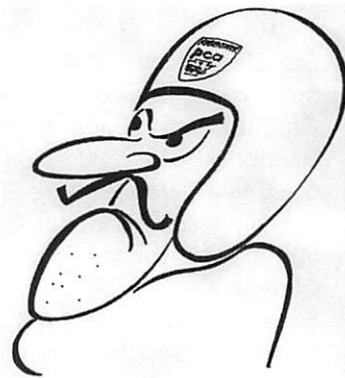
The Snidely Whiplash

Inaugural

Trek To The Track For The Faint of Heart *(con't from February)*

All of my devious details for a special day at Pocono Raceway on Saturday, May 27th are finally coming together. As

stated last month, we will meet for breakfast at 7am at one of the three convenient area restaurants and caravan to the track by 9:30 or so. There you can see many



m e m b e r s preparing their cars, ask tons of questions and see many of your friends turning laps. A lunch coupon for you and your guest will allow you to dine amongst the merriment. In addition, there will be a classroom instructional session, a flagging opportunity out on the circuit and finally a series of laps around the track that you drive under the guidance of an RTR instructor....All of this to be followed by a terrific free barbeque at the end of the day where you can discuss all of the day's experiences with fellow enthusiasts. Don't miss this neat opportunity to see for yourself all for only \$25.00. So don't delay...only the first 20 cars will be able to participate. Fill out the form on page 9 and return it with your check for \$25.00 today.

Even more info next month. *Snidely.*



Weekends tied up?

Join our sister region from across the river for a Monday and Tuesday Schattenbaum Driver Ed session on April 17 & 18 at Summit Point. They are boasting 30 minute run sessions and fun for all. For more info see <http://www.pca.org/sch/> or contact their Registrar, Jon Schepps at 609-275-9439 and at jschepps@sarnoff.com



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Contact Bill O'Connell (610-640-1675) to caravan from the SE PA area.

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A Very Special Offer

Very special for RTR members....our own Sharon Harris has made a Limited Signed and Numbered Edition of her award winning drawing featured in the October issue of der Gasser. They have been professionally reproduced on acid-free paper, ready for framing, and will be available for purchase at the March membership meeting at Holberts. Be one of the first 25 lucky people to claim this piece of automotive art for only \$50.00. Call or e-mail Fred Bonsall today to reserve your personal copy at (610) 866-0505 (w) or bsaia@fast.net

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For the latest club information visit the Riesentöter web page at www.rtr-pca.org

The Early Days of The Eastern Pennsylvania Region

(later known as Riesentöter)

A Conversation with Charlie & Helen Beidler

As mentioned in last month's President's Message Charlie Beidler, one of this region's and PCA's founding fathers, recently passed away. This article was written in 1987 for RTR's 30th anniversary.

by Debbie Cooper, Riesentöter Historian

As with all of us Porsche enthusiasts, Charlie became involved with Porsche because he was infatuated with the car. He lacked the funds to buy a car originally, so he went over to Holbert's, copied down a serial number of the car and sent in his registration form, and he was a member of PCA. Others in the area learned that Charlie had an interest in Porsches, so he was asked if he would like to attend a meeting to discuss chartering a region. Now this was a little unexpected and he realized that he couldn't be a "founding father" without a Porsche, so he sold his Volkswagen, took out a loan and became the proud owner of a 1957 1600 Normal Coupe, the price being \$3745. According to his recollection, the initial discussions about forming a region took place at Jack and Ginny Case's house in Levittown, with Bill Sacks and his wife along with Charlie and Helen. (As documented history goes, the official start of Eastern Pennsylvania Region took place at the Bull Tavern.) The first president of the region was Jack Case and Charlie was the vice president. At that time Der Gasser was not even a thought. (The first publication went to press a couple of years later.) The beginnings of Eastern Pennsylvania really centered around technical issues. Everyone got together to help each other tune and fix their cars. The social aspects of the club developed later.

