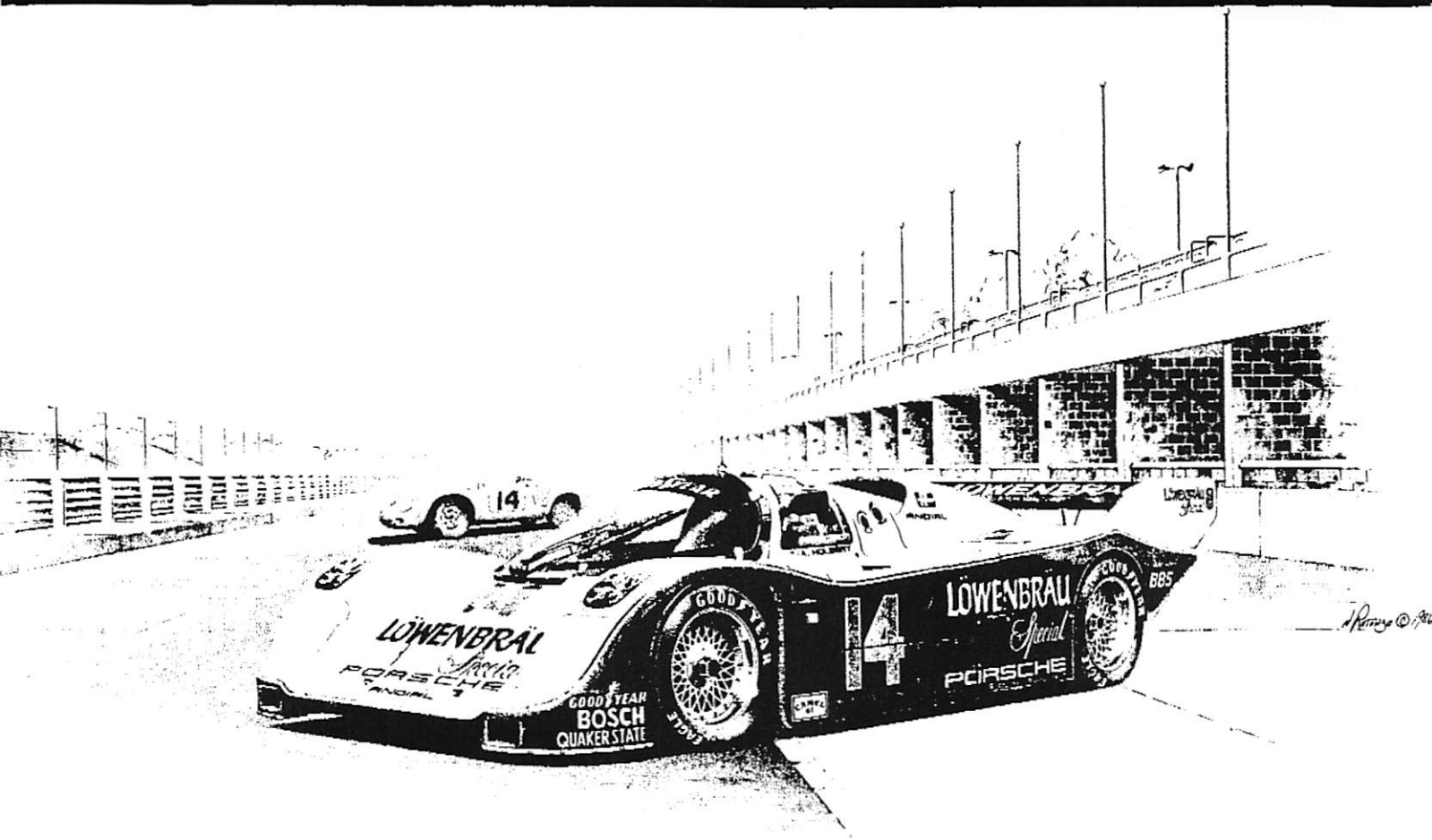


Supertech at Dougherty's
The Trek Comes Full Circle
Two Special Boxster Articles



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No. Not Interested. Won't go. Don't wanna.
 That started three months ago. Kept going until
 Feb 5. I complained, I whined, I moaned.
 Still I went. Duty, teamwork, obligation.
 It was well worth the trip. Twenty four hours of
 travel in 39 hours time, but the hour was worth it.
 The Cayenne lives - and it rules!

From the front it is definitely a Porsche - crest, headlights, fenders.
 Almost an old Paris Dakar Rothman's Rally Car in 996 trim at the
 nose.

My first thought - beautiful integration of design. It is aggressive,
 yet flowing and artful. Every angle looks right. Nothing appears
 tacked on or superfluous. It is a Porsche.

And the heart of every Porsche is an engine, in this case a 4.5
 liter V8 pumping out 340 horses naturally aspirated in the Cayenne
 S. Add a couple of turbos and you're at 450 HP. Zero to sixty in
 the fives.

Aggressive elegance, with a 18" front six pot rotors (just 17" in
 the rear), optional hydropneumatic suspension, and an electronic
 hide away trailer hitch (it will tow 7000 lbs). You can order this as
 luxurious as anything on the market, as utilitarian as a pick up, or
 anywhere in between.

I think our new brother is a winner.

The sixty-degree weather sure was a treat. My daily driver, a
 1976 912E, doesn't develop a whole lot of heat in the winter, but
 this warm spell actually got the oil temp off the left peg. Many of
 my friends showed up at work with their Boxster tops down. I hope
 all of you had the time to spend a few precious hours enjoying a
 curve or two in your favorite car. We clean, we stare, we photo-
 graph - but most of all we drive.

The February meeting will be the real start of our year. Drivers
 Education dates should be finalized, Social events planned, a great
 Autocross schedule listed. Come to Dougherty's - bring your ideas
 and enthusiasm and we'll take it from there!

