

March 1999

der *Gasser*

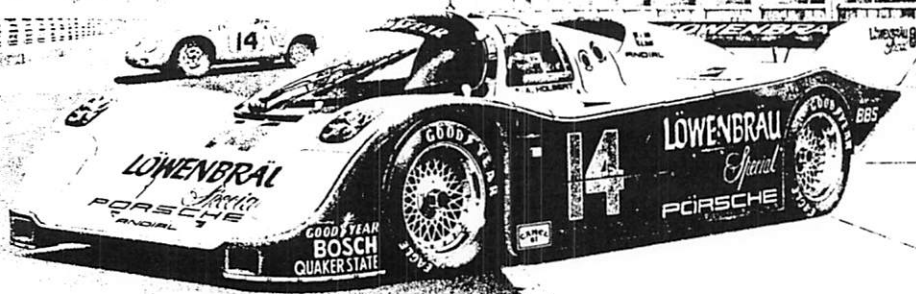


Riesentöter Region



Porsche Club of America

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President's Message



PCA Zone 2 Meeting

One of my duties as president is to represent our region on the PCA National Board of Directors. As a board member, my responsibility is to determine matters of club policy and to assure the proper conduct of the administrative affairs of the club by the National Executive Council. On February 27, Social Director Virginia Carfrey and I headed to Winchester, Virginia for the PCA Zone Two meeting. We were joined by Chuck Drake, the PCA Zone Two representative, and ten Zone Two presidents and their designees to discuss best practices. I was proud to represent one of the premier regions in North America. One of the highlights of the meeting was a proposed plan for our zone to host the 2005 Porsche Parade. This parade will be a landmark event, celebrating the 50th anniversary of PCA.

RTR Outings

Our February meeting at Dougherty's drew over 100 participants. I had the opportunity to meet many new members as well as several seasoned members who were attending their first meeting. I discovered that one of our members, whose house I've been driving past unknowingly for 15 years, is restoring a 911 with his 12-year-old son. During the meeting, Bill and Colin Dougherty had an impressive group of cars on display and the Dougherty team was on hand to answer our technical questions. I would like to extend my gratitude to Randy Jameson for coordinating this event and to Margy Dougherty for providing us with an exceptional culinary extravaganza.

We have been invited to Dougherty's for a return visit on March 20 for our 13th Annual Supertech. This year the Supertech will feature a track clinic. If you've never worked on your car and would like

to learn more about it, or if you've never entered a driving event but are curious, don't let this opportunity pass you by. I'll be there bright and early to get my newly purchased 930 on the lift for the first time.

Our March meeting scheduled for the 31st will be held at Arnold's Karting Center in Oaks, which is one of my personal favorite meeting spots. We'll all have the opportunity to experience an exhilarating g or two in a Formula E go-kart. I am not an expert on driving go-karts – but I have been asked to leave more go-kart tracks than I care to admit!

Opportunity Knocks

As our region continues to grow, new opportunities

In racing as in life, don't be clouded with past mistakes – don't focus solely on where you are but look far ahead to where you want to be.

arise. The Executive Committee plans to select an Advertising Manager to:

- Solicit and obtain advertising for Der Gasser;
- Act as a liaison between the Executive Committee and our sponsors; and
- Attend monthly Board meetings.

Please contact me if you are interested in this position.

Riesentöter PCA – it's people having fun who enjoy Porsches.

Warm Regards,

Nick Hatalski, President, PCA, Riesentöter Region

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Cover Photo - A 996 slicing the curves on a computer wallpaper image taken from the Internet (see page 12). (Porsche of America)

Riesentöter Calendar of Events

MARCH

- 20 **SuperTech and Track Clinic**
Dougherty Automotive Services
 720 E. Nields St,
 West Chester, PA (see pg. 6)
- 27-29 *Texas World Spdwy*
 (Club Race: Lone Star)
- 31 **March Meeting at Arnold's**
Formula "E" Karting Center.
 7:30 Social; 8:00 mtg then carts.
 422 Business Center,
 V-2200 Circle Drive, Oaks, PA
 (610-666-0600)

APRIL

- 10-11 *Road Atlanta*
 (Club Race: Peachstate)
- 11 **RTR Autocross - Septa's Cornwells**
Heights Park and Ride Lot
- 24 Porsche "Only" Swap Meet
 Hershey Park, Hershey, PA
 (see pg. 19)
- 28 **New Members' Meeting - Holberts**
Porsche/Audi/VW, 1607 Easton Rd,
Warrington, PA 215-343-1600
 7:30 Social - 8:00 Mtg

MAY

- 1-2 *Las Vegas*
 (Club Race: Intermountain)
- 1-2 *Putnam Park*
 (Club Race: Ohio Valley)
- 2 **RTR Autocross - Septa's Cornwells**
Heights Park and Ride Lot
- 15-16 *Mid Ohio*
 (Club Race: Mid Ohio)
- 21-22 *Lime Rock*
 (Club Race: Conn. Valley)
- 26 **Membership Meeting**
Bryn Mawr Stereo
King of Prussia, PA 610-878-2500
- 28 **RTR Driver Ed, Pocono, East**
Course (Instructors, no students)
- 29-30 **RTR Driver Ed, Pocono,**
North Course
- 29-30 *Hallet Raceway*
 (Club Race: Maverick)

JUNE

- 5-6 * *Pocono*
 (Club Race: N. NJ)
- 6 **RTR Autocross - Septa's Cornwells**
Heights Park and Ride Lot
- 19-20 **RTR Driver Ed, Jefferson Circuit**
- 26-27 *Grattan Raceway*
 (Club Race: W. Michigan)
- 27 **RTR Autocross - Septa's Cornwells**
Heights Park and Ride Lot
- 30 **Membership Meeting, CJ's Tire**
Rt 422 Westbound
Birdsboro, PA 610-582-4266

JULY

- 3-4 * *GingerMan*
 (Club Race: SE Mich)
- 10-11 *Mosport*
 (Club Race: Upper Canada)
- 11 **RTR Autocross - Septa's Cornwells**
Heights Park and Ride Lot
- 17-18 *Second Creek*
 (Club Race: Rocky Mtn.)

AUGUST

- 6-8 **RTR Driver Ed, Watkins Glen**
- 15 **RTR Autocross - Septa's Cornwells**
Heights Park and Ride Lot
- 29 **RTR Autocross - Septa's Cornwells**
Heights Park and Ride Lot

SEPTEMBER

- 26 **RTR Autocross - Septa's Cornwells**
Heights Park and Ride Lot

OCTOBER

- 1 **RTR Driver Ed, Pocono, South**
Course (Instructors, no students)
- 2-3 **RTR Driver Ed, Pocono, North**
Course
- 17 **RTR Autocross - Septa's Cornwells**
Heights Park and Ride Lot

Local Events in Bold.
Track events are in italics.
 * Denotes tentative dates

Club Meeting Info



Wow, what a great evening it was for all the Riesentöter Region members new and old that showed up for the February meeting, held at Dougherty Automotive in West Chester. This will be one event that members should be talking about for a long time. I arrived around 7:00pm thinking I would get there

early, only to find a large crowd out in the garage area already socially active. Members were able to enjoy hot roast beef or meatball sandwiches with potato salad and chili, both homemade, along with other finger foods including Pepperidge Farms cookies and plenty of cold beverages. Once inside I found myself with a couple of plates of good hearty food and plenty of members to socialize with.

