

Der Gasser

JUNE 1998



50th Anniversary of Porsche 1948 - 1998



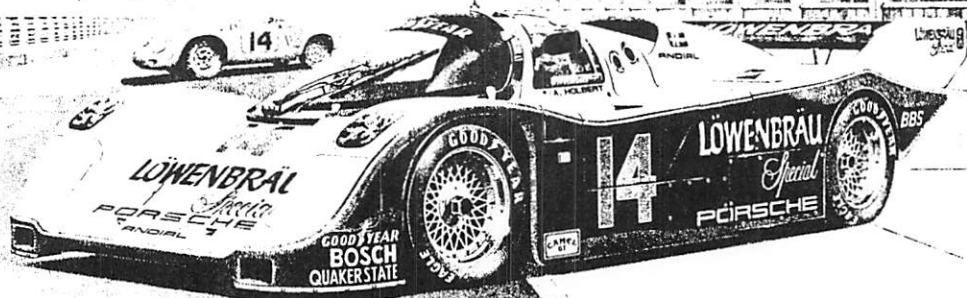
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President's Message

Wednesday, May 27 Found Us At Xtreme Motorsports

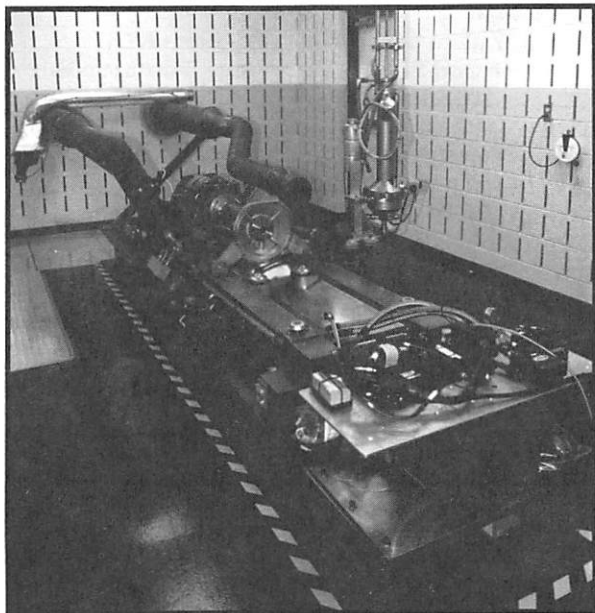
Jim Forcellini had his friends from the Porsche Club over to his super neat garage for a fun night of cars, equipment and car-chat. With an awesome display of eye-popping rolling stock and the cleanest garage since Roger's (Penske), Riesentöter had a fun membership meeting at "Jim's Place." We talked about safety equipment and horsepower add-ons. Thanks for having us over and thank you for fixing Randy's tire during the meeting. Members, if you weren't there, you were square!

Looking forward to seeing everyone at CJ Tires on June 24 for our next Membership Meeting. Vice President Nick Hatalski has arranged an interesting meeting for our pleasure. Join us for a fun night of Car-Talk and Tire Facts! It's a really fun drive there in your Porsche and we usually have some super giveaways!!!!

Special best wishes to our bud, Mike Keller. Best congratulations to Rick Newman and his lovely bride!!!!

Hope everyone is taking advantage of this lovely weather and driving their P-Car!!! If you see me, please wave and blink your headlights so I will know it's you! Enjoy your car, enjoy your club!!!!

Fondly,
Melissa Plenzick, President



Just how clean was "Jim's Place"? Well, here's a photo of Penske's garage taken in December when RTR got a tour. Now that's a CLEAN garage!!
(Archive photo - i.e. I can't figure out who took the picture.)

Porsche Investigating Airbags on '96 911 Models

ATLANTA, GEORGIA, May 7, 1998 -- Porsche Cars North America, Inc. (PCNA), today announced it is conducting a safety defect investigation of driver's side airbags for all 1996 Porsche 911 models. Porsche AG discovered the potential defect during a review of field reports and components that were being analyzed as a result of unexpected airbag deployments not associated with a crash. PCNA is aware of 28 such incidents, several of which resulted in minor abrasion type injuries. The findings of Porsche's investigation, which is currently in progress, will determine the defect remedy and scope of affected vehicles.

The investigation involves all 1996 Porsche 911 models including the Carrera, Carrera Cabriolet, Carrera 4, Carrera 4 Cabriolet, Carrera Targa and Turbo. The exact range of manufacturing dates of these vehicles is unknown at this time. As a precautionary measure, Porsche advises owners of all 1996 Porsche 911 models to monitor their airbag warning lights and not drive their cars or activate the horn should the airbag warning light be illuminated. In the event the airbag light is illuminated, owners should utilize Porsche's Roadside Assistance Program services and have the car towed to the nearest authorized Porsche dealer for diagnosis. This advice should be followed closely until Porsche's current investigation determines a final solution to the problem. (courtesy Porsche Cars North America, Inc.)

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Dealer Principal

Down The Pike

JUNE

- 24 Club Meeting, CJ Tires, Birdsboro, PA 7:30pm
Topic: Porsche Tires and Wheels
- 28 Autocross, Lot "7" Camden, NJ

JULY

- 19-25 43rd Annual Porsche Parade, Steamboat Springs, CO
- 26 Autocross, Lot "7" Camden, NJ
- 29 Club Meeting, Karosserie, King of Prussia, PA 7:30pm
Topic: "Adjuster Negotiations," How to maximize ins. reimbursement for collision claims.