The first annual banquet was held on November of 1957 and was attended by "the big guys" from national and Porsche. Bill Scholar ("the father of PCA"), John Holmes, Herbert Drumm, and Eric Killis were in attendance.

In 1958, Charlie became editor of Panorama, since Bill Scholar thought that at 28, Charlie was a little too young to become National President. Earl Kirschbaum was elected president that year. Charlie wrote most of the articles, with a few submitted by the membership at large. Helen's job was to type all the articles (into the wee hours of the morning), which were then sent to Bill Scholar for layout and final production. After 2 years in charge

of Panorama, Charlie had paid his dues and was considered age eligible to assume the national helm. He served as national president in 1961-62. One of his important responsibilities as a member of the executive committee was to attend the national Parade. In 1960, the Parade was held in Aspen, CO. At first blush that sounds terrific, but Helen added a different perspective. Helen's "mission" (and she didn't have a choice about accepting or rejecting it) was to figure out how to pack the car with three children aged 2, 5, and 7, along with the necessary gear for a week of Porsche festivities and transit to and from Colorado. She realized that she would be successful but the ride would be less than comfortable for the two oldest children sandwiched in the back and for her, with the youngest child on her lap. (Note: I think she deserves a first place Parade trophy for her efforts!)

AT THE PARADE

CHARLIE

HELPED

ORGANIZE, THE

RALLY WAS

ACTUALLY A

DRAG RACE.

At this time, there was competition between the East (PCA) and West (Porsche Owner's Club) to determine which club would dominate at the national level. The East coast (PCA) "won" although the enthusiasm from the West coast was strong then and still is today. Charlie had great things to say about Bert Propp who was "the first to show how to put a Parade convention together and to do it right". The location was Carmel, CA.

In 1963, Charlie found himself "with nothing to do", so he met with the other region members to discuss hosting the 8th annual

Parade. Given that the region was so small, he insisted that there are "no free loaders" and everyone would have to pour heart, soul, and many long hours to put on the most successful Parade to date. They agreed to give it their all and they were awarded the Parade. Their organizational meetings were held in the homes of the members. (Remember this was a small group.) As we all know, the dedicated enthusiasts from Eastern Pennsylvania Region invited the PCA to share the fun and festivities of Split Rock Lodge, located in the Poconos. Charlie designed the Parade logo, based on a conversation with a real estate agent who told him that the best colors to combine were black, red and white. The logo was found on the patches of the Parade jackets, on the red blazers worn by gracious hostesses from our region and on the car decals. George Begs, the head of Leeds and Northrup was in charge of the rallye and he informed Charlie that he should keep his nose out of it. Charlie agreed and left it all up to George, who put on a very successful rallye. In case you didn't know, it was a drag race. (Although Charlie didn't mention one way or the other if this was his idea, it wouldn't surprise me if it was.)



New Date - March 11
One Week Early!

SUPERTECH and TRACK CLINIC

Date - March 11, 2000

Place - Dougherty Automotive Services (see directions below)

Schedule of Events -

9am - Noon

Noon

Noon - 4pm

Bays open for car work & shootin' the breeze

Pizza

Track Clinic

Introduction

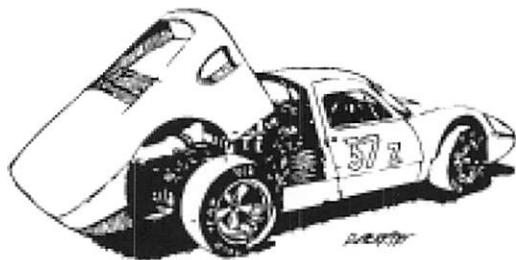
- Objectives of Drivers Education Program
- Organization
- Track Schedule

Tech Requirements and Safety Equipment

Principles of High Speed Driving

Suspension Modifications

Q & A Forum



Have you ever thought about doing a Drivers Education Track Event but don't quite know where to start? If you own a Porsche you almost certainly have that desire to get it up to speed without attracting the attention of the local constable. You might be surprised how easy it is. And the cost is a fraction of a commercial driving school. Many people worry about having to modify their car to qualify for these events. Not so! You can get started with a stock Porsche in good condition. We will cover these topics and many more at the 14th annual SUPERTECH session on March 18 sponsored by Dougherty Automotive.