We started the night off by selling 50/50 tickets and giving each person a door prize ticket, with items compliments of Dougherty Automotive. A rundown of club activity by each Exec board member was discussed including past, present and future events. After I finished my monthly speech the microphone was handed over to Bill Dougherty who gave a good understanding of all the Porsches on display that his business was currently working on. Bill had his staff of mechanics on hand to help answer any and all questions curious members might have had on the many street and racing Porsches on display. One of the largest shops around, they not only maintain street Porsches, they also prepare cars for track racing and specialize in building racecars from the ground up. On display that night was quite a selection of cars. The site of this huge well-equipped shop was something to see, but to throw in a dozen or more full race and street Porsches was really unbelievable.

Dougherty Automotive also specializes in Volvo and other foreign cars including Detroit's finest. In the early 70's I would take my bright orange 1973 142S into Bill's shop for repair work until it was totaled in an accident. I lost touch with Bill until I bought my '97 Carrera. Of course that was forty pounds ago with long hair and a long beard. Now it's tight fitting jeans with a graying beard and a good size bald spot on top. Now back to the story: In the office with Bill is also his wife Marge, who catered Wednesday nights meeting, along with their son Colin. Colin has been involved in many PCA club-racing events and is one of the very talented drivers in Riesentöter. I had a chance to ride along last summer at Jefferson Circuit in the

#96 PCA Porsche that he drives. It was definitely a thrill ride in hell, not something to forget. He also is one of the finest PCA instructors out there so feel fortunate if he's in your car at a Riesentöter track event.

I would once again like to thank Dougherty Automotive for opening their doors for our monthly meeting. It turned out to be a great night, and the last head count was 104 members. Even though that's a good member turnout, I would still like to



Bill Dougherty . . .

see and meet more members of our club. We currently have over 1300 members and associate members, which means a lot of good people are missing out on a lot of fun, knowledge and good times. Hey, don't feel so odd about showing up alone for the first time and not knowing anyone.

preaching Porsche to the multitude at February's Membership meeting.



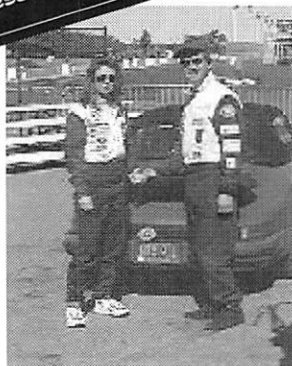
Jim McHenry

We will go out of our way to help out a new member and make him or her feel at ease. 'Once you do it, there's nothing to it'. So come on out and drive your Porsche, Chevy or Rambler, whatever, just do it!

And fellow members, you won't want to miss the March meeting at Arnold's Karting Center in Oaks, PA. March 31st, be there or be square. Come out; burn off the winter blues in a formula electric cart, compliments of Riesentöter. Arnold's also offers grandstand viewing, an on-site restaurant, deluxe pro shop, famous show car exhibit and a state of the art arcade with over 30 machines. The only drawback is drivers must be at least 4 ft, 4 inches tall and 12 years of age. So come out with your family or come alone and have a good time with fellow Riesentöter's.

Randy Jameson, Vice President

Riesentöter's Porsche Babies



The President and Social Director at the Glen; '85 911 Carrera Cabriolet. License plate: NIX 911



A very nice 356 SC discovered in Holbert's parking lot on a warm Saturday in February.



Rumored to be Vince Evans' company car.

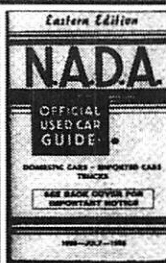


Mary Alice Angelisanti holding Eric Ross Carle, the son of Brad and Judy Carle born 12/25/98.

A picture of *your* car could appear here. Send one with caption information (model, year, owner's name, mileage, etc.) to the Editor. See The Exec for address.



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PRE-PURCHASE INSPECTIONS

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From the Editor

Well, we're into our third issue of the new format and you are still seeing changes. Last month was a little better than the month before and, hopefully, this one is a little better than the last. One thing you will notice this month are authors' pictures. Another is a personals section in the Classifieds. This is somewhat of a ruse but it may grow to something. This is really about the club looking for a volunteer or two to help with der Gasser advertising. We're not talking a lot of time here, the work can probably even be done from home, but it would be a big help. Anyone who does volunteer qualifies for all the perks that come with membership on the The Exec. Because I'm new at this I haven't quite figured out what they are yet but I'm sure they exist and they could be yours too.

If you have any personals of your own (whether you volunteer or not) we will try to print them, space permitting.

Coming soon will be a column on audio interests. Fully intending the pun, it will be called The Audio File. Another local feature starting this month is the column 'In Praise of Older Porsches' (page 9) where local members talk about their older or high mileage P-cars. Please send in your contributions.

More tweaking - Our deadline for articles has changed. It's moved from the 4th of the month in which it was to be printed to the 26th of the previous month. The reason for this is because we are trying a bulk mailing for der Gasser. It'll take a little longer to reach you so we need to start earlier. Not exactly rocket science that last part. This move will allow us to upgrade the paper (see below) and add pages without increasing our overall costs but we need to know that you are getting dG in a timely fashion. If you have any trouble receiving your copy please let me know right away.

As mentioned, we are trying a better quality paper. It should give us a better look overall while improving the sharpness of the pictures. Speaking of pictures, we need yours. You won't get them back (unless you send a s.a.s.e.) but you and the rest of the club will get to see them in print on the adjacent page. Seems like a fair trade.

I suspect in a couple of months we will have most of our changes behind us. Until then, thanks for the support.

Jim McHenry

Riesentöter Region Spring Rally & Social

Sunday, May 16th

Registration & Breakfast : 11:00 am

O'Grady's Restaurant

Rt. 113, Souderton, PA (rear parking lot)

Fuel up with a hearty breakfast at O'Grady's before the rally. First car out at noon.

Schedule of events:

11:00 am - Registration

Noon - 3:00 pm Rally

**3:00 pm Concours - Parking lot of the
Collegeville Inn**

**Social - North Country Market Place
Restaurant, Collegeville Inn**

Immediately following the rally Virginia Carfrey, Riesentöter Social Chairman, has selected a unique dining location that combines the ambiance of a European open air market with the rustic comfort of the North Country in the Adirondack mountains. Bright & festive, the marketplace has open kitchens so you can watch your meal being created from the freshest ingredients. Guaranteed to be an entertaining, creative and delicious event you won't want to miss.



Virginia
Carfrey

There is no pre-pay mail-in required for the social. Approx. cost per person ranges \$10.00 to \$15.00 not including beverages. There is a \$5.00 registration fee for the rally due at registration sign in. If you are attending the Rally and/or Social please RSVP by Saturday, May 1st for a final head count.

Hope to see you there!