AUGUST

- 1 Tech Session, Mike Tillson Motor Car Service, Philadelphia, PA 9am - 2pm
- 2 Summer Picnic/Social, Camp Hideaway, Arcola PA 1:30pm to 7:00pm (Rain or Shine)
- 8-9 New Hope Auto Show, New Hope, PA. Call Randy Cohen at (215) 997-1782 for more info.
- 9 Autocross, Lot "7" Camden, NJ
- 26 Club Meeting, Don Rosen Porsche, Conshohocken, PA 7:30pm Topic: "Racecars at Rosen's"
- 27-30 Porsches at the Glen, 50th Anniversary of Porsche and 50th Anniversary of Watkins Glen. Hosted by Brian Redman.
- 30 Autocross, Lot "7" Camden, NJ

SEPTEMBER

- 19 Tech Session, Don Rosen Porsche, Conshohocken, PA 9am - 2pm
- 27 Autocross, Lot "7" Camden, NJ
- 30 Club Meeting, CJ Tires, Birdsboro, PA 7:30pm
Topic: Porsche Alignment by Hunter Engineering

OCTOBER

- 11 Fall Rally (details to follow)
- 18 Autocross, Lot "7" Camden, NJ
- 28 Club Meeting, Vision Porsche, Reading, PA 7:30pm
Topic: Riesentöter Exec Election and Tech Quiz

DER GOODY STORE

Jim Foster, Prop.

The Goody Store has the NEW Bonsall Art T-shirts (short and long sleeved), COOL Porsche-shaped tins for candy, etc., sweatshirts, RTR decals and hats. I also have fire extinguishers, racer tape, and other great items.

See you at the next meeting!

1998 TRACK EVENTS

JUNE

- 20-21 Jefferson Circuit (Driver's Ed, Host - RTR)
- 20-21 Brainerd (Club Race, Host - Nord Stern)
- 26-27 Summit Point (Club Race, Host - Potomac)
- 28 Summit Point (Driver's Ed, Host - Potomac)

JULY

- 4-5 GingerMan (Club Race, Host - SE Michigan)
- 13-14 Summit Point (Driver's Ed, Host - NNJR)
Contact Arlene Novack (973) 984-9064)
- 16-17 Watkins Glen (Driver's Ed, Host - Potomac)
- 17-18 Second Creek (Club Race, Host - Rocky Mountain & Alpine Mountain, in conjunction with Parade)
- 18-19 Gratten (Club Race, Host - Western Michigan)
- 23-24 Watkins Glen (Driver's Ed, Host Allegheny Region.
Contact John McConaha (412) 341-7939 for app.)
- 25-26 Mosport (Club Race, Host - Upper Canada)

AUGUST

- 8-9 Portland (Club Race, Host - Oregon)
- 14 Pocono (Driver's Ed, Host RTR)
- 15-16 Pocono (Club Race, Host RTR)
- 15-16 Mid-Ohio (Driver's Ed, Host Northern Ohio
Contact Ed Montgomery (440) 835-2129)
- 21-22 Indianapolis-IRP (Club Race, Host - Central IN)
- 22-23 Summit Point (Driver's Ed, Host - Potomac)

SEPTEMBER

- 5-7 Road America (Club Race, Host - Chicago)
- 19-20 Mt. Tremblant (Club Race, Host - Rennsport)
- 17 Lime Rock (Driver's Ed, Host - Jersey Shore. Contact Dick Maybach (732) 946-8853 for an app.)
- 26-27 Willow Springs (Club Race, Host - Los Angeles)

OCTOBER

- 2-4* Watkins Glen (Driver's Ed, Host - RTR)
- 3-4 Thunder Hill (Club Race, Host - Sacramento Valley & Golden Gate)
- 10-11 Heartland Park (Club Race, Host - Great Plains)
- 11-12 Summit Point (Driver's Ed, Host - Potomac)
- 31-11/1 Memphis (Club Race, Host - Mid-South)

NOVEMBER

- 14-15 Summit Point (Driver's Ed, Host - Potomac)

DECEMBER

- 5-6** Sears Point (Club Race, Host - Golden Gate)
- 5-6** Roebing Road (Club Race, Host - Carolinas)

* The Watkins Glen event will NOT be a Club Race. It will be a Driver's Ed event ONLY.

** These dates are based on the 1997 schedule; no final confirmation date has been received.

Club Meeting Info

The May Meeting at Xtreme Motorsports displayed some hot cars. I'd love to take that red Viper on the track! Jim Forcellini was a great host and gave a very informative overview of safety systems and equipment.

The only negative comment I heard about this year's meetings was "How come we never have a meeting further west?" Riesen-töter's next club meeting will be held on Wednesday, June 24th at CJ Tires in Birdsboro, PA. Last year's meeting at CJ's was such a huge success that Kevin Hayatt agreed to invite their Pirelli representative back to give us the latest scoop on Porsche tires and wheels. The meeting will begin at 7:30pm. CJ's phone number is (610) 582-4266.

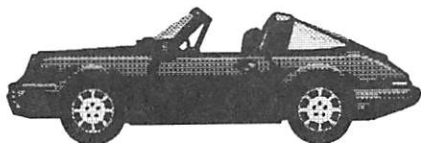
Dick von Medicus, owner of Karosserie, will be hosting our July meeting on Wednesday the 29th. His King of Prussia location specializes in collision repair of exotic cars, antique restoration, and race car preparation. Stay tuned for further details in the next issue of *Der Gasser!*

Nick Hatalski
Vice President

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Recall For Selected 1997 Porsche Boxsters

ATLANTA, June 2 -- Porsche Cars North America, Inc. ("PCNA") and Porsche Cars Canada, Ltd. ("PCC"), today announced two Recall Campaigns involving selected 1997 model year Porsche Boxsters. A total of 3,217 U.S. and 234 Canadian Boxsters are being recalled to repair faulty ignition switches that may crack and cause electrical failures in such systems as heating and air conditioning, headlamps, and windshield wipers. An ignition switch with a cracked housing can be recognized when the ignition key does not fully return by itself, or if the key is binding while operating. To remedy the problem, the ignition switch and/or the complete steering lock assembly (which includes the ignition switch) must be replaced.