Craig



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Cover Photo: Nick's Turbo (McHenry)

Calendar of Events

FEBRUARY

- 23 Super Tech at Dougherty's (see pg.4)
- 27 Membership Meeting, (pg 3) Vendor Show
Dougherty's , 720 E. Nields, West Chester

MARCH

- 27 Membership Meeting - Holbert's-New
Member Meeting- Warrington

APRIL

- 20 Porsche Only Swap Meet, (see this page)
- 30 Membership Meeting - CJ's Tires - Limerick

MAY

- 24 RTR Driver Ed, Pocono South
- 25 - 26 RTR Driver Ed, Pocono North
- 29 Membership Meeting - Brandywine Porsche-
Newtown Square

JUNE

- 26 Membership Meeting - Karosserie - King of
Prussia

JULY

- 31 Membership Meeting - Mike Tillson Motorcar
Service - Philadelphia

AUGUST

- 2 -4 RTR Driver Ed, Watkins Glen
- 28 Membership Meeting - Don Rosen Porsche -
Race Cars at Rosen's - Conshohocken

SEPTEMBER

- 25 Membership Meeting - Vision Porsche -
Reading
- 27 RTR Driver Ed, Pocono East
- 28 - 29 RTR Driver Ed, Pocono North

OCTOBER

- 30 Membership Meeting - Elections - TBA

For the latest updates & details visit the
Riesentöter web page at www.rtr-pca.org

Meeting schedule for 2002

Meetings are the last
Wednesday of the month
Social begins at 7:30 - Meeting
at 8:00

Feb 27- Dougherty's- Vendor
Night (social 7:00)-West Chester

Mar 27- Holbert's-New Member
Meeting- Warrington

Apr 30- CJ's Tires-Limerick

May 29- Brandywine Porsche-
Newtown Square

Jun 26- Karosserie-King of
Prussia

July 31- Mike Tillson Motorcar
Service - Philadelphia

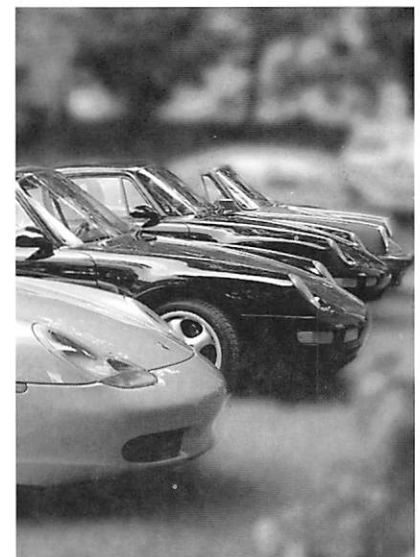
August 28- Don Rosen Porsche-
Race Cars at Rosen's-
Conshohocken

Sep 25- Vision Porsche-Reading

Oct 30- TBA -Election

Nov - No Meeting

Dec - Christmas Social



The Monthly membership meeting schedule through September is complete. See the opposite page in this issue and 'Upcoming' on our web site for details. Thank you: Dougherty's, Holbert's, CJ's, Brandywine, Karosserie, Tillson's, Rosen's, Vision, and The Automotive Dealers Association of Greater Philadelphia for your generous support to the club.



February's Membership Meeting is a VENDOR SHOW with Local and National Automotive Equipment and Service Suppliers to Show, Sell, and Talk Shop with our members. It will be held at Dougherty's Automotive Services in West Chester, (www.das-sport.com). This SHOW - MEETING will provide an opportunity for some of our loyal advertisers and club supporters without meeting facilities to directly meet and greet our membership. I have invited the der Gasser advertisers and selected National and local suppliers to participate. Special thanks to Bill and Collin Dougherty for opening their facilities for this event. THIS IS A MEETING NOT TO MISS.

The meeting will be held Wednesday, February 27, with Show and Social at 7:00, Membership Meeting at 8:00. then more Show. Address: 720 East Niels St. West Chester. Phone: 610-692-6039.

Dougherty Automotive is a long time supporter of the Porsche Club and Riesentöter Region.

The March meeting is our New Members Meeting and will be held at Holbert's, 1607 Easton Rd., Warrington, PA (215) 343-1600.



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Schedule -

9am - Noon

Bays open for car work

Noon

Pizza

Noon - 4pm

Track Clinic

Introduction

Objectives of Drivers

Education Program

Organization

Track Schedule

Tech Requirements and

Safety Equipment

Principles of High

Speed Driving

Suspension Mods

Date - February 23, 2002

Place - Dougherty Automotive
Services
720 E. Nields St
West Chester, PA

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.

PA-PCA License Plate Update

To my surprise and delight the PA Dept. of Corrections proposed drawing of the our plate was in my mail the Monday after the January Auto show meeting. We quickly approved and returned the proposed drawing to the state as required.

Our approval authorizes the Dept of Corrections to prepare a metal sample plate (another 3 months) and binds the club to deliver 300 applications and a check within 6 months after the metal sample plate has been approved. So it looks like some time in April 2002 we will officially have plate applications for members.

My plan is to have a printable application for the PCA plate on all PA PCA web-sites along with instructions for submitting the form. Information and applications will also be included in der Gasser and be available for other Regions to publish. Monthly meetings will also provide opportunities to distribute applications. I feel confident with your help we will have a PA-PCA plate.

Thanks for your continued support,
Tom Z.



Charity Committee

by Bill O'Connell

A charity committee was formed last year to assist the region in focusing efforts toward community involvement and good citizenship. PCA National strongly supports this as does the Commonwealth, as Tom Z. found out in his quest for the PCA license plate. It is considered good form for not-for-profit groups to provide assistance to those less fortunate.

In the past we have done events ranging from car washes to autocrosses to car raffles and donated the proceeds to a specific charity. Current thinking is to revive this practice and designate an event or two toward that end. If you have a favorite charity, contact one of the committee members and let them know which one it is, along with the reason you favor it.

The committee is composed of John Chatley, johnchatley@reilly.com Tom Zaffarano, tzaffarano@aol.com and Craig Rosenfeld, rcr@vision.com.



Hey, guess what?
Snidely's and his friends are back!

Hi gang... Snidely here... on vacation where Dudley, Nell and I have decided to return to "Riesentoterland" this Spring to conduct the THIRD annual Snidely Whiplash Trek to the Track for the Faint of Heart! ... (after Daytona and Sebring, of course!)