For more information -

*Rally - Bob Auchenbach, auchenbachb@nad.com,
(215)256-9584*

*Social - Virginia Carfrey, vcarfrey@aol.com,
(610)293-0636*



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Membership Milestones

by Tracy Chatley, Membership Chairperson

Well, it looks like this column may take more than one month to finally come together. I just received the complete membership database from National (as of January 1, 1999) and found that it also includes the date that associate members joined the Club. So, also included in this month's column are associate members that reached membership milestones in January, February or March. Hopefully next month I will be totally up to speed on this stuff.

Here are the Riesentöter members reaching membership milestones in March, 1999 and associate members reaching membership milestones in January, February or March, 1999:

15 Years

Paul Craig
Richard & Patricia Koschmeder
Sandy Sadtler

10 Years

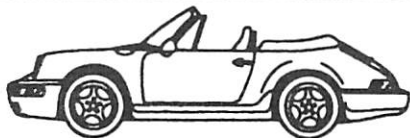
Robert Belasco	Robert Crowe
Sally Foulkrod	Leigh and Carol Getty
Celeste Loscalzo	Richard & Ann Mertz
Herman Plenzick	Julia Sadtler
Ann Slade	Denny Waldman

5 Years

Martin & Anne-Marie Christensen	
Susan Cullen	Joy Figarsky
David & Paula Fischer	
David & Leslie Kiefer	
Carol Lee	Dina Lichtman-Smith
Martha McDowell	Stephen Mignogna
Lorri Perkins	Joyce Sando
Dodge Whipple	Read Wickham

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

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Membership News

by Tracy Chatley, Membership Chairperson

National was late getting the membership information out this month; therefore, there is no listing of new members as of March 1. All new members will be welcomed in the April issue of *Der Gasser*. However, I did receive some interesting information from National. As of January 1, 1999, PCA had 138 regions with a total of 45,267 members. Riesentöter was the 9th largest region with a total of 1,122 members. As of February 1, 1999 we had added 18 new members for a total of 1,140 members. This number does not include affiliate members. Including the affiliate members, we have over 1,300 members. Wow! That's a lot of people. Where were all of you at our events last year? (Of course if all of you attended, we'd have to get bigger facilities to handle all the people. What a terrific problem that would be!)

Changing the subject.....I am now the keeper (though not for long) of the Christmas pictures. I will be mailing out those that I can identify and will bring the rest to the meetings. Please come to a meeting and pick up your picture if you want it. After June's meeting, I will give the remaining pictures to Bill and Debbie Cooper for archiving. I also have the 20-year certificates from 1997! I will order the 20-year certificates for 1998 and 1999 from National. The 1997 20-year certificates will be mailed out shortly. Depending on when I receive the 1998 and 1999 certificates, I will plan a presentation at a meeting later this year following an announcement in *Der Gasser*. It is my understanding that National automatically sends out 25-year certificates. They will be presented at the Holiday Banquet in December.

Remember, a club is only as good as the people who support it. Come out and support your Club. If you ever need additional information or directions to an event, give one of us on the Exec a call. We are here to help. It's our job. Once again, thanks to all of you that have supported the Club throughout the years. We couldn't do it without you.

SUPERTECH & TRACK CLINIC

March 20, 1999

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

9 a.m. - Noon

Bays open for car work

Noon

Pizza

Noon - 4 pm Track Clinic

The 1999 Autocross Season

By Brian Minkin

1999 is going to be another exciting year for the RTR Autocross Program. We will have more events and a new site. This year's Autocross series will be back in Pennsylvania. The Club has obtained Septa's Cornwells Heights Park and Ride Lots for the 1999 season. The site is located on Interstate 95 with its own exit and can also be



entered from Woodhaven Road. Food is close by at Franklin Mills and there is plenty of room for spectators as well as the growing number of participants.

The growth in the RTR Autocross Program over the past two years has been mostly from non-Porsche cars. I hope the change of location from Camden will encourage more of the club members to come out and learn more about the handling characteristics of their cars through autocross. Whether you want to ultimately test your driving skills and your car on the track or enjoy driving your Porsche on back country roads, the experience gained through autocross will enhance your enjoyment of your car. You will also find fun in the friendly competition among our members.

We will have ten events this season. The first event will be a school for novices and experienced instructors will be there to get you started. Veterans are of course welcome that day as the first run group will be the veterans so the novices can observe. As we have done in previous seasons, points will be awarded by car classification and awards will be made at the end of the season based on points. Of course individual awards for each day are given at the end of that event.

To enhance the fun, RTR will challenge other car clubs during the course of the season. Watch der Gasser and the Web Site for more information on these fun challenges. If you have questions about Autocross please call me and I will be happy to give you more information. You do not need a track or modified car to participate. Street cars and classics are all invited to compete in their class and safety is always our number one priority. I hope to see many new faces at the events this year and enjoy seeing a lot of great Porsche cars.

The schedule follows:

April 11	July 25
May 2	Aug 15
June 6	Aug 29
June 27	Sept 26
July 11	Oct 17



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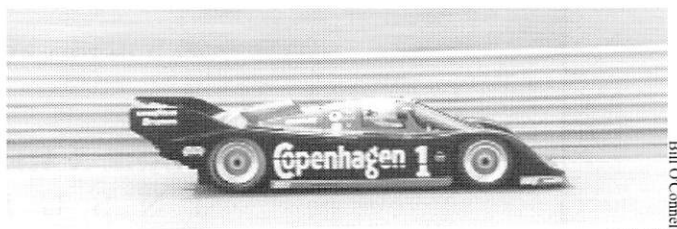
R. CRAIG ROSENFELD
Dealer Principal

A "Must Have" Book for Wrench-Twirlers

by Ray Calvo, Allegheny Region
(from RUNDSCHAU)

I just discovered a "must-have" book available from Porsche for all (well, maybe some) of you who occasionally get some grease under your fingernails. This is a nice, neat technical reference book entitled, The Porsche Parts and Technical Reference Catalog. This is a nice easy-to-read reference which includes great blow-up diagrams and all the part numbers for the more popular parts you may be repairing or maintaining on your Porsche. Running over 100 pages, this great reference includes not only most part numbers and blow-up diagrams, but some handy tech tips and the all important Porsche-issued Technical Bulletins for your vehicle. Best of all, the reference will only set you back \$10 at your friendly Porsche dealer!

There are two different manuals currently in print. One reference covering 1974 to 1989 911 cars, and another covering all water-pumpers through 1988. I am hopeful that Porsche will add others to cover the many other Porsche models as well as the newer models in the near future.



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

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.

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In Praise Of Older Porsches

DREAMS

by Andrew Conner

Every boy has his dream. Mine started when I was about 7 years old. I saw my first Porsche in the parking lot of a local mall and I asked my father what it was. When he told me I said, "I will have one of those when I am 25". Now, little did I know my dream would come true!

Throughout my teenage years I surrounded myself with pictures of exotic cars but the 911 remained my favorite. I can't put into words the feeling I got when I would see one on the road but I will admit that I used to picture myself behind the wheel, and boy did I smile.