A total of 738 U.S. and 61 Canadian Boxsters equipped with the Tiptronic automatic transmission system are being recalled to repair faulty gear selector-lever bearing sleeves. Over time, these bearing sleeves can seize making it impossible to shift into any gear when using the selector lever. To avoid an untimely repair, the bearing sleeves of the intermediate selector lever mounted to the Tiptronic transmission must be replaced.

A total of 740 Boxsters are affected by both recalls. PCNA will coordinate the mailing of both recall campaigns to known owners so repairs for each can be conducted at the same time. This notification, to be mailed during the week of June 1, 1998, encourages them to bring their affected vehicles to authorized Porsche dealers to have the necessary replacements performed. The two problems were discovered during internal quality control checks and/or from field reports and the investigation of affected components. Porsche is not aware of any accidents relating to them. (courtesy Porsche Cars North America, Inc.)

New Hope Auto Show Update by Randy Cohen

By June 15 I will have application forms available. The Porsches will be shown on Saturday the 8th of August. The show fee is \$10. This is a great deal if you just want to see the show. Entrance fees are \$5 per adult plus whatever parking costs are. By entering the show, you get in AND get a great parking spot.

It would be great if we could get at least 50 cars to mark this anniversary. Feel free to contact me at (215) 997-1762 or Email at mccohens@aol.com.

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June 2, 1998

I would like to thank everyone who showed enthusiasm at Pocono for the Vision "996 Lunch Time Lap" Launch.

We would have raised \$240 for the American Heart Association, but time did not allow us to accommodate all 24 drivers that signed up. It was especially nice of those who did not ask for their lap money back and allowed it to go to this needy charity, despite their lack of a ride.

Everyone who drove the car had very positive comments to make - power (I hit 120 before hitting the infield), handling (yes, that turn is flat out) and braking (the most impressive feature) were unanimously applauded.

The 996 is the 911 of the future. It surpasses the air-cooled car in every way. Stop in for a longer test drive at your local dealer. Vision will be back at the track throughout the summer to spread the word - Porsche is stronger than ever!

Craig Rosenfeld

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Would you like the added protection of a bar without making your car a "racing" car? Well here is the answer! The original, no cutting, no added holes, no alterations needed, bolts in place "roll" bar. Just in case! Mounts to the stronger sills rather than the floor, easily removable when not needed, meets PCA & SCCA material requirements and the best part, it permanently removes without any evidence it was ever installed. Stop in and see the bar in a car, anytime! Prices vary with application, but range from \$685-\$795. Cabriolet models too!



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MEETINGS**
June 24 - Pirelli Tire
speaker
Sept 30 - BFGoodrich
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stands by its products.

At CJ's Tire, we always have your best interests at heart. We've been in the tire business long enough to know you don't want any hassles or

hidden costs, just good old-fashioned quality and service. And at CJ's that's what you'll get.

We stock the high performance tires you want, in the sizes you need, so stop by and visit us. We'd love to have you attend one of the Porsche Club meetings we're hosting.

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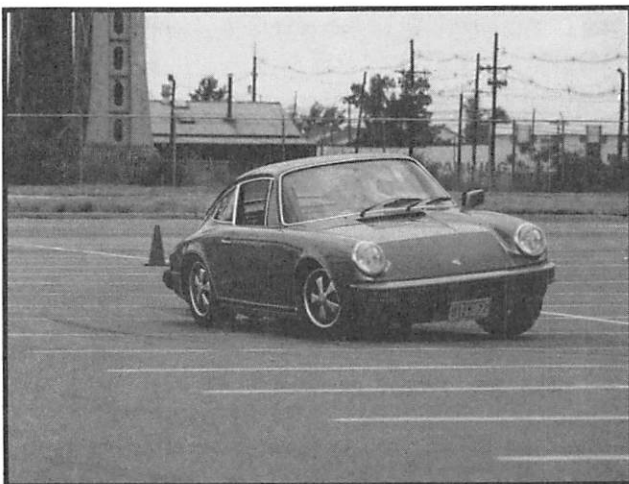


90 days same as cash with CJ's credit card.

Autocross 1998 by Nick Betegh, Autocross Chair

The May 17th event was a real test of the new equipment we have acquired over the winter. The J.A. Circuits timer worked without any malfunctions. The timing software, on the other hand, gave us some problems which are being solved by Brian Minkin, our volunteer coordinator. We feel that the program is a good one once we work out the bugs. The event was one of the best under my tenure, but I expect to see more Porsches in the following events this summer. As ordered, the May 17 event was warm and sunny and everyone had a good time. Even though we need more competitors in some of the classes, class F had the most entrants and provided the best competition.