This format is similar to last years SUPERTECH. It will start out the same time, with the Dougherty shop bays open for RTR members to do maintenance and light repairs on their Porsche. You are also welcome to come to see what others are doing to their cars and meet some of other club members. The Dougherty experts will be on hand to answer questions and the parts counter will be open just in case you forgot something. Lifts will be assigned on a first come-first serve basis (\$5 fee). Please limit your plans to maintenance and minor repairs in order to stay within the time limits.

A pizza lunch will be available around noon and we will start the TRACK CLINIC as soon as everyone gets something to eat. We will cover a variety of topics of interest to beginners and seasoned experts alike. We will start with an introduction to the Driver Ed program where you will learn the purpose (no, this is not a race) and

organization. We will try to answer all the questions that you might have about getting started and cover the track schedule for the year including a brief description of each track.

After that, we talk about getting your Porsche teched for the track. This is our version of the safety inspection to make sure the cars are in good condition for the track. The Dougherty team will cover safety equipment for your car. Safety is something we take very seriously and we encourage drivers to make safety modifications before performance modifications.

The next segment will be a discussion on the principles of high speed driving. This will cover the principles that you will put into practice on the track. Finally, we will finish up with a discussion of suspension modifications for the street or track that will get that little extra out of your Porsche. If you have questions, this is the place to ask them. All members are welcome, even if your just curious. This is a great time to meet other members and ask questions about your car. Dougherty's also has some great cars in the garage to inspect, ranging from stock to full racecars.

Directions: Take Rt 202 South to West Town Rd Exit. Bear right off the exit onto West Town Rd. Make a left turn at the first light onto Nields St. Dougherty Automotive is on the left about a 100 yards from the turn. (610-692-6039)

Chip Grimes & Myles Diamond,
Tech Chairmen



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

Dear Fred,

Count me in. I want to be among the twenty car limit for this special event! (See page 5)

I will be coming alone _____ (please check) or I will be accompanied by _____

I/we will meet at 7:00 a.m. on May 27 for breakfast at:

Otto's Restaurant, Horsham _____ Arner's Restaurant, Reading _____ Charcoal Drive-in, Allentown _____

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Home Phone: () _____ Work Phone: () _____ E-mail: _____

PCA Region _____ PCA Member # _____

Porsche Model and year _____ Color _____

REQUIREMENTS: You must have a valid driver's license and be at least 18 years of age.

Reisentöter reserves the right to refuse any application

I understand that this is a driver's education event and I will abide by the rules. I certify that I have no physical or mental disorders with might affect my ability to safely participate in this event.

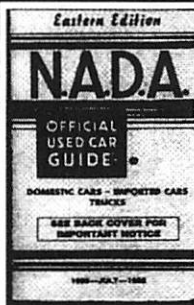
Enclosed, please find my check for \$25 payable to **RTR-PCA** to cover the day's fun and a lunch for myself & a guest.

Signature: _____ Date: _____

Return to -G. Frederick Bonsall, 437 High Street, Bethlehem, PA 18018 (610) 866-0505 (W) or e-mail to: bsaia@fast.net



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Concours Corner

Cleaning the Engine, Part 1

Bev Frohm, Orange Coast Region (from PANDEMONIUM)

Cleaning the engine at first looks like a daunting task, but if you take your time and have patience, the benefits will last for years.

Let's assume you have an older Porsche whose engine has never been touched beyond changing the oil and minor maintenance. You look at all the grease and gunk and want to say, "Forget it!" My 911E was like that. The car had been raced, rallied and toured to the point I had over 300,000 miles on it. The engine was well maintained and clean by those standards, but not where I thought a person could put their hands in there without coming out with a grease trophy.

So, where do you start? With a good engine wash. Take a can of engine cleaner (GUNK or some other comparable product) and go down to the local "Do It Yourself" (DIY) car wash. Why the DIY?