After high school I wanted to join the Air Force. I also applied at Boeing Helicopters in Ridley Park, PA, where my father worked. Along with Porsches, I also love aircraft so I thought I would cover my bases. Well, to make a long story short, the Air Force thing fell through and I now work for Boeing. I am a structure mechanic and I work on CH47 Chinook helicopters. I also travel on field trips to South Florida to support the Army's

My goal for this piece of history is to make it into the 911 that I always dreamed that I would drive when I was a boy.

Comanche light attack helicopter. I guess you can say I lucked out with the best of both worlds.

Even though my life was extremely busy, I never forgot my dream. I thought of it everyday. Sometimes I would get discouraged and say to myself, "Just forget about it. It's impractical to own a Porsche and not be able to enjoy it". This made me want one even more. I set my sights and worked hard and long to save up a nice piece of change to put toward my dream.

I found a mid-way point when I was 23 in a '74 914. I got it from a friend who didn't really know what he had. It was sitting under a pick-up truck cap in his body shop, covered in overspray and junk. I look inside to see the condition of the interior and noticed the odometer read 9845! I asked him if this was true miles and he said it was. It had been sitting for 15 years at another garage and he had grabbed it for next to nothing. When he asked me if I wanted it, my eyes widened and all that came out of my mouth was a gasp. Of course I said yes and we towed it to my garage a few blocks away. I began work on it immediately and had it running before he had his truck out of my driveway. It had a bad fuel injection system. A previous owner had butchered the

main wiring harness that led to the control unit so that the injectors would not spray fuel. After weighing the options I had at the time, I removed the fuel injection and added dual Webers to the 1.8 engine. She ran for awhile then quit on me. I found out later that the ignition was also bad.

I still own that 914. It sits in my garage waiting for a 904 kit to be put on. I was never fond of the 914 but bought it just to tide me over for my real dream car. So, you can say it helped me to get my feet wet in the world of Porsche automobiles. It also served as a learning tool and I learned a lot from that little 914. One of the things I learned was how prone Porsches are to rust.

Now that I am 28, I own a 1974 911 with a 2.7 liter engine. My baby needs some cosmetic work but the engine is real strong, even though it's the "dreaded" 2.7. The head studs are still original and I have 120K + on her. She is going in for a complete engine rebuild in the spring.

I found my dream in Norristown, PA. A fellow worker and I went to see this 'driveable' 911. As we drove the hour or so all I could talk about was how I have always wanted a 911 since I was a little boy. My good friend just laughed and reassured me that it was a cool car. I knew that was all he could say because he was a die-hard American classic fan. He drove a '67 Ford Mustang and he loved old trucks. So I did most of the talking on this expedition.

As we approached the location of the car, we started looking for landmarks the owner had given me to find his house. We weren't a block away when I saw it. It was sitting out front of an old farm house looking like it had just been washed and waxed. From a distance it looked great but once I got out of my buddy's Mustang I noticed that the interior was in very poor shape. The body looked straight and I dropped down to look at the suspension points. They were in excellent shape and that's when I knew that it would be coming home with me. The owner came out to greet us and allowed me to start her up. She purred like a kitten. Even my friend looked amazed.

I was behind the wheel when we turned out of the driveway. The owner led me to a winding stretch of open road and said, "don't be afraid to use the gas". So I did giving it full throttle. I noticed that the rear shocks were bad but other than that, the car ran great! I drove around those roads for about an hour feeling how the car handled and the way it wanted to go faster than I did. When I pulled into the driveway again my friend had a smile on his face and so did I. It was the same grin I had when I was a boy. I tried to play it cool but I couldn't. I offered the owner five hundred less than his price but he informed me that 15 people had called about this car and that he would wait to see the results.

(Continued on page 14)

Riesentöter PCA Driver Education - Application

EVENT	DATE	Student - FEES - Instructor	
Pocono	May 29, 30	\$160	\$80
* Jefferson Circuit	June 19, 20	\$170	\$80
** Watkins Glen	August 6, 7, 8	\$240	\$120
Pocono	October 2, 3	\$160	\$80

Please circle the event you wish to enter. A separate form is required for each event.

- * Special for Jefferson Circuit. With your registration at normal price, register your spouse or significant other at half price.
- ** Registration to the Glen event includes dinner on Saturday night, however seating is limited to 180. Extra dinner tickets are available at \$35 each. The first 180 requests will get seating.

Riesentöter reserves the right to refuse any application

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

Name _____

Street _____

City _____ State _____ Zip _____

Home Phone (____) _____ Work Phone (____) _____

E-mail _____

PCA Region _____ PCA Member # _____

Porsche Model and year _____ Color _____

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

Pocono _____ Watkins Glen _____

Jefferson Circuit _____ Summit Point _____

Other high speed experience _____ Last Riesentöter run group _____

Tracks where you have instructed

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

Signature _____

Your registration will not be processed without payment enclosed.

EMERGENCY CONTACT INFORMATION

Contact _____ Relationship _____

Address _____

Day Phone # _____ - _____ - _____ Evening Phone # _____ - _____ - _____

Family physician _____

Day Phone # _____ - _____ - _____ Evening Phone # _____ - _____ - _____



Bill O'Connell

The Details

REQUIREMENTS:

You must have a valid driver's license,
Be at least 18 years of age,
Have a Snell 90 or Snell 95 rated helmet.

ENTRY DATE:

All events are open now. If you register within 14 days of an event, please add \$20 for late processing.

SEND TO:

Mike Ellis, 69 South Spring Lane, Phoenixville Pa. 19460
(610) 935-8144

REFUNDS:

Refundable if **Written Notification** is received two weeks prior to the event.

TECH INSPECTION:

Your car must be tech inspected, no more than two weeks prior to the event, by an approved tech inspection facility.

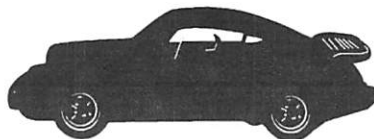
Hail to the Chiefs

by Nick Hatalski, President, PCA, Riesentöter Region

Over the past few weeks, we paid tribute to many great leaders. On February 12th we celebrated Abraham Lincoln's birthday, on the 22th, the birthday of George Washington. February 15th, a national holiday, was President's Day. As the current president of the Riesentöter Region, I'd like to give thanks to the women and men who lead our club to what it is today.