The June 7th event turned out to be very rewarding, since the hard work of the AX committee was reflected in the event's turnout. To start, the weather could not have been better (my prayers have been answered), and the event ran flawlessly. Registration began at 9:00am and in a short time, the paddock area was filled with Porsches of different flavors and some other exotics brought on trailers. With the equipment running smoothly, we managed 4 timed runs for all drivers and time to spare for fun runs at the end of the event. A few highlights to mention that the results do not show: Nick Plenzick came with his mean 914, which was an eye-catcher the way it sounded on the course. Randy Cohen shared the driving with Mr. Plenzick, and showed him how it is done. We would be happy to see Nick more frequently so that we can see more competition with the 914s. Two novices came to the event not knowing what to expect, but with our guidance, **Barry Peters** in a new Boxster and **Stephen Ramos** with a 993 managed very good times with improvements in each run. We are looking forward to seeing them again. See the results following this article and also at our web page: www.rtr-pca.org



At the June 7 event, Greg Mead (Class "H") cornering hard in his '77 911.
(Photo courtesy Nick Betegh.)



At the June 7 event, Len Mancini (Class "C") in his 944T. Great Run!
(Photo courtesy Nick Betegh.)

Needless to say, but definitely worth writing: This event as well as the others could not have been a success without the help and dedication of **Bob Weigand**, my right hand man and terrific driver, **Randy Cohen** in tech and course set up, **Len Mancini** for the great course designs and help where it was needed. Scoring could not have been done if we did not have **Brian Minkin**. He devoted entire days to make sure the computer program ran properly without driving the course and eased my computer phobia. I will request for the executive committee to double the salary for these gentlemen.

Our next Autocross will be **June 28** where we will compete against the **Corvette Club**. We do not want to be embarrassed like the Central PA Porsche Club so, I would like to have a good representation of the Riesentöter ("Giant Killers") members to kick butt. Scoring will be simplified by adding the best times of each team, where the lowest total time wins. We will still have our own classes and point systems as usual. Everyone who has come to the AX events have found it to be fun and rewarding, so come out and enjoy a Sunday, your CAR deserves it!!

Mark you calendars for the dates: **June 28, July 26, August 9, August 30, September 27, and October 18**

For those of you who do not know the way to the Camden site, here are the directions: From I-76 go East and follow signs to the Ben Franklin Bridge (676E). Stay on right lane and make first right immediately after the toll gates to Cooper Ave. Right on Cooper to Delaware. Lot "7" is directly in front of you with the Philadelphia skyline in the background. The lot sits almost directly underneath the bridge on the south side. The adjacent buildings have been removed and now there is a clear view of the Sony Entertainment Center and the Camden Aquarium. Bring your camera, there are great photo opportunities. See you there OK? **BE THERE OR BE SQUARE!!**

May 17 Autocross Results

PORSCHEs

Class	Driver	Best time	Place	Points
A	Daniel Drabick	55.119	1	10
C	Len Mancini	57.268	1	10
C	Jason Mahoney	59.155	2	8
D	Mike Gosh	64.833	1	10
F	Bob Wiegand	55.922	1	10
F	Mike Ellis	56.639	2	8
F	Bruce Brodowsky	57.135	3	6
F	Mike Brodowsky	57.964	4	4
F	Scott Miller	58.327	5	2
F	Tom Armstrong	60.034	6	1
F	Robert Pendaleon	60.972	7	1
F	Craig Canover	62.518	8	1
I	Jim Wolcott	56.146	1	10
I	Dennis Angelisanti	57.233	2	8
J	Randy Cohen	61.221	1	10
K	Ted Heinritz	70.761	1	10

NON-PORSCHEs

Class	Driver	Best time	PAX	Points
ASP	Rex Carle	51.32	44.083	10
DS	Eddie Baars	55.278	44.443	8
ASP	Lisa Carle	52.049	44.71	6
AS	Frank Adams	54.418	44.894	4
ES	Andre Downey	57.048	45.124	2
CSP	Sean Christie	54.938	46.697	1
DS	Tony Savini	56.913	45.758	1
AS	Geoff Ehrman	56.666	46.749	1
CSP	Jack Banha	55.036	46.78	1
DSP	Todd Sager	56.605	47.095	1
ESP	Andrew Abrahams	56.749	47.101	1
AS	Carl Samtos	57.492	47.43	1
GS	Yosh Hakutani	60.458	48.003	1
CSP	Buffy Brillinger	57.885	49.202	1
AS	Bill Scalia	59.791	49.327	1
DS	John Ross	61.472	49.423	1
CSP	Anthony Saeli	58.536	49.755	1
AS	Tim Leithead	60.926	50.263	1
SS	David Sanders	59.965	50.31	1
AS	Joe Ciro	62.173	50.467	1
SS	Ron Sanders	60.848	51.051	1
GS	Linda Womler	64.353	51.096	1

June 7 Autocross Results

PORSCHEs

Class	Driver	Best time	Place	Points
A	Daniel Drabick	53.112	1	10
A	Randy Cohen	56.121	2	8
A	Nick Plenzick	60.017	3	6
A	Jim Forcellini	60.662	4	4
C	Len Mancini	55.046	1	10
D	Stephen Ramos	61.888	1	10
E	Mike Gosch	62.340	1	10
F	Bob Wiegand	55.618	1	10
F	Mike Ellis	56.049	2	8
F	Scott Miller	57.209	3	6
F	Tom Armstrong	58.904	4	4
F	Barry Peters	62.358	5	2
G	Anthony Konstaninidis	59.220	1	10
H	Greg Mead	57.522	1	10
J	David Stoesser	54.176	1	10

NON-PORSCHEs

Class	Driver	PAX	Points
ES	Andre Downey	43.272	10
CS	Steve Ashercraft	43.691	8
CM	Mark Sirota	43.691	6
HS	Curt Springstead	43.792	4
AS	Geoff Ehrman	44.270	2
DS	Kurt Schenk	44.768	1
CSP	Sean Christie	44.933	1
CM	Bob Miller	45.366	1
BM	Vern Lyle	45.718	1
SS	Bill Blauvelt	45.991	1
AS	Dennis Angelisanti	46.434	1
GS	Matthew Bookler	46.535	1
SS	Joe Sauukinas	47.134	1
BM	Betsi Lyle	47.804	1
GS	Andrew Dickerson	48.155	1
GS	Joshua Martin	48.786	1
CSP	Anthony Saeli	49.093	1
CSP	Steve Ting	49.917	1
ES	Michelle Grow	50.431	1
EM	Jerry Fink	50.539	1
DS	Keith Kaufman	50.689	1
FS	Larry Carmen	50.829	1

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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.