Last year, eighteen anxious RTR members with a friend or spouse all met on Saturday morning for breakfast and caravanned up to Pocono International Raceway with their favorite Porsche and spent a day jam-packed with classroom instruction, flagging experience, tech inspection and, best of all, time on the track with an RTR instructor! All this for \$20 and lunch too! Well, despite the rain, it was such a hit we just couldn't turn down the opportunity again this year!

Looks as though this will all take place on Saturday, May 25, 2002, so make your plans now... We're still plotting all the devious details!! Look for a registration form sometime soon! (can't take any early entries, though!)

More to come next month....Snidely.



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2002 DE Schedule

Track

by Mike Andrews, RTR Track Chai

First, I want to apologize for the lateness of this article. We have been waiting to hear from a couple of holdouts for the last couple of track dates but feel that we must put out our schedule with the dates that we have. If we are eventually given the two dates that are outstanding, we will update our schedule in der Gasser and on our web site.

Currently we have three weekends confirmed. Our season opener will be at Pocono on the weekend of May 24, 25 and 26. Friday (east course) will be open to the white run groups and higher with Saturday and Sunday (north course) open to all run groups. Our next event will be held at Watkins Glen on August 2nd 3rd and 4th.

Our season finale will be back at Pocono on the weekend of September 27, 28 and 29. Friday (south course) will be open to the white run groups and higher with Saturday and Sunday (north course) open to all run groups.

Given our history of posting dates for new tracks that haven't been built I'm a little reluctant to post other track dates. However, I would like to let you know what we're anticipating for those of you that like to plan ahead.

There is a new track that has been built in New Jersey and we are working on securing a date in late August or early September. This track has already been built and has had cars on the driving surface.

They have not given us any dates yet but we are hopeful that we will be able drive there this year.

We have been given a date of October 26 and 27 at Shenandoah which is the third track at Summit Point Raceway. They have been planning and working with zoning for the past couple of years. They now feel that they will be able to build this year and as such have given us a date. They are planning on completing the paving in the August timeframe. We should get a pretty good feel early in the year as to when this will happen. Keep an eye on our web site and in der Gasser for updates.

There are a couple of changes to the registration process this year. We will be opening registration for each of our events approximately two months prior to each event for RTR members and approximately one month prior to each event for non-RTR members.

We will open registration for our May event on March 27 at our club meeting. We will be taking applications in person at the meeting and we will all but guarantee you a spot if you register at the meeting. If you cannot attend the meeting and chose to register by mail those applications will be processed after those received at the meeting. Registration for non-RTR members opens on April 25, the day after our next club meeting. Our monthly meetings start at 8:00; we will open registration at 7:00 and close registration at 7:45.

See the following for the events and dates -

Event	Event Date	RTR Open Date	General Open Date
Pocono East course	May 24	March 27	April 25
Pocono North course	May 25, 26	March 27	April 25
Watkins Glen	August 2, 3 and 4	May 29	June 27
Pocono South course	September 27	July 31	August 29
Pocono North Course	September 28, 29	July 31	August 29

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(610) 670-5922

(717) 354-3193

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(610) 933-5984

A TREK BACK TO POCONO - DRIVER'S ED 127 Days Later.



by John D. Floyd, RTR Member

Driving up the PA t-pike Friday evening to the hotel, I was thinking about how far, literally and figuratively, I had come since Fred Bonsall's "Snidely Whiplash Trek to the Track". How we "trekkers" had met for breakfast in Allentown, slogged off to Pocono, and then spent a good part of the day watching and trying to stay dry during the monsoon on May 26.

The highlight of that wet day, which whetted my appetite to do more of this stuff, was a much too brief "follow the leader" trek around a wet track at speeds much slower than I wanted to go - in retrospect just another clue of how clueless I was about track conditions and safety. While "Snidely" was only 127 days ago, looking back it seemed like light years - not because my driving skills had improved by some quantum leap (they hadn't) but because of my new appreciation of other's driving skills. Having struggled with the neophyte's

information overload, trying to process the turn-ins, apexes, track outs, braking modulation, etc etc, this new sense of appreciation was the beginning of understanding the track experience in its totality, and not just as a series of fragmented events.

Pocono, a track recognized as one of NASCAR's most competitive speedways, and on race day allegedly has the 3rd largest population in the state after Philadelphia and Pittsburgh, is the home of "Long John", the largest toilet facility in racing with 1000 stalls - the Tidybowl Man's "wet dream"! Once again the club had rented the North Course, approximately 1.4 miles overall, consisting of a 1/3 mile straightaway, 2 turns leading into a straightaway known as the "Short Chute", then another 2 turns, and a shorter curved run

leading into the 5th turn - a hard right into "the Bowl", a banked section of the track which led back into the straightaway. The weekend was run with the same high degree of organizational skill I've come to associate with the Riesentoter Drivers' Ed events. Registration began at 7 AM, with Chip Grimes and Bruce Reim crew's efficiently processing the 97 drivers, affixing the color-coded wristbands corresponding to assigned run groups consisting of red, black, white, blue, and green. Next stop was Grid Tech, where Ed Kovalevich and Myles Diamond's crew conducted the 11 point safety inspection on each car (which would be repeated again Sunday morning), including torquing every lug nut to spec before placing the RTR Pocono Driver's Ed sticker on the driver's





side rear window. The Drivers' Meeting was at 8 AM, where Mike Andrews briefed us on the track protocols. There were 2 classroom sessions on Saturday (8:45 AM and 12:30 PM), each 1 hour 15 minutes, for the first timers and green students, and 1 classroom ses-

sion (also 1 hour 15 minutes) on Sunday at 8:45 AM for green and blue students. Saturday's 4 runs were scheduled for two 20 minute

track while a car would be cleared. After the last run on Saturday (5:30) there was a pizza party at the track until about 7. Sunday's 4 run sessions were 20 minutes each.