Because:

A) The DIY tanks are set up for yucky engine junk and will not hurt the environment.

B) Most of us do not have a high-pressure hose at home; you'll need it.

C) The area around your car will be a mess afterwards.

Here are the following things you will need to take with you on your journey to the local DIY: tape, baggies, toothbrush, plastic wrap, rags, two plastic trash bags, towels, note pad, rubber bands, gloves and lots of quarters.

First thing to do is protect your electrical components. Take a baggie and put it over the distributor. Next, use the rubber band or tape to secure the baggie in place. Each model is unique on where the electrical components are located. My 911E has electronics on the left side of the engine. I use the plastic wrap to protect this area and tape to secure it. Look anywhere else the water may cause you car-starting problems. If you have exposed carburetors, use the plastic wrap or baggies to protect them.

Next thing I do is disconnect the coil wire; this way I won't pull a no-brainer of starting the car with plastic inside the engine. You can guess why I started doing this. Write yourself a note to reconnect the coil wire and put the note on the steering wheel. On the note pad, write down the places you put the

plastic and tape/rubber bands. It may seem redundant, but better safe than sorry. Now, take the towels and place them

over your fenders and the deck lid. This will protect your paint from any debris and chemicals that may over-spray. I suggest you wear old clothes while cleaning your engine and use gloves to protect your hands from the chemicals (latex is best).

Now you are ready to attack the built up yucky gunk. Take your engine cleaner and spray it liberally in the areas of the engine that have the most built up grease on them. Let the engine cleaner soak for a few minutes; it will start eating away at the grease and dirt. Depending on how bad the build up is, this can take anywhere from a few minutes to 20 minutes.

You probably will not get it all this first go around, so keep that in mind. While the engine cleaner is soaking, take the toothbrush and gently work the engine cleaner on the worst spots. If you have a severe build up, you may have to do this with a larger (not stiffer) brush. Once you have determined the engine cleaner has stopped working, you are ready to steam clean.

Set the DIY's wand setting to engine or steam-clean (it may be slightly different depending on where you live). Take care not to use the wand on the exterior paint of

your car. The heat and pressure from the wand was not meant for your paint. Now, use the wand inside the engine compartment to steam away the engine cleaner and grease. Be patient and get the wand onto the nooks and crannies. Do not forget to get the sides of the engine compartments as well. Dirt gets kicked up into the engine from the fan and always seems to find its way onto the shelves of the engine.

While you are steaming the inside of the engine, make sure you do not get water inside your plastic covers. Once you are satisfied you have taken out as much dirt as possible (on this go around), set the wand to rinse. The rinse water usually has a softening agent and will rinse the chemicals out of the engine.

A word of warning, GUNK works great but smells horrible. If you use GUNK, do not do this on the same day you are going to use the car for a date or tour. It takes a couple days for the smell to go away. There are other engine cleaners out there. I have tried the Citrus ones (they smell better) and GUNK. For the nasty jobs, I use the GUNK. For the easier ones (like a new car), I use the Citrus engine cleaners.

continued on page 16

**DONT USE
GUNK ON
THE SAME
DAY YOU ARE
GOING TO
USE THE CAR
FOR A DATE.**

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Application Form for 2000

<i>Event</i>	<i>Student</i>	<i>Instructor</i>
Pocono East Course	May 26	\$85
Pocono North Course	May 27, 28	\$170
* Jefferson Circuit	June 24,25	\$180
Summit Point	June 26	\$90
** Watkins Glen	August 4, 5, 6	\$260
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Pocono North Course	September 30, Oct 1	\$170
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88 911 Carrera Coupe, Rare Sable metallic (Cassis-Red) w/burgundy accented supple linen leather, 65K (mostly open road) miles, weekend driver, 16" Fuchs, whale tail, never in snow/rain, Alpine CD with ADS amp/6-speakers, fact alarm, sunroof, AC, all power/cruise. Includes 2-piece Colgan bra, mirror covers, Momo steering wheel, original factory sales literature, manuals and window sticker, maintained by a very fastidious owner with detailed records ***superb condition*** \$26,600; Jascha Kresh, Yardley, PA (215) 321-0913 (eve) kresh@bellatlantic 3