We think we've got what you need: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, low deductible, full coverage automobile insurance policy.

It's priced like the others, is easy to apply for, but it is far less restrictive.

We at CHASE & HECKMAN, INC. *still* call it the O.T.C. Policy. Because it's
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We think you'll call it *The Good News*. Phone us today for a quote.

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Preparing for the Tech Line
by Ramon Rodriguez, Suncoast Region
(from *Porsche Profile*)

Before you go off kilter and say to yourself, "Not another story about race cars and the fastest way around the track!" read on, because I'm not going to be talking about the racing line, but the tech line. This article pretty much applies to everyone who likes to drive his or her Porsche, be it on the public roadways or at the track. For those of you who have had the opportunity to attend a Driver's Ed, I'm sure you've seen a group of folks standing in front of a long line of cars checking things out. Well, I'm one of those folks and I'm writing to let you know who we are, why we do what we do and why you may at one time or another see me ranting and raving when I'm helping out at the front of the tech line. Like all of the folks at the front of the line, I'm a volunteer. Imagine that, I do this for free and we're always looking for more folks to help out. You don't have to be mechanically inclined either, because there are lots of people around who will help you learn and explain what to look for.

Some of you may ask, "What is tech?" Put simply, it is a final inspection to make sure the car you are about to drive looks safe enough to take out on the track. We appreciate that you just had the car looked at by your mechanic; however, you would be surprised at the things we have found that are potentially detrimental to cars and people. The line is there for your safety and for the safety of others who will be in your car while you are traveling at speed. Remember, there will be times that your speed on the track could greatly exceed a normal highway speed, followed by more aggressive braking and downshifting than you may be accustomed to. This can cause things to shift—rather rapidly and unexpectedly.

Read your instruction sheets at least three times prior to your arrival at the track event so that you can have everything prepared when you enter the tech line. Sometimes there are over 100 cars to inspect in under two hours, so it doesn't take a math major to figure out that there's a lot of work to do in a relatively short amount of time. Please have your car ready prior to entering the tech line. Remove the valve stem caps, have everything that is not bolted down in the car out, have your tech form and helmet with you for us to inspect and if for some reason you are asked by one of the friendly tech people to do something regarding the car, please do so as safely and efficiently as possible without giving us any grief. We're doing it with your safety in mind and not because we have some perverse sense of humor. (Okay, so maybe some of us do have a perverse sense of humor, but it's not being applied during tech.) Remember to stay in line with your car and don't try to jump ahead of another car in front of you unless instructed to do so by one of the line workers. If you see a worker or someone pushing a car up the line, ask if they need a hand, because the quicker they get up there, the sooner you'll get checked off.

A lot of us working the tech line know potential problems that can be dangerous for you and others. If we notice that your

battery isn't secure, or there's clutter in the cockpit, there are good reasons why they need to be corrected by you before we can sign you off. The former is a fire hazard; the latter might get your attention as you're approaching the hairpin, or whatever turn in which you reach the breaking zone and suddenly notice that the brake pedal is exceptionally firm, but the car isn't stopping; you glance down at the pedal cluster and notice that bottle of mineral water lodged beneath the brake pedal, and you wind up leaving the event early on a flat bed, or worse, in an ambulance. So, correct the faults and proceed on through the line. Remember, the quicker you make it through the line, the sooner you can get out on the track and enjoy why you bought your car in the first place. Consider the tech line as a public service where we, the tech line volunteers, help you have a safe, enjoyable, exciting and uneventful day at the track! (Editor's Note: This article came to me through the PCA Editors' News Service. It was just too good not to print.)

**Porsche To Develop And Produce
Sport Utility Vehicle**

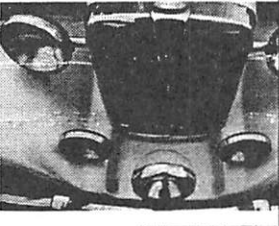
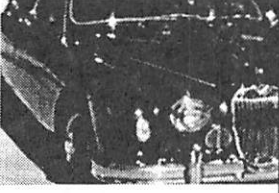
ATLANTA, June 4 -- Porsche AG in Stuttgart, Germany has announced it will be expanding its 911 and Boxster model lines by building a sport utility vehicle (SUV). Scheduled to be launched in 2002, the new Porsche SUV will have off-road capability and permanent four-wheel drive. It will be based on the same platform as the new off-road vehicle planned by Volkswagen AG, and powered by engines developed and built by Porsche.

The supervisory boards of Porsche and Volkswagen have given their go-ahead for the cooperative effort. Porsche and its Research and Development Center in Weissach will assume development leadership on both the Volkswagen and Porsche vehicles, which will have their own fully independent features. In the fall of 1998 the two companies will decide on a production site. Porsche has set aside a total investment budget of approximately one billion German Marks (\$600 million) for this project. Annual sales of the Porsche SUV will be approximately 20,000 units worldwide.