My instructor for this weekend was John Philips, whom I watched in awe at Jefferson Circuit as he took so many turns in his early 70's 911 on 3 wheels (as captured by Doug Mahoney on p.5 of the August der Gasser). While on a "technical" course (a short course with a lot of turns) like Jefferson, with cars that had a lot more muscle than his, John was right with the pack. In the tradition of my previous instructors, he was extremely patient and an excellent communicator. As mentioned in earlier

seemed as small as turning the dial on a safe) along the big bend of the track, and then "letting the car run out" as it tracked out naturally to the wall approaching turn # 1. John stressed patience driving the line, so when I missed an apex, rather than my trying to immediately correct and thus unsettle the car, he told me to attempt to get closer the next time, and if need be, closer the next time after that. As a result, it seemed as if I had a heightened awareness each time I returned to that particular point on the track and was able to better focus on correcting and improving with each lap. Unfortunately I ran out of time - not enough laps in the weekend to consistently achieve high quality



sessions in the morning and two 25 minute sessions in the afternoon, assuming there weren't any "incidents" which would close the



columns, my lack of "smoothness" when driving (the rest of the time I'm quite the suave guy) has been pointed out by each of my previous instructors. John summarized it with the phrase "keep it (the car) settled". He used some interesting examples when describing the movement of the car and how it should be when it's settled - one being the image of balancing a stick on your extended index finger, and then trying to walk faster and faster, until you can run with it and not have it sway up and down or fall off. In other words, no sharp movements, either from side to side or front to rear - ideally the same as the car. He demonstrated this to me as we came through "the Bowl", having me "dial it in" (adjusting the steering wheel smoothly in increments which

runs. And in my efforts to settle the car, I started to become a little too settled - John had to keep reminding me to take my elbow off the door. As with all the previous D Ed's, each track session seemed to go much quicker than the time allotted - the clichéd "time flies when you're having fun". And make no mistake about it - I was having fun- a LOT of fun. Unfortunately on Saturday afternoon one driver in the green group ambitiously attempted to reach "warp speed" going into turn # 1, and as a result we "greenies" lost most of one 25 minute session - a big chunk of "seat time" to lose. Fortunately "warp guy" was unhurt, although his car suffered some major damage. We Riesentoters are lucky to have a very dedicated Driver's Ed group

continued on page 16

2002 Event Filled Autocross Season Approaches

by Brian Minkin, RTR Autocross
Chairman

The Driving season is fast approaching and RTR will again have an event filled Autocross season. I am awaiting confirmation of 6 dates beginning in April and running through September from Penn State Delaware County. We also are putting together plans for a 7th event to be held in October

which will be a Charity Autocross. (More details as the event takes shape.)

I would like to ask that anyone who could volunteer to help with Autocross setup, registration, and tech inspection on the day of the events please contact me ASAP at 215-677-3093. I also need to create a list of people with tow vehicles that we could call on to help us get the trailer back and forth to

the site.

A fun and exciting Autocross day, hosted by the Central Pa region, is going to be held April 21st in Hershey on the Swap Meet lot (more details and registration info below). This is the day after the Swap. I have already registered and would like as many RTR members as possible to join me in Hershey. Registration is limited so don't put this one off.

PORSCHE ONLY AUTOCROSS

DATE: Sunday April 21, 2002

TIME: Tech opens at 8:00am - Helmets are required

First car off at 9:00am

LOCATION: The SWAP lot at Hershey Park

COST: \$25 per driver

Attention autocross fans. Welcome to this year's expansion of the Porsche Only SWAP at Hershey, PA. In an effort to provide more activities for SWAP attendees, we have organized an autocross for Sunday, April 21. The Hershey lot is the premier autocross venue in all of Pennsylvania and this inaugural event is open to PORSCHE ONLY (No replicas, please).

There are to be 7 classes with trophies for each class winner. We will run four heats and each driver will get a minimum of three runs. In addition, each driver will be required to work a corner. You must be a PCA member to enter. Registration is limited so we strongly recommend that you pre-register by contacting Eric or Nic Monterastelli at pcachesa-peake@hotmail.com

When pre-registering, please provide the following information:

Name:

Year and Model of car:

Select One: Stock (Close to how the dealer delivered it); Street Prepared (I thought I'd make it go faster with a few upgrades); Modified (You can't believe how much I've spent);

PCA Region:

PCA number:

Preferred heat, first come first served (1, 2, 3 or 4):

Preferred car number:

When pre-registering, the \$25 fee must be received before a slot is reserved for a driver. We don't want to fill up with people "pre-registering" by e-mail but not sending in their registration fee. Pre-registration is not "complete", until the registration fee has been received.

Confirmation of registration will be made upon receipt of \$25 entry fee. Check should be made out to Central PA - PCA and mailed to:

Nic Monterastelli
3505 Susquehanna Dr.
Calverton, MD 20705

For additional information, please contact Central PA PCA Autocross Chairman, Mark Bolt at mbolt@noveltymfg.com



Porsche "Only" Swap Meet

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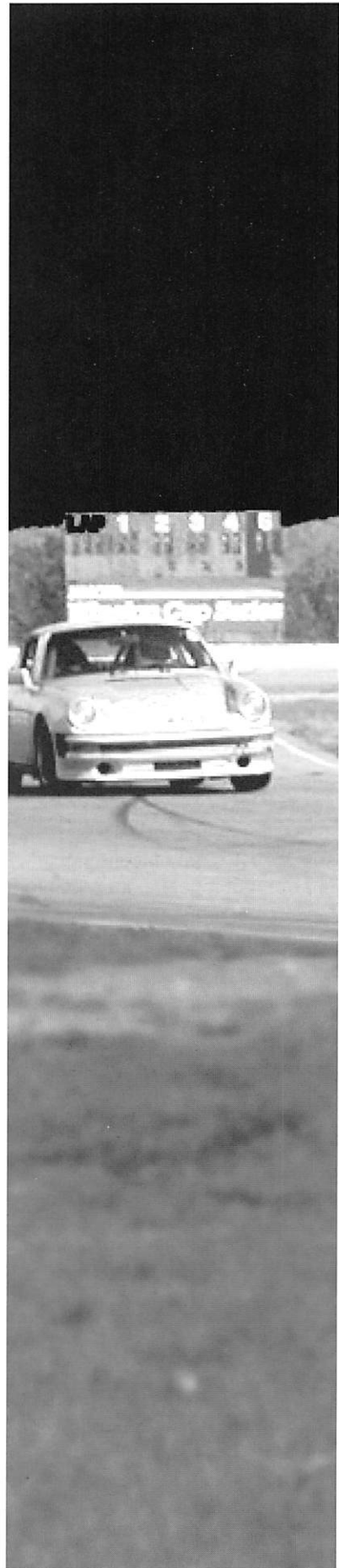