<u>YEAR</u>	<u>PRESIDENT</u>
1957 - 59	Charles D. Beidler Jr. (Regional Director)
1960	Charles D. Beidler Jr. (President, Eastern PA Region)
1961	Horace Ott
1962	Joel J. Whitcomb
1963	Charles D. Beidler Jr.
1964	Donald V. Freeman Jr.
1965	Donald G. Reinhard
1966	Bob Young
1967	Lew Hann
1968	Dave Kauffman
1969	Bernie Sitron
1970 - 71	John Chatley
1972	Wayne Flegler
1973	Bob Russo
1974 - 75	Herb Oberson
1976	Nick Imperato
1977 - 78	Bob Holland
1979 - 80	Bill Smith
1981	Axel Shield
1982 - 83	Don Galbraith
1984	Bill Cooper
1985	Michael Stolper
1986	Richard van Zijl
1987	Al Anderson
1988	Bill O'Connell
1989 - 90	Bob Russo
1991	Bill O'Connell
1992	Lisa Carle
1993 - 94	Don Applestein
1995 - 97	John Heckman
1998	Melissa Plenzick

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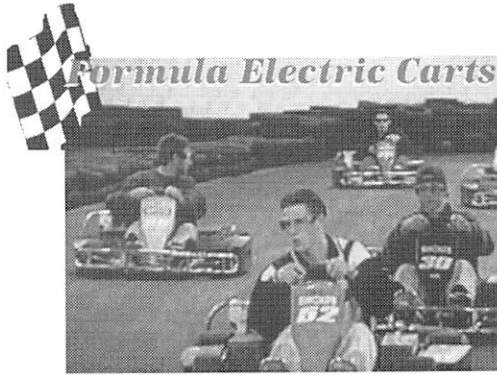
Found on the Web - Aside from Riesentöter's own (www.pca-rtr.org), check out the following:

- A great screen saver that morphs from a '65 911 to a '99 996 and some very nice wallpaper (see cover) - <http://www.porsche.com/english/unlimited/desktop/default.htm>
- Member Scott Brown suggests some interesting 928 sites: <http://www.928s4vr.com> "It is the most comprehensive site available for 928s. There are pictures and a how to buy section made for those looking to buy one of these great cars. I would suggest that you check out the site, it's great." Another site he recommends is <http://www.928oc.com>, the public site for a 928 owners club.

Send sites you have **Found on the Web** to the Editor (jmchenry@mobile.bam.com)

The March Membership Meeting will Be A

BLAST

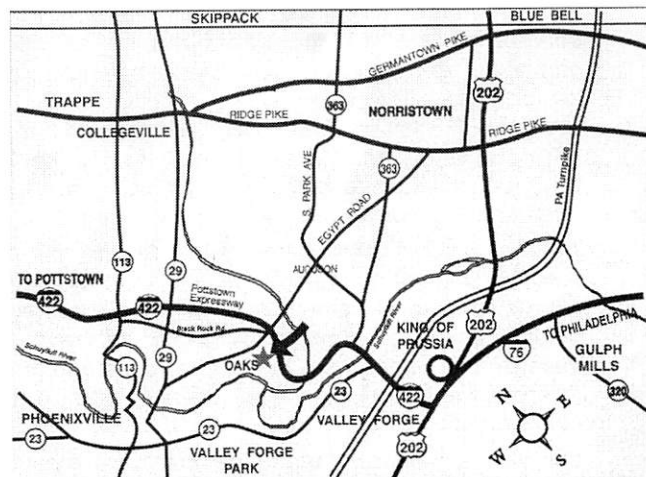


Go-Karting fun on RTR

Fellow members, you won't want to miss the March meeting at Arnold's Karting Center in Oaks, PA, March 31st. Be there or be square. Come out; burn off the winter blues in a formula electric cart compliments of Riesenötter. Arnold's also offers grandstand viewing, an on-site restaurant, deluxe pro shop, a famous show car exhibit and a state of the art arcade with over 30 machines.

Randy Jameson, Vice President

March 31 7:30



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Enthusiast • 25 year PCA member

In Praise of Older Porsches *(Con't from pg 9)*

Now, I usually do a fair job at the bargaining table but I just agreed to his asking price and paid cash on the spot.

I drove my new pride and joy home noticing the looks that is was getting from the people I passed. I had that silly little grin again and I loved it! I had waited so long for this moment and it was as great as I knew it would be. The hour drive flew by. I don't know if it was the feeling or the speed that made it so. Never the less, I knew I had my dream car.

The body on my new car needs some work. Even though it is extremely straight it has a few small areas of rust. They are in the common areas for a 911, around the windshield and near the front trunk seal. They are not too bad but they do need immediate attention. It also has been repainted from its original burgundy color to white. It has a fiberglass RS tail on the decklid that shows signs of neglect. Other than that, she is all that I could hope for. I could afford to buy a new 911 but the older ones appeal to me more.

As I mentioned earlier, my 911's engine will be rebuilt in the late spring and then it's on to the body. I have decided to go with a pearl white exterior to complement the new burgundy leather interior that I installed this winter. I still need a few odds and ends to finish the interior and I will look for them at the club's functions.

I also did a major upgrade to the factory push button stereo system. I removed the original unit and installed an in-dash CD player. I also replaced the worn factory speakers with component speakers up

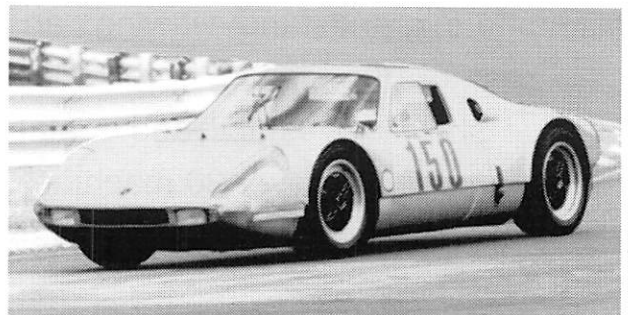
front and high-end mid-range speakers in the rear. Behind the passenger seat lies a small but powerful sub-woofer. In the boot I have approximately 600 watts to drive this system. My goal is "clarity" not volume but it's nice to have the power for those 'good driving songs'.

I had the stereo system built by Sound Waves in Prospect Park, PA. They are rated in the top 10 for stereo system designs and installations. If you need any upgrades done to your system just tell em you know me. They will take good care of you.

My goal for this piece of history is to make it into the 911 that I always dreamed that I would drive when I was a boy. It may take some time to get it into tiptop shape but I drive it everyday and I still smile. That's all that matters to me: I enjoy restoring it and that I still get a kick out of driving on a road and notice the looks that I get.

I am a new member of Riesentöter and as I said in the beginning of this letter, I lead a very busy life. I work seven days a week so my time is limited. I hope to be able to enjoy all the benefits of this club and I am looking forward to all the upcoming events and meeting my fellow members. Until then...

Drive often.....Andrew Conner



Bill O'Connell

Track Talk

Practicing on the Street for the Track

by Jim Adelman, Connecticut Valley Region

One of our objectives at the track is to make you a better driver on the street but the reverse is also true. How can you better prepare yourself for your day at the track as you drive on the street? No, I don't suggest that you should be investigating the maximum slip angle of your car when driving through your neighborhood or turning into your driveway. But there are several exercises that you can practice in your everyday driving to make your learning experience on the track more enjoyable. You don't have to be in your Porsche to be practicing these exercises, the family sedan or truck will do as well.

Begin with looking ahead, and through a corner. You've heard this expression at the track but it applies to everyday driving as well. When entering a corner look as far ahead as possible and see how smoothly you can drive through the apex and to the track-out point of the road. Be sure you stay in your lane, otherwise the guy coming in the opposite direction will have an out of body experience! If you get in the habit of doing this on the street it will become second nature to you when you're on the track. Even when driving on the highway don't get fixated on the road or car right in front of you. Try to keep your eyes up to look ahead in traffic and keep the cars near you in your peripheral vision. This practice can warn you of a possible dangerous situation ahead and allow you to take the appropriate action -- just like on the track. Get in the habit of checking your mirrors and gauges periodically as you drive on any road. This is a good practice at the track especially when you are entering a straight you can safely divert your eyes from the track for a few seconds.