88 911 Carrera Coupe, #WPOAB0919JS121688. 25K orig. mi, GP white w/blk. lea. int., AC, cruise, 16" Fuchs, pwr. windows, seats, S/R, alarm, new tires, battery and air conditioner rebuild, many accessories, all books and records, including window sticker, pristine, garaged & covered, no smoke, rain, snow. \$33,900, Steve Midgett, 15 Ile d'Huyere, Devon, PA 19333 (610) 296-7479, smidgett@dtus.com. 1

89 911 Carrera Targa, #WPOEB0916KS160077, White/blk Targa top, 59K miles, all leather dark blue interior, high performance chip, high performance exhaust, new clutch, air, cruise control, new detachable Alpine AM/FM/CD, super mint cond. \$29,500 (856) 478-6477(h) or (215) 569-8900 (w). 1

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964 Parts, car cover (Performance Parts) \$50, O.E. mats (black) \$25, UVS 100 windshield shade \$25, jack pad \$15, Terry 610-793-1849 ²

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

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

Concours Corner (continued from page 11)

When you finish rinsing the engine out, shut off the wand. Now, take the rags you brought with you and wipe down the engine. Make sure you use some pressure on the rags while wiping it down. The grease has softened because of the heat of the water and will come off easily in your rag. When you are finished with one rag (because it is too dirty or wet), put it in one of the plastic trash bags. Keep wiping down until the engine is rather dry or you run out of rags. Next, take the towels off the deck lid and fenders.

Wipe down the paint with the part of the towels that did not get wet or exposed to the chemicals. When done with the towels, put these in the other trash sack.

Now you are ready to get the engine ready for starting. First, take ALL the plastic, tape, and rubber bands out of the engine. Next, reconnect the coil wire and make sure there are not any other foreign objects in the engine like

towels, toothbrushes, or gloves. Check your notepad to make sure you got all your protective wrapping out.

You may want to put a few more quarters in the machine and rinse down the area you have been working. Chances are, some of your greasy gunk might be on your shoes or get on someone else's. Be considerate.

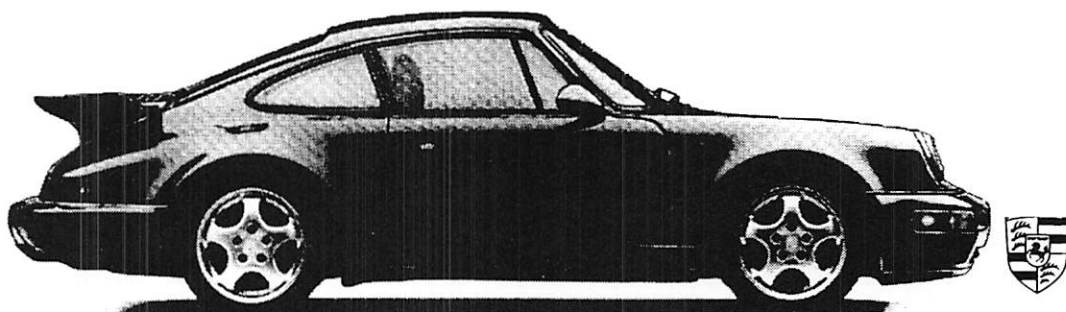
Sometimes our Porsche does not want to start right away after a washing. Make sure you give it plenty of time to start and take care not to flood the engine. If you protected you electrical components from water, your Porsche should not have any problems starting up. If you should have a problem, push the car into the sunshine and open the deck lid. Within a few minutes, the components should dry out and you'll be on your way.

If your engine was really bad, you may have to do the engine wash a couple times to get the worst junk out. Bare in mind, the grease and gunk took years to get there and it will not give up its home easily.



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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
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