Commenting on the project, D. Wendelin Wiedeking, Chairman of the Porsche AG Board of Management, said, "Our new sport utility vehicle will not only correspond in full with Porsche's high technical and visual standards, but will also pave the way for future growth potential in the sales, turnover and earnings areas. It will help to reduce our dependency on the traditional sports car, convertible and roadster segments, and achieve gains in sales volume which will strengthen Porsche's position still further." (courtesy Porsche Cars North America, Inc.)

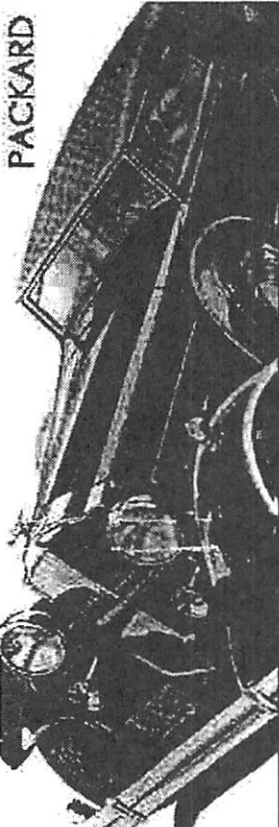


1998 Radnor Hunt Concours d'Elegance



Saturday & Sunday,
September 12-13, 1998
Radnor Hunt
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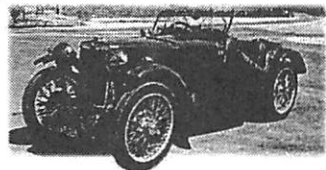
Car Enthusiasts & Public Invited
Admission \$10 at the door
Children under 12 admitted free



Saturday, September 12
Road Rally (not a race) - 2 to 4 p.m.
Reception, dinner, automobile
art show & sale - 6:30 p.m.

Sunday, September 13
Concours - 75 to 100 vintage cars
in exhibit
10 a.m. to 4 p.m.

More information:
Michael G. Tillson, III - Chair
Joan Rothberg - Event Manager
215-473-6400; Fax 215-473-0977
610-940-9625; Fax 610-940-9541

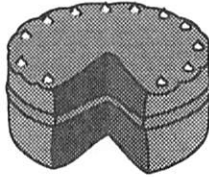


ANNUAL RTC PICNIC

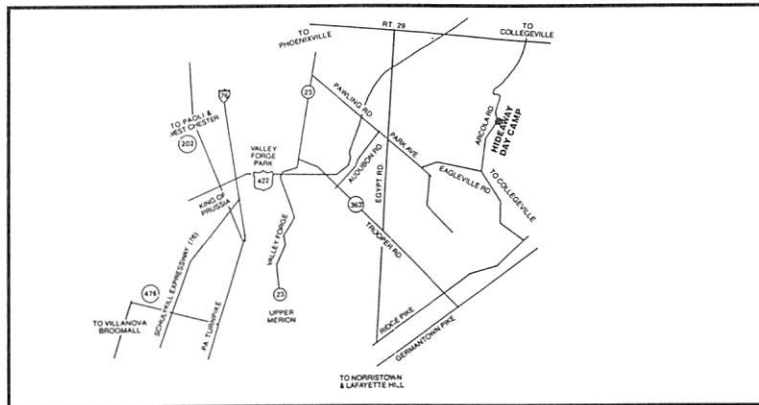
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Some Helpful Info Seen on the Web

by Mike Andrews

So, I was sitting at work waiting for files to download when I decided to clean up some on my old e-mail messages. I ran across a message that was posted to "Porsche fans" a while back and I thought some of you might find it interesting. The discussion started by someone asking how to prevent water from entering your engine when you washed it. The post mentioned using Saran Wrap and then leaving some Saran Wrap wrapped over the steering wheel as a reminder. The following is the response from Andy Warren (thanks Andy).

"I received a couple of private replies...One of them, from Michael Andrews, said: "I have a red key blank that I stick in the ignition switch whenever I am doing something when the engine should not be started. The blank keeps anyone from inadvertently starting the car." This reminds me of some other things I do to prevent self-inflicted damage to my cars... If, like Pogo Possum (and me), you "have seen the enemy and he is us", maybe you'll find them useful.

First, the general ones:

1. If you're going to work on your car, schedule the work for a time when you're alert and unhurried (i.e., NOT the night before a track event).
2. Take careful notes the first time you perform any repair procedure. This is especially useful if you're not actually REPAIRING something, but just ADJUSTING it... For example, if you're aligning your car, it's nice to be able to look at the notes you took last time and see that adding one shim adjusts the camber by "x" degrees, or that one turn of a turnbuckle adjusts the toe by about "x" millimeters. If you find errors, omissions, or ambiguities in your repair manual, make corrections THERE, in the margins or on a sheet of paper stapled to the appropriate page.