Smooth transitions from throttle to brake, brake to throttle, squeezing the throttle, and gradual pressure on the brake are all applicable to what you do at the track. Imagine there are 1,000 positions of the throttle and you should be mentally aware of passing through all of them as you accelerate and decelerate. No abrupt movements should be felt when you're changing the attitude of the car with the pedals or steering wheel. Pretend you have little birds in your hands and eggs on your pedals. Here's where you can impress your friends and family how comfortable it is to ride with you.

Get in the habit of using your brakes to slow down the car not your transmission. It may sound great to down shift through the transmission gears to allow the engine's back-pressure to slow the car but transmissions are designed for accelerating not braking. Besides, brake pads are a lot cheaper to replace than a transmission.

For those who have heard it referenced at the track, heeling/toeing is the best way to match engine rpm's when downshifting to a lower gear to accelerate out of a corner. You will know there is a mismatch in rpm if the car lurches, chirps the tires, or accelerates when you let out the clutch after downshifting. The proper sequence: with the car in a straight line, squeeze the brake with the left side of your right

Don't get fixated on the road or car right in front of you. Keep your eyes up to look ahead in traffic. Keep the cars near you in your peripheral vision.

foot. As the car slows with continual brake pressure, roll, twist pivot, distort, etc., the right side of your foot onto the throttle as you disengage the clutch with your left foot. Blip (give it a shot of gas) the throttle sufficiently with the right side of your foot so that as you engage a lower gear there is a smooth transition. Gently release pressure on the brake, and you're ready to continue on in the lower gear.

Heeling/toeing is tough at first but with some experimentation you'll get the hang of it. It should become second nature to you and then you too can have flowing brilliance when you downshift. This exercise should be practiced and mastered on the street before you try it on the track. On the track, you have lots of other things to think about when entering a corner and you don't need your feet all tangled up when you should be concentrating on a smooth turn-in. Note that double clutching is a little more complicated but unnecessary with modern synchromesh transmissions and this practice is taught at professional driving schools.

So, give these exercises a try and practice, practice, practice. You'll have more FUN, will LEARN something new, and will do it SAFELY when you're at the track.

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Technical Notes

STIFF INSIDE DOOR HANDLE - 911

by Steve Grosekemper, San Diego Region
(from *The Windblown Witness*)

In 1974 Porsche updated the interior door treatment on 911's. Along with the new door pocket storage arrangement came new inside door handle linkage. This system seemed to work very well for years of trouble free service. However, in some cars this linkage can become very stiff, making it almost impossible to open the door.

The problem with this original system is mainly in the pull cable. It is a solid pull wire housed in a flexible steel sheath. As time and nature take their toll this cable becomes rusty. It binds in its housing, causing operation to become quite difficult; sometimes enough to break the plastic door handle, or even worse, someone's finely manicured fingernails. (This disaster should be avoided at all cost, trust me on this one!)

Starting with Carrera's produced after March of 1985 Porsche upgraded this linkage all the way from the handle to the latch. Unfortunately, I don't own a Carrera; I own a 911SC. Fortunately, Porsche outlines this upgrade in technical bulletin group 5, #8605. The difference in handle effort is truly astounding, due in part to the new ratio of the upgraded reversing bracket and smoothness of the new bowden cable (Remember the old one was a stiff, solid, pull wire).

The parts, prices, and qualities needed to update both doors are as follows:

2-911.531.509.01-cable 41.20

2-911.531.091.01-pull rod	29.50
4-999.507.009.02-snap nut 3.5mm	.80
4-N 014 0869-screw-3.5x16mm	.80
8-993.531.563.00-clip	3.36
1-993.531.083.01-bracket left-	9.70
1-993.531.084.01-bracket right-	<u>9.70</u>
Total parts cost	\$95.06*

This update is fairly simple after removing the door panel and associated hardware. Just take your bag of parts and install them where their matching counterparts were previously located.

The reversing brackets will need their mounting holes redrilled in the door skin. All of the new parts look the same, only their geometry has changed. This job will take an experienced technician about 3 hours to complete both doors. There is however, an abbreviated update that works very well and gives you about 80% of the benefit of the complete job. It takes about half the time and requires only one part per door. This decreases the cost from about \$300.00 (including labor) to about \$150.00 (including labor). For all of you do it yourselves the parts price alone goes from \$100.00 to \$45.00. The abbreviated update is as follows:

With door panels removed, take the new bowden cable part# 911.531.509.01 and remove the spring from the end. Crimp the remaining spring retainer to the cable end. (This eliminates an annoying rattle). Install the new cable (spring retainer to the front of the car) and adjust out any freeplay. Replacement of the cable end retainers is suggested (2-993.531.563.00) Reinstall the door panel and you are all set, manicure intact. GOOD LUCK

Concours Corner:

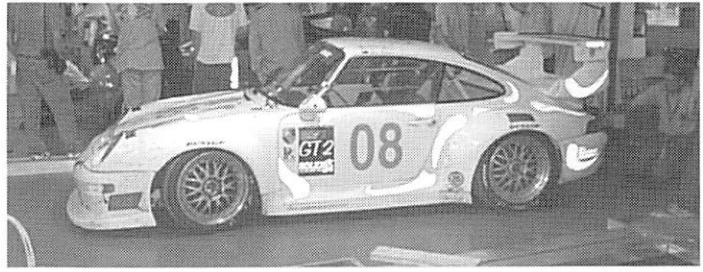
Polishing Alloy Wheels

by Bev Frohm, Orange Coast Region
(from PANDEMONIUM)

This month I was asked to discuss how to polish the aluminum Fuchs wheels. Once you get them prepped, they are fairly easy to maintain. Don't get me wrong, they take work -- but not as much as you think. This process is only for untreated wheels, if they are chromed or have another coating on them, this will not work.

We'll divide this into three types of wheels: A) those in good shape; B) wheels that have a major scratch in them; and, C) wheels that have some paint chips and minor scuffs. The wheels that are in good shape are the easiest to work on. They need elbow grease, but not much more. You will need the following tools; soft rags, water, polishing compound and Mothers Wheel Polish. Do not use rubbing compound, it is too harsh and will scratch your rims. Take a rag and dip it into water. Wring as much water as you can out of the rag. Next scoop a little polishing compound onto the rag, maybe just enough to cover the tips of two fingers. Choose a flat part of the wheel to start on. You haven't done this before, so you do not want to start on the petals of the wheel. Move the rag with the compound using a circular motion, similar to how you put on wax. Press on the rag, but not too hard. You are just trying to move the surface grit off the wheel, not dig into it. Keep doing this in the same area until the compound starts to disappear. That part of the rag will get really black, don't worry that is normal! Now let's take another rag and wipe that section off, you will see the dull finish is beginning to disappear. Do this with the rest of the wheel, but be patient! Do not start this project an hour before your are to go somewhere, because you will not be done. Once you have used polishing compound on the entire wheel, rub the wheel down with a fresh rag. You will see some improvement

just from using the polishing compound. Now, get another rag and put some Mothers on it. Using the same circular motion and pressure, rub the Mothers into the wheel. The oxidation will come off on the rag, causing it to turn the blackish color. Make sure you rub it in good, refreshing the rag with Mothers as needed. Once you have completed rubbing in the Mothers, take another rag to wipe down the wheel. Your arms are going to get tired, you will need to put muscle into rubbing the wheel down -- the more pressure you use wiping off the wheel, the more gleam you will get! To finish one wheel probably took you a couple hours. If not, you probably did not get the results you were hoping for. That was the hard part! Rubbing Mothers onto your wheels once a month will increase the depth of the shine, but the amount of elbow grease actually decreases.