The
 (what has become)
 Annual Wyatt
 at
 The Auto Show Picture



And who could this be taking to Mike and Sue at the auto show? Could it be none other than RTR member Wyatt You-won't-get-a-picture-of-me-this-year? Nah, must be a police sergeant. that looks like him. Got 'cha, Wyatt. By the way, now that the 928 is road worthy again, how did it do in the snowstorm?

Bill O'Connell



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Big Brother to the Roadster

By Robert Beamesderfer

The folks at Porsche have been at it again. This time the subject of refinement is the 2002 Boxster S, big brother to the roadster that Stuttgart sent stateside four and a half years ago.

There were some fears at the time that the Boxster would be a repeat of the German marque's much-maligned 914 or the unfortunate 924. Those fears were quickly dispelled for anyone who drove the midengine, rear-drive sports car.

The S model, in its third year, answers the main criticism of the original with a larger, more powerful 3.2litre flat6 engine (250hp versus 217). It's not only the right answer, but it gets extra credit for having the song and soul of a V8. Punching the throttle anywhere in the car's broad power band results in two very satisfying things: a ferocious growl, heard mostly through the air intakes just behind the doors, and instant acceleration. If not the jump to light speed offered by its 911 Turbo stable-mate, the Boxster S goes from zero to 100kph in 5.9 seconds; that's seventenths of a second faster than the standard Boxster. Keeping all this under the driver's spell are huge disc brakes and a suspension system that make this possibly the best handling car that doesn't come with a six-figure price tag or a pit crew.

The S is about US\$10,000 more than the regular model, but the differences go well beyond cosmetic. Our test vehicle had four major options - metallic paint, sport package, 18inch wheels and Porsche Stability Management -

which add about US\$6,300 to the base US\$51,600. The brakes, suspension and six-speed gearbox are transplants from the 911 Carrera. Except for subtle styling cues, the S retains the "budget" model's shape. There is an extra vent opening upfront for a third radiator, as well as a dual exhaust that exits from the centre of the car. (Although the centered exhaust pipe drew criticism early on, it is barely noticeable compared with the homely back end of the Mercedes C Class coupe which looks like Daimler raided the Saturn parts bin, or the large bustle of the Lexus SC 430 for which styling is compromised to accommodate the retractable hardtop.) Most noticeable here are the larger 17inch wheels - or the optional 18s - which show off bright red brake calipers. There is also the red "S" trunk badge plus a rear spoiler that rises at 110kph to decrease axle lift.

The interior is smartly laid out: ignition key on the left, in classic Porsche fashion, and simple gauge cluster with tach in the middle. Instead of a glove box, it has large, albeit un-lockable, compartments in each door. The S has somewhat more styling glitz than the basic Boxster in the form of aluminum look trim on the gauges and door handles.

Although all of this is nearly posh when compared with sports cars from as recently as 10 years ago, the relative sparseness of the cockpit is a refreshing change from the overload of buttons and displays often seen in cars priced more than US\$50,000. Excellent seats and steering wheel are combined with proper sport pedals and a somewhat longer-than-expected throw to the shifter. Still, gear changes were smooth and the clutch didn't require a running back's left leg to depress. All of this simplicity would be admirable in and of itself - call it antieye candy - were it not also the means by which the car connects driver and road. With the top down on a pleasant fall day, the Boxster S proved itself more than up to the

challenge during a recent test drive along the Pacific Coast highway. The car was as pleasurable in cruise mode as it was during more spirited driving in the twisty parts. There wasn't a handling riddle the S couldn't help the driver solve. Indeed, all aspects of performance inspired confidence. This is a car for which the limits probably cannot be reached during safe driving on public highways.

Back in the city, the Boxster S has good driving manners and enough storage in its two trunks to be a guilty pleasure as an everyday car. Operation of the power top is a snap.

The only flaw is that the cup holders, otherwise a marvel of engineering, are unsuitable for anything larger than a double espresso; still, it is a feature absent from the 911 Turbo, in which serious G force acceleration and hot liquids would be a bad mix.

For the money, you can buy a faster car, such as the BMW M3 or the Chevrolet Corvette or the slower but more luxe Lexus SC 430. But the S has an excellent balance of power, handling, braking and comfort without disconnection from the road.

All in all, the Boxster S possesses the most important sports car characteristic: the ability to put a smile on your face.



Boxster Factory Sport Exhaust

by Kerry Maguire, San Diego Region
(from THE WINDBLOWN WITNESS)

I recently had the Porsche Factory Sport Exhaust system installed on my 2000 Boxster S. For years I have enjoyed the 993 motor sound package offered by Porsche and have been awaiting a similar offer for the water-cooled cars. Finally, the upgrade sound package arrived and I couldn't wait to have it fitted.

Does it sound like a 993 motor sound package? Not in the least. Does it look like a factory part?



Here is a photo of the old exhaust system (top) and the new Sport Exhaust (bottom).

Not in the least. Does the Sport Exhaust have a nice growl at idle? It doesn't even do that. So why am I so enamored of this new accessory? The Sport Exhaust Package for the Boxster doesn't wail and scream so much as it whooshes under load while accelerating. The sound can be described as a mature sound, not an annoying, tiresome growl everytime the camshaft turns sound.

The sound produced by this exhaust system is best described as what one would have expected a Boxster to sound like the first time you heard it, but were mildly

disappointed that it didn't sound as good as the car looked. There is absolutely no boominess nor drone in the cockpit. As a totally unexpected plus, the car sounds marvelous on deceleration, like a jet winding down.