Now some specific ones:

1. Before I do any work on my car, I put the keys in a sealed envelope. This way, if it gets late and I go to sleep halfway through the job, I don't wake up the next day, grab the keys off the nightstand, and drive to the corner deli with a torsion bar disconnected or something.
2. My dad lives in Denver, Colorado, takes long walks every day, and picks up tools that he finds in the street. He's amassed about a dozen complete sets of metric and standard sockets, along with a truly impressive array of ratchets, screwdrivers, allen wrenches, punches, etc. Most are Taiwanese, of course, but he has no shortage of found-on-the-street Snap-On sockets and ratchets, either. If you live in Denver, please keep your tools in a big rollaway cabinet and continue to "temporarily" leave them on your car's bumper or engine crossmembers while you're working... I don't want my dad's supply of found tools to dry up. If you live anywhere else, consider buying one of those cheap plastic

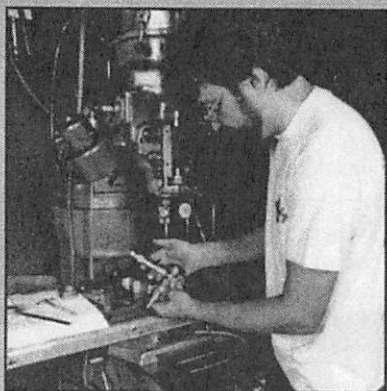
tool cases with molded compartments for each of your ratchets, sockets, etc... They don't look as good as the Snap-On cabinets, but since they provide a place for every tool, it's easy to tell when there's a piece still missing.

3. I've never left a wrench in the engine compartment, but I DID once manage to disable a car by leaving a rag in there; the rag was sucked into the fan-pulley, it dislodged the alternator belt, and the car died when the battery died: 40 miles from home on my way to Willow Springs. This will never happen to me again, because I now take shop rags out of the box ten at a time, never one at a time. When it comes time to button the car back up and test-drive it, I count the rags that are out of the box and make sure the total is a multiple of 10.
4. I've seen race cars go out on the track with lug nuts only finger-tight on the wheel studs, loose bodywork, and dangling exhaust brackets. Aside from being potentially dangerous, this sort of thing is very embarrassing... To keep it from happening to you, follow this simple rule: Whenever you put a fastener together (like a lug nut on a wheel stud), even if you know you're going to be taking it apart again in an hour, **tighten it fully**. Alternately, you can also just keep the fasteners **completely apart**, so long as you make it impossible to overlook the fact that you've done so. I accomplish this by putting all loose nuts and bolts in a box on the driver's seat whenever I take a break from working on the car.

Tools for the absent-minded:

1. If you're disassembling a large chunk of your car for the first time, a Polaroid camera makes it real easy to document exactly how everything's supposed to fit together when you reassemble it.
2. Wire-marker labels (just little consecutively-numbered or -lettered labels suitable for wrapping around the ends of electrical wires) are a wondrous thing... If you use them, you'll never have to worry about, for instance, which of the 25 identical white wires in a 914-4's disconnected fuel-injector harness goes where.
3. Zip-Loc polyethylene parts bags with "write-on" areas are also real handy... Especially if you spread a repair job over a couple of days, they make it real easy to remember which screws (or whatever) go together. I buy my parts bags and wire markers (and all SORTS of other tools and hard-to-find little parts) from Small Parts, Inc. You can get their catalog by calling 800 220-4242; they also have a web site at: <http://www.smallparts.com>

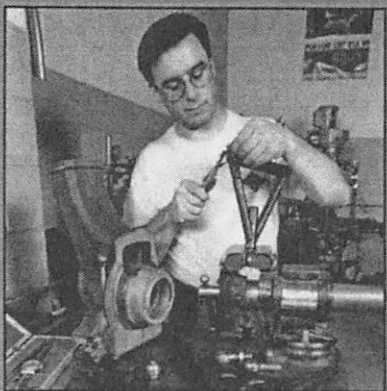
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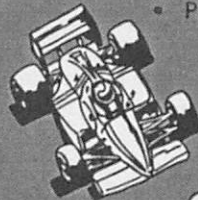
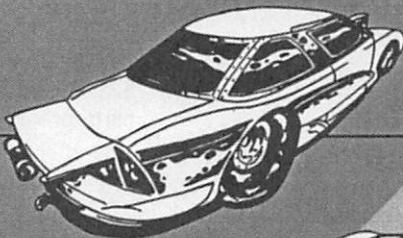
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69 912 Coupe, Bahama Yellow/Black. 5-spd. Beautiful restoration of an original car. Show winner. \$10,000 Charlie Lewis (215) 860-2424 or (215) 968-5153 498

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944S2 Club Sport, Run in the IMSA Firehawk Series - \$25,000. Also 968, 944S2, 944T and 944 race and street car parts for sale. Bill White (610) 588-6700 ext. 125. 498

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91 Toyota MR2, Red/Black interior. Loaded with 5-spd & t-tops. Garage kept. One owner. 85K mi. \$7,395 Nick (610) 219-2108 days or (610) 269-3467 eves. 698

97 VW Passat Station Wagon, Dark Blue Metallic/Beige velour interior. Powerful VR6 engine, 5-sp, sunroof, BBS MODA M1 wheels. 17K mi. One owner, showroom cond., factory warranty. Must sell - possible trade for Astro/Safari minivan. Bill Cooper (610) 793-9345 ⁴⁹⁸

83 Mercedes Benz AMG 500 SE, White 4-dr sedan. Conversion at AMG factory. AMG polyurethane front spoiler, sideskirts, rear valance, all chrome/front grill in monochromatic white. Euro H4s, Fabspeed T304SS exhaust, Bilstein shocks, Sony stereo, AMG wood kit, pwr everything, A/C, AMG factory-installed cams, lowered, 16" wheels/Michelins, lower rear end. Fast & reliable. Repainted 4/98. New tune-up. \$12,500/OBO Joe Fabiani (215) 646-4945 ⁴⁹⁸