Wheels that have some scratches (not gouges) in the aluminum are another matter. I would suggest you take these to a professional, but there is a way to do them yourself if you have a strong constitution. Take 1500-grit sandpaper and wet it down with water. You are going to use the same technique as color sanding -- only you are doing it on aluminum instead of paint. Keep the water nearby as you are going to dunk the sandpaper into the water frequently. Using an even motion, sand the area that is scratched, plus some of the surrounding surface. There are special rubber pads that can be purchased at automotive paint stores that work well with this technique, helping you sand evenly. Make sure you do not press too hard, you do not want to create more scratches than you are trying to remove. Once the scratch on the wheel feels as smooth as the surrounding area, take a wet 2000-grit sandpaper and sand the area you were working on.

Use the same motion as you used with the 1500-grit sandpaper. Make sure as you work with the sandpaper you keep wetting it down -- the water reduces the friction of the sandpaper, allowing you to remove miniscule layers of material without scratching it. By refreshing the sandpaper with water, you are also cleansing away the tiny metal particles. Once you are satisfied that you have removed as much of the scratch as you possibly can, use the steps above to polish out the wheels. We have done this with our Fuchs wheels and the results were great. As I said earlier, if you feel uncomfortable using this process, take your wheels to a professional. If you need a recommendation, I have taken wheels to Al Reed, in Orange County, and been very happy with the results.

Now, let's talk about wheels that are in good shape, but have some paint chips/scratches on them. You will want to purchase some Satin Black aerosol paint and masking tape. There are many types of Satin Black paint out there and I cannot say there is one that is better than the other -- just trial and error. Carefully mask off any part of the wheel that is not painted. Your wheel will start looking like a giant piece of masking tape -- but it will be worth it. Do not use newspaper. Newspaper can absorb the paint and leave blotches or bleed on the aluminum.

Once you have all the non-painted areas of the wheel masked, check to make sure your masking lines are even. For example, on the rim of the wheel, you do not want a wavy line demarcating the aluminum from the black paint, which would just be tacky. So take your time;

(Continued on page 20)

CLASSIFIEDS

PORSCHEs FOR SALE

55 356 Continental Coupe, last of the Pre-A's, silver/red, was driver until gas tank sprung a leak. Currently has '57 1600N engine and '62 741 trans installed, but comes with 1955 vintage 1500N engine and trans. Has most of the rare parts and includes many, many new parts. Have copy of the original invoice and other documents and pictures from the original owner. \$9900/OBO Bill Kelso 215-233-5142, email wkello@erols.com. ¹

70 911 PCA GT3S race car, 911ST bodywork, 2040#, 3.2L carbuereted engine, 915 gearbox w/ Quaife, 8 & 9 in Fuchs wheels, much more. Minor body damage at right rear quarter. An inexpensive start in racing. With engine \$19,500, w/o engine \$13,900. For specs and photo contact Bob Holland 610-436-6577, email opener@bellatlantic.net ²

70 911 T Targa, 120K miles, needs motor work, brakes & paint. 99% Complete. Good interior, top in good condition. Motor turns over but hasn't run since 6/95. \$2500. Firm. 215 234 4033. ²

73 914 2.0 Signal Orange/Brown. 67K miles Exterior completely restored. No rust anywhere. Never raced. Original owner. Great looking well maintained car needs a new home. Call Henry Hurwitz (215) 665-1750 or hankdds@aol.com ¹

78 911 SCs SUNROOF COUPE, red w/ saddle, 99K miles, 16" Fuchs (7" and 8"), short shifter, Carrera tensioners, H4s, stereo upgrade, alarm, runs great, \$12,900. Call Herman Plenzick 908-306-7587 (days) 215-441-8468 (evenings after 7 PM). ³

79 911 SC, #9119201003 Coupe w/sunroof. Petrol blue/cork. 106,000 miles, 2nd owner, no accidents. 16" Fuchs 7" & 8". New front strut assemblies and new front Comp T/A's. New clutch and lightweight flywheel @100,400 miles. Carrera chain tensioners, Carrera front brakes, Turbo master cylinder, Cool Brakes, SS brake lines. Turbo tie rods, shortshifter, oil cooler, camber truss, SS heater boxes & exhaust system, European lights & front spoiler. RUNS GREAT. \$12,600. Call Jim Zawick 610-838-7771 (days), 610-866-9886 (evenings). ¹

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

1640, 610-358-0856 ¹

83 944, Street/Track Car. Black/Teal, #26, complete suspension, track & interior modifications, 73872 miles on car/1000 mi. on clutch, new timing belt. Spare wheels, etc. Trailer available. Best serious offer (ASAP). Detailed info can be faxed or go to <http://members.aol.com/wrt26/watson.htm>. Contact Brian F. Watson 215-741-0334 (Selling to run different car, different series.) ¹

85 911 Carrera Coupe, Black/Black, sunroof, whaletale, 18K miles, 2nd owner, pwr windows/locks/ mirrors/dr. seat, Nakamichi stereo, always garaged, no track/no smoking, car cover, almost perfect. \$30,000. Pat Weigand evenings 215-241-4759, pmweigand@magellanhealth.com. ³

85½ 944, White/tan interior. Professionally & beautifully built Street/Drivers' Ed./Club Racer. Fresh mechanicals and excellent cosmetics. Red 8x15 Fuchs, red welded-in cage, black Corbeau seats, red Simpson harnesses, Momo wheel, full Weltmeister suspension, short shift, custom exhaust, much more. All receipts. Raced once (Double 50.) Can't duplicate for \$15,000. John Heckman (215) 248-4445. ³

86 1/2 928S 4 Cam, Red/Black Leather, Auto, 26k miles - as new. Bill 215-646-1100 ²

87 944 Coupe #WPOAB0949HN473480 White, black leather int, excellent cond, 85k mi, Holbert's maintained, all svc records, belts & water pump @ 60k, ps, pb, ABS, pw, rear wiper, fact alm, custom mats, power sunroof. \$7800 obo. Chris McShane, 8241 New Second St. Elkins Park, PA. 19027 610-446-4677. E-mail chris.mcshane@covance.com ¹

88 911 Carrera Coupe, 72K miles, Black w/ tan int, Borla exhst, CD, BBS rims, awesome. \$27K 215-233-8227 day, 540-9809 eve. ³

88 911 Coupe, Black, tan int., 72K, Borla Quad exhst., BBS rims, CD & more. Beautiful. \$27,000 215-273-8227 day, 540-9809 night ³