I have learned from personal experience, and by talking with other folks, that people who buy aftermarket exhaust systems for their daily drivers usually end up doing one of two things. The sound gets to be so tiresome that they either remove the aftermarket exhaust and reinstall factory equipment or some even go so far as to just sell the car. I have done both.

Tom Muehl, lead Porsche technician at Pioneer Centres, installed the new exhaust system on my car.

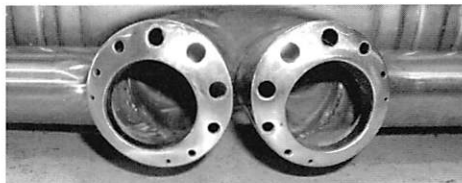
When the installation was complete, Tom hooked up the Porsche computer to the Boxster and electronically controlled the exhaust passageways, opening and closing them by varying the speedometer on the tester. The car opened the passageways at idle, closed them at 6 mph and then reopened the passageways at 27 mph whereupon they stayed open from then on.

As Tom controlled the speed of the car via the computer, I looked underneath the vehicle while it was on the lift and could see the passageway flaps opening and closing. I have never before witnessed such a sophisticated exhaust system. On the 993, the technician simply removed the stock exhaust and then bolted on the new motor sound package.

The new Boxster Sport Exhaust Package required the running of extra wiring to the control unit of the vehicle to electronically operate the passageways. The rear bumper was removed, the softop was released at its mounting points, and even the driver's seat was removed to facilitate this install. The complete installation time is about 7 hours.

Lennie Yee, the Parts Manager at Pioneer Centres, tells me that the Factory Sport Exhaust System is still a relatively rare product since Germany only ships 4 to 5 total assemblies to the U.S. at a time to serve over 200 Porsche dealers. Lennie is awaiting the arrival of the Sport Exhaust System for the 996 models and those units should be at the dealer soon, possibly by the time this article is in print.

Don't be hesitant to consider



You Boxster lovers can see what the Sport Exhaust looks like on Kerry's car.

this Sport Exhaust System. If you are looking for it to growl and wail on start-up, you will be disappointed. However, if we happen to be cruising down the highway side by side, lower your window and you will be treated to the most melodic tone to ever come out of a Boxster. The Sport Exhaust System does not burn your ears with loud noises but, instead gives a nice, subtle but powerful note



You Boxster lovers can see what the Sport Exhaust looks like on Kerry's car.

that one could enjoy for several hours of driving like when one makes a San Diego to Vegas run. By the way, the Sport Exhaust System is available for all 2.5, 2.7 and 3.2 litre Boxster engines. Ed: Kerry Mcguire is the Sales Manager at Pioneer Centres in San Diego and a proud new Boxster S owner.



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

Pictures!

Have a picture of your item published. If you already have an item listed or if you intend to list something just send along a picture. E-mailed ones are best but we'll try to run whatever you give us.

PORSCHEs FOR SALE

1971 911T 2.2, needs interior and brake work to complete restoration. New silver paint, roll bar, fuel cell, fiberglass bumpers, A0032s, and clutch. Also 4 original rare Porsche lightweight rims. Owner regretfully sells at \$6,500 after \$12,500 investment. Peter Madison at 609-924-1875 or studio645@att.net 1

73 911E Targa, 92,000 miles. 2nd place winner Hew Hope car show! Rare factory installed through the grill "Rally lights". Car has the original mechanical injection, heat exchangers and headlights!! Paint, Targa Top, Tires and Full Leather Interior all perfect. Service records, original tool kit. Engine & Transmission by Cyntex. New seals, bearings, rings, chains, ramps, Carrera tensioner update. \$17,900 Questions 610-524-7777 11

74 Porsche 911 S, 65K orig miles, silver/black interior, all original, very clean car, all numbers match, factory A/C, 5 speed, never been hit, no winter/rain/smoke, garage kept under cover, still original undercoding, all services, all records available, pictures available, \$12,500 obo contact: (610)997-4424 day / (610)653-9492 eve or bmeiser@hotmail.com 1

76 911S Targa, 131k miles, yellow/black, rebuilt '82 engine and '77 transmission some rust on driver fender, \$9800 obo. Tom 610-909-1059 2

77 911S, Copper metallic brown w/camel leather. California car w/all options: snrf, electric mirror, A/C, CD, extra chrome, cruise control, maint. records, etc. One of a kind automobile!! \$9500/will consider a reasonable offer. Larry Howard (610) 308-5046 day & (610) 789-5124 eve. 11

83 911 SC, Bronze/brown: 2nd owner, garaged, no winters, no smoke, no track. Sunroof coupe with factory whale tail, working air, cruse P/W, P/M, H-4's. Everything works. Updated stereo /CD. New tires on color matched 16" Fuchs, new shocks, s/s brake lines. Excellent interior, no body damage, no rust, but front bumper & hood have stone chips, otherwise paint is good. 125K miles. \$ 13,500 John Crowley (215) 943-9520 leave message or Johncst@aol.com 2

83 SC Targa - would make a good track car. Motor runs decent, has Carrera tensioners, pop

off valve, new alternator, new blower motor, black leather sport seats (worn but no tears), trans is weak, paint is poor. Asking \$6900. Come see it & lets talk! (610) 666-6463 after 5PM. Frank - Audubon, PA 2

84 Carrera Coupe, Blue-grey/Camel leather. 145M miles, runs really well, looks great. A/C, sunrf, pwr windows, Alpine CD. Asking \$15,000. Peter 215-635-3186 1

85 911 Coupe, #WPOAB0917FS120563, 1 owner, 11,800 mi, black w/black leather, pwr: wind, mir, & subnrf. A/C, new tires, factory tail & frt spoiler, new Blaupunkt. No racing, rain, snow, or smoke. Always garaged & covered. Immaculate cond. \$39,000 OBO. Robert Weissberg, Richboro, PA 215-364-9525 11