82 VW Rabbit Pickup, Red/Red, 90k mi., second owner, original paint (thin), straight and solid, fiberglass cap, '86 Scirocco motor with cam and other bolt-ons, 5-speed trans, early GTI seats and inst. cluster installed, comes with early GTI console, front spoiler, and flares, \$3,300/BO. Bill Kelso (215) 233-5142 eves. ⁴⁹⁸

PARTS

Parts, etc., 911 official factory workshop manuals vols I-VI - \$275; Replacement bushings for Bilstein 911 front shocks: 4 for \$30; Swepco Gear Lub #201: 3 gallons for \$30; 911 spark plug hole seals: 4 for \$10; "Secrets of the Inner Circle" by H. Pellow - \$15; "911 Performance Handbook" by B. Anderson - \$8; 911 Oil Change Gasket set \$7; Front Hood shock - \$5; Snell 85 open-face helmet size 7 1/8 - \$35. Tim Hinkle (610) 983-3650 ⁴⁹⁸

Parts, 2 sets FIKSE FM 10 (10-spoke like BBS GT2) 17" 3-pc for all 993s. Both sets have basically new Hoosier & BFG R1s. Hoosiers 245/17 & 275/17, BFGs 255/17 & 275/17 - mounted front & rear respectively - \$2,500/set; 2 Weltmeister/Dinan '95 993 33hp advertised DME chips for 02 DME box. New \$350. Quick sale inc. shipping - \$150 each; Bilstein CUP-RSR-type suspension system for all '95-'99 993s. Completely streetable, slightly stiffer than lowering springs. Take off/bolt on. Nothing else to buy. Orig. \$5,000. Sell for \$2,750; Factory Porsche 3.8 RSR adjustable fuel regulator. Brand new/never used. Fits all '89-'94 C2/C4/RS America/Carrera Cup. Pd \$400, sell for \$250/OBO; Porsche factory sideskirts, black ABS plastic fits '95-'99 993s - \$100; 993 engine undertray cover takeoff - \$150; 993 factory front bumper left & right undertray covers/grills, perfect white paint - \$200; Rear OEM black rubber bumperettes (2) - \$150. Joe Fabiani (215) 646-4945 ⁴⁹⁸

Tires, BFG Comp TA R1's. Two sizes avail., two prs of each. 205/50-ZR15 \$195.00 pr. 215/50-ZR15, \$200 pr or \$750 for ALL. All tires are brand new, never have been mounted. Call Fred after 6 PM, (215)721-9885. ⁴⁹⁸

Parts, 911 black bra, vgc ('83 and earlier) - \$40; 911 cigarette lighter (never used) - \$offer; 356 (4) 5½ drum brake steel wheels w/ 185/70 Michelins - \$40; (1) B transaxle w/ brace &

shafts w/ brake drum assemblies - \$800; (1) B o/s ponto mirror, vgc - \$15; Solex P40II velocity stacks - \$15; (1) straight pipe extractor (not chrome) - \$5; (1) super hubcap w/ crest, gc - \$5; exhaust pipes from muffler thru bumper cutout - \$20; (6) top half of bumperette, gc - \$20 ea.; (3) bottom half of bumperette, gc - \$30 ea.; (1) top trim piece for door panel balck w/ felt, gc - \$15; (2) rear taillight assemblies w/ gasket, gc - \$90 ea.; (2) front parking light assemblies w/ clear lens, gc - \$90 ea.; (1) B hood handle w/o creat (not dented), gc - \$40; adjustable front swaybar (H&H) new in box - \$offer. Shipping/delivery not inc. on any items. Bill Smith (215) 953-2410 day, (215) 757-0926 eves. ⁴⁹⁸

911 Parts, '81 A-Arms, r. grill, tube trumpete trumbone, fog lights, Hella driving lights, oscars plus grills. '90 rear shocks. '90-'91 black coco mats - front and rear. '90 rear anti-sway bar, muffler (perfect), new scanner colt chips trap warning, new air horns in box. One '67 headlight. Stephen Syderman (215) 535-0112 or (215) 624-1487 ⁴⁹⁸

Roll Bar, Automotion street bar #RB-138 for 911 cab ('83-'94). Never used. Catalog price - \$261. First \$125 takes it. Ed Goss (610) 378-4910 (w), (610) 293-2332 (h), or Email to eg911@aol.com. ⁴⁹⁸

Two Comp T/A, 245-45/16, 3/32 tread. No holes. Ideal for autocross. \$50.00/pair Roy Vernik (215) 322-8082-day or (215)-947-2155 eve. ⁴⁹⁸

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993 Coupe Parts, Pr. of mirrors - \$200; right front suspension; front wiring harness; ABS pump & computer; steering rack; steering pump; F&R bumper reinforcing bars & shocks; oil & A/C lines; partial cashmere supple leather interior; most small parts, switches, glass, etc. Bill Cooper (610) 793-9345 ⁴⁹⁸

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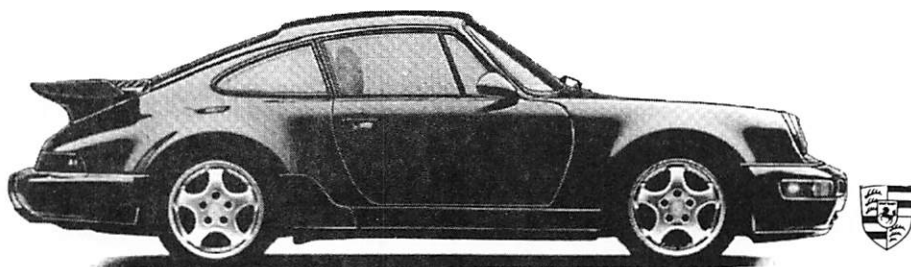
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