89 944 turbo S Coupe, #WPOAA2955KN150817 White/burgundy leather interior. 116K miles. 100% stock with all the S options. Includes new cover. Recent inspection, Great condition in and out, \$15,500 or best offer. Jeff Sheldon (215) 321-7553. ²

93 911 Carrera Coupe, Red/cashmere, 14K miles, 5 spd, new tires, all records, perfect condition. \$42,900 call Rick, (610) 670-0632 ²

98 C4S, Sliver/Black, modified dual exhaust with motor sound pkg., 18" light alloy wheels, four piston vented disc brakes, antilock Brakes (ABS-5), remote entry with alarm, immobilizer antitheft system, CD radio with 6 speakers, power sunroof and windows, front seats with power height adjustment, power/heated side mirrors, aerokit turbo II F/5 spoiler, asking \$85,000 please call (610) 793-4414. 3

911 F Class Club Racer, 1985 Carrera built on 1977 non snrf. chassis (stripped and anti-rust primed) Professionally developed and maintained, full roll cage, dual race seats/harnesses, 8" and 9" rims, Quaife, spoilers/splitter, short throw-short geared trans., and cool graphics scheme (vinyl)~ all the tricks. Your ticket to competitive Club Racing and hassle free driver ed. events. \$27,500/offers. Contact: Mitch or Jim Reading (610) 933-8769; Phoenixville PA. Race 911F@aol.com 3

PORSCHE PARTS

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

Rollbar for 911 Cabriolet, Best offer. Helmet also available. (215) 646-3821 1

993 Coupe Parts, Right front suspension; front wiring harness; ABS pump & computer; steering rack; steering pump; R bumper reinforcing bar & shocks; oil & A/C lines; right front suspension; engine lid with spoiler; partial cashmere supple leather interior; most small parts, switches, glass, rear glass with third brake light. **911 Parts**, Sankyo Rotary A/C compressor w/aeroquip fittings, \$250; Continental 205/50ZR17 CZ91 (8/32" tread) \$40. F.O.B William G. Cooper, 1148 Saint Finegan Dr., West Chester, PA 19382 610-793-9345 1

Wheels/Tires, Two Fuchs 7x15 with 205/55-15 RE-71's; two Fuchs 8x15 with 225/50-15 RE-71's. Tires are mounted/balanced; 3k miles of street use. Wheels have black centers, are straight/true, and in excellent condition. Center caps included. Asking \$1,000 for all. Bruce Russell at 609-897-9554 (evenings), or email at bruss@worldnet.att.net. 3

OTHER STUFF

Pirelli P-Zero 2 225-45-17 at least 3/32 tread \$50/pr Roy Vernik 215-947-2155 royv@home.com 1

1991 Mercedes 190E 2.3, dark blue w/ gray leather, rare 5 speed, power sunroof, all in very good condition, all service records, 126k, asking \$8500.00 215-453-2152 for more info. 1

Tires, Four B.F. Goodrich COMP/TA R1 205/60 X 15. Very little wear \$40 each or \$125 for the set. Jim Hartman (610) 293-1916. 2

86 Volvo 760 Supercharged V8, All professionally built and maintained. No expense spared. 375 HP. Ford LSD, Brembo, etc. Great stealth vehicle or tow car for your Porsche. Terry 610-793-1849 3

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Tires, Need 2 Goodrich Comp T/A R-1 tires - 225/50x15. Condition: Good or better, half tread left. Don Applestein, 11 Furness La., Wallingford, PA 19086 610-565-5716 before 10 pm. 2

Poster of Turbo, "Like owning your own amusement park." Any help obtaining this would be appreciated. Hans Schweikert 610-287-0422 3

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Help Wanted, RTR needs help managing advertising for der Gasser. If you have a background in advertising, have been interested in it, or simple want to help we want to talk to you. This is a position where a minimum amount of time will provide a maximum amount of benefit. Call Jim McHenry 215-297-0784 or any member of The Exec. 3

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The Fine Print

Address changes should be sent to both the Membership Chair and National. **Classified ads** are free to PCA members and are printed on a space available basis with preference given to RTR members. Non-members may place ads for \$10 per month (checks payable to RTR/PCA and submitted with the ad). Ads may be mailed, E-mailed or faxed (215-297-0749) to the Editor, are limited to Porsche/auto-related items and are subject to editing for space consideration/content. The Editor reserves the right to reject any ad. **Commercial Advertising Rates** and general information are available from the Editor. **Editorial Contributions and Pictures** are welcomed. All material, including advertising, should be received by the Editor at the above address by the 26th day of the month before it is to appear.

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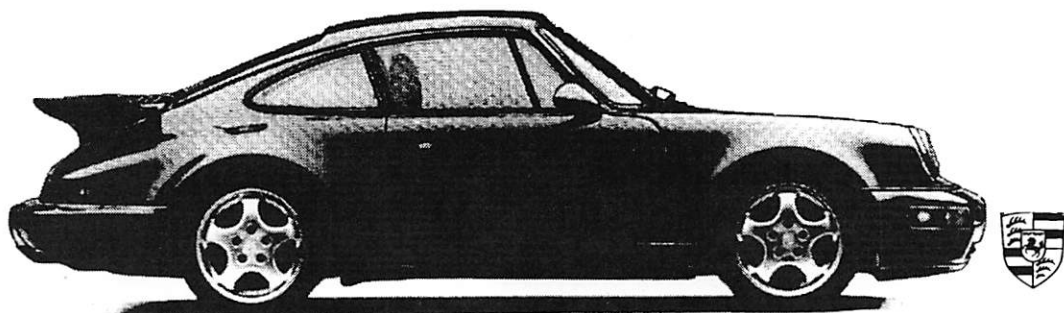
Concours Corner *(Continued from page 17)*

make sure the edges of the masking job are even -- that includes the petals of the wheels as well. The easiest way to paint the wheel is if it is elevated a little bit. Lars uses an upside down trash can and creates a little table using cardboard and paper. The elevation keeps you from standing on your head to paint, which gives you more control over the flow of the paint. Besides, as we age, our knees are not as friendly as they used to be.

While painting the wheel, put thin layers of paint on at a time. This technique will reduce the propensity of the paint to develop legs (run). Make sure the paint has completely dried before removing the masking tape. Take the tape off slowly, especially from the painted edges. Some paint may bind with the wheel as well as the masking tape, so it is best if you pull the tape away from the painted edge.

Now, one more item. Make sure you paint the lug nuts. They probably need it! Once all the masking tape is removed, your wheels will look fresh and ready to strut their stuff.

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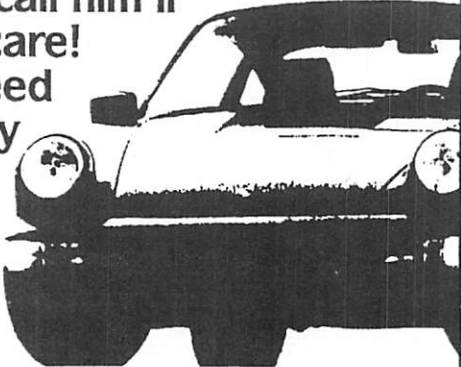
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