87 911 Cabriolet, Red / Blk leather seats, Blk interior. 41K miles, always garaged and covered, no dents dings or bodywork ever. Immaculate original condition except aftermarket radio. All service records since new. I am the third careful owner. Power windows, cruise control, A/C, manual top, full & half toneau, 16" Fuchs wheels, no spoilers, sport suspension, wind deflector. All options from the factory. Vin WPOEB0911HS171609. \$32K Look no further. Located in Elkins Park, PA Bill McShane 215-635-3905 wmcshane1@aol.com 2

88 911 Turbo, Mechanically & cosmetically perfect. Always garaged and covered. 21,600 original miles. All original except for upgraded stereo, Momo steering wheel and shifter. Beautiful Guards Red wide body w / b l a c k leather interior. You won't find a cleaner, low mileage turbo that has been pampered like this one. \$40,000 firm. Tom 610-793-9296, tomgpowell@aol.com 11



88 911 Carrera coupe, Lagune Green Metallic Porsche custom color (light blue metallic), sun roof, leather seats with blue piping, 52K miles, always garaged, B&B Triflow header and exhaust system with Autothority chip (original exhaust and chip included). Factory Fuchs 7x16 front, 8x16 rear. \$28,900, call Barry Franco, Doylestown, Pa. (O) 908-218-8103, (H) 215-230-0928, BTFKNOLLS@MSN.COM 1

94 RS America, black on black, 36,000 miles. Sunroof, limited slip, AC, AM/FM w/CD. Car also has Bilstien RSR coil-overs w/adj sway bars, Brembo big red Turbo brakes front and rear lightweight flywheel and clutch strut tower brace, upgraded performance parts

on engine, 243 h.p. at rear wheels.\$44,900 Please call Bob DiMarco at (610)265-4996, rpdimarco@snip.net 2

95 911 Carrera Cabriolet, 6 spd, wht/blk top/full wine leather, 12K mi, 17" wheels, excel cond. Always garaged, serviced by Holbert's. \$58,900. Joe Costa 215-493-7952 joseph.costa@bms.com 11

'97 993 Twin Turbo, Arena Red with cashmere leather, 7,900 miles, no damage, paint work or track time. Brand new (200 miles) set of Michelin Pilot Sports asking \$85,000. Ross 610-793-3198, ext. 214 1

99 911 Carrera 4 Coupe, org. owner, 6 spd, 4K mi, stunning white/blk, 18" classic wheels w/crests, built-in radar, 6 pack CD/cassete stereo, 3 spoke steering wheel, kept in heated garage, mint cond, 1st major service despite low miles. \$62,900 Ralph 610-649-9899 (h) 11

99 Boxster, Artic Silver Metallic\Black Soft-top (includes hardtop), Black Leather Interior w/ Porsche crest on headrest, Tiptronic, AM/FM w/ CD, HiFi Sound w/ 6 speakers, Wheel Caps w/Colored Crest, Aluminum shift & brake handle, light car cover, hard cover stand, excel cond, Under 4,500 miles, garaged, never seen snow or salt. Non-smoker, no track time Asking \$38,000 Contact: Justin Budd at Justin_Budd@hotmail.com. 11

99 Boxster, Arena Red, gray leather interior, Sports Package, Traction Control, CD Changer, Colgan Bra. 24.5 K Miles Priced to sell at \$36,000. 215-546-3932 ext.22 1

2000 Boxster S, Speed Yellow w/blk leather, heated sport seats, red belts, 6 spd, sport design pkg, hi-fi sound, CD 18" sport design sheels, litronics, flared rocker panels, GT-3 nose, Fabspeed exhaust, 5500 miles, perfect! \$47,500 Michael Blank 215-572-6900 mblank@brokersinsure.com 1

PORSCHE THINGS

69 911 S Parts, Used set of 6 rare 2.0 liter "black" connecting rods for early 911 S. Known as the "black" rods because of the color they turned when "nitrated" by the factory for additional strength. Only found in 911 S models, they were designed for the higher horsepower output of those models. Have the original white "S" factory stamp. From a '69 911S but will fit '65-'71 2.0 and 2.2 liter 911 motors. Very good condition. \$250/set. Contact John Deford 410-625-6358(days), 410-356-0837(eves) jdeford@home.com. 2

996 Exhaust, Mille Miglia stainless exhaust, factory Turbo tips, used a few months. \$500. Michael 215-572-6900 1

Pirelli P Zero, Two new P255/40/17 tires never mounted and never used. Great for Christmas. 610-469-0803 Kenneth.Nubile@ps.ge.com 11

Parting out 83 SC Targa, Many parts, calipers, glass, sheet metal. Fuchs 16's, 6, 7 and 8's. As you can see most parts already removed but available. Earl 610-995-9030 or earlm@bgmediainv.com 1



356 S-90 Engine, NOS, complete new, never in a car. Type 616/7 engine. Only test run at Zuffenhausen, complete w/generator, clutch assembly, Solex carbs, air cleaners, heat exchangers, flapper boxes, and muffler. Best offer. Bill Cooper, 1148 St. Finegan Dr, West Chester, PA 19382 610-793-9345, barrett356@msn.com 1

Two NEW Pirelli P Zero Asimmetrico, P255/40/17 tires never mounted. Asking \$300 for the pair. Pickup can easily be arranged in the Risetöter Region. Also, Battery Tender used one year. Porsche part no. 000.043.202.56. Plugs into cigarette lighter, works very well; car is always ready to go. Asking \$50.00 but paid \$62.00. Ken at 610-469-0803 or kenneth.nubile@ps.ge.com 1

Free to good home. Air conditioning compressor from my 1975 Carrera Targa. Contact Dr. Dick Weiss (Norristown) at 610-278-9640. 2

Wheels & Tires, 3.6 turbo 18in polished 18x8 & 18x10, brand new with Dunlop SP9000's. Wheels were made custom built by NR Auto to fit 944 turbo, never put on car, purchased for \$2700. Tires purchased at the Tire Rack 235/45/18fr-265/40/18rr(\$1200) .total purchased price \$3800 for the set, will sacrifice best offer over \$3000. Wheels may also fit 928/968 Porsches. Peyton Montgomery, peytonplace516@juno.com 215-848-7772. 11

Wine Glasses, 3 available, 37th San Diego Parade 1992. Lunch Basket, 21st Minnesota Parade 1976. Key Cases, some old, some in original plastic container. Clare 610-525-2955 2

OTHER STUFF

88 Mercedes 560SL, Smoke Silver Metallic, brown leather, 104K miles, hard top w/stand, new wheels & tires, CD, built in radar detector. Always garaged; all records. Excel cond. \$21,000 Chip Schwarzbach 610-868-4499 chipDDS@aol.com 2

Snow Tires, Almost new Bridgestone Blizzak tires: 2ea.-205/55Q16, 2 ea.-225/50R16 \$275/set (Retail \$548). aburke317@aol.com or 610-431-1776. 11

Trailer, Single axle, 12' bed, custom built 1985 for 356 Porsches, small and easily maneuverable. Includes winch and four wheel-cradle tie downs, \$600, Tobey Ross 610-688-4043 1

Two Trailers, 24' Wells Cargo, used 4 times, white, tool cabinets, workbench. 24' Car Mate, used once, red, winch, electric jack. Craig 610-777-6500. 1

91 BMW 318is, White/tan, 69K miles, S/R, LSD, sport seats. New: tires, Borbet Type T, Comforti chip, K & N, Supersprint, Bilsteins, VDO gauges, Hellas, Feredo pads, ATE slotted rotors, Blaupunkt CD, perfect body & interior, many extras, garaged & covered, original, fanatical owner, all records, nicest you will find. (610) 296-7479, skmidgett@aol.com. 1

Kart, 4 yr old 125cc shifter kart. Top Kart chassis, TM engine w/less than 1 hr on rebuild, extra wheels, sprockets and misc parts. \$3950 /possible trade. Mike Andrews 215-368-9362 11

WANTED

Wanted - Bentley's Porsche 911 SC Service Manual, please contact John Floyd at 610-399-3265. 2



February Membership Meeting - A Special Vendor Show at Dougherty's Automotive Services

720 E. Nields St
West Chester, PA

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.

Help Wanted

Experienced CPA to volunteer some time to answer some club questions. Sound like it's up your alley? If so, give Art Rothe a call at 610-873-2373 (h) or drop him an email at awrothe@aol.com. Who knows, could lead to the best job you've ever had.



Next Month's Meeting is a Banquet in December

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Der Gasser is published with the intention of being in members' hands one week before that month's membership meeting. Editorial policy is to print as much locally produced material as possible. If we don't get it into this month's issue, we will try next month or the month after. Please include a SASE if return is required. All material for print should be received by the Editor by the first of the month it is to appear. Copy material in electronic format is **required** although photos may be sent for scanning.

Address changes should be sent to both the Membership Chair & National. If you are having problems receiving der Gasser contact the membership Chairperson.

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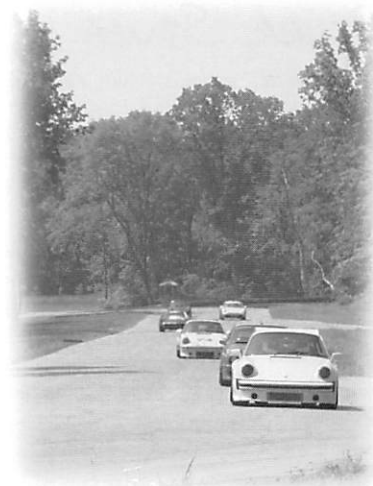
- starting with Mike Andrews, Track Chairman, and Jim Zelinskie, Chief Instructor. This weekend, 25 drivers, mostly from the Red Group, volunteered their time as instructors, and the majority of them (15) took double sessions of green and blue students. Since the next run group started immediately after the preceding group came off the track, twice a day these instructors were in a car for 3 consecutive track sessions - a total of at least 60 minutes, as they first went out with the Blues, then the Greens, and then their own Red Group. At times it looked like a LeMans type of start, as an instructor exited a car as it came off the track and immediately raced to a waiting car in the staging area, hopped in, and rode away with his next student. And imagine how relaxing a ride it must be from the passenger's seat for these guys, most of whom are in the top driving group. These people really deserve our thanks,

as do the registration and grid tech folks, as well as the folks who arranged the pizza party, and anyone else whom I've inadvertently neglected to mention. Thank you all for a GREAT driving/learning experience and a great weekend!

Some "marbles" (also known as "tire boogers"), a term used to describe the little pieces of rubber which accumulate along the sides of the track, especially in the turns, and which you're warned to avoid) from this weekend:

John Heckman's inspirational reflections on being an American; kudos to "trekker" Carole Reynolds for participating in every DE event after Snidely; Brian Smith showing me just how white my knuckles can get by driving my car on the track; Jeff Yoroshko, after looking at "warp guy's" front end, assuring him that it will "buff right out" ; how quickly D Ed'ers can inhale a LOT of pizza after a day on the track;

Steve Scheuren and Katherine Campbell somehow persuading a depressed deer to try to end it all by jumping in front of the next car that comes along; Earl Macomber and Terry Lefco's incredible composure during Bambi's vault over my front end; and Chris Mahalick's cryptic letters on his back window.



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000-044-900-15	<i>Litronic Headlights Kit for 993</i>	1195.00
000-044-900-35	<i>996 or 986 CD Changer Retro-Fit Kit</i>	629.95
COL-946-size-98	<i>Porsche Laguna Varsity Jacket</i>	159.95
WAP-080-(083/84/85/86)-11	<i>Porsche Basic Cap (white, black, red, grey)</i>	9.95
WAP-020-SET-05	<i>New Racing Legends Model Set 1:43</i>	149.95
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WAP-020-SET-04	<i>Turbo Model Set 1:43</i>	138.95
930-107-764-01 x10	<i>930-107-764-01 x10</i>	52.95
944-107-201-08 x10	<i>944, 944T, 924S Oil Filter, 10 Pack</i>	41.95
986-504-994-01-G2X	<i>Boxster Speedster Hump Kit</i>	795.00
000-044-801-91	<i>In Dash Cup Holder 996 or 986 w.o. PCM</i>	66.95

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