

der *Gasser*

August 1999

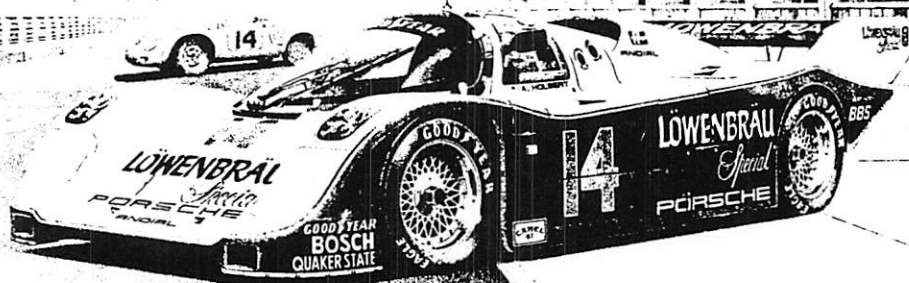
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Riesentöter Region



Porsche Club of America

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President's Message



Remembering back before oil cartels and the gasoline shortage, our family always planned Sunday Drives for this time of year. The summer sunshine would intensify the driving experience as we enjoyed the breeze on a trek to somewhere cooler.

I still carry the same tradition. Shortly before you read this article, I will have cruised to Watkins Glen, NY for RTR's annual 3-day Driver's Ed. From there I will continue north to the 44th annual Porsche Parade at Monte Tremblant. While brushing up on my French, the two-day Driver's Education event at Le Circuit, looks very tempting.

July's membership meeting at Vision Porsche was a huge success. Many of our members from the northern and western portions of our region made a special effort to attend. Craig and Nancy Rosenfeld rolled out the red carpet for Riesentöter!

I'd like to congratulate Brian Minkin for coordinating an excellent Autocross program. Unfortunately, we are having difficulties securing our current location and the program has been put on hold. Brian has been diligently trying to keep the program alive. See his article for additional detail.

Club Racing

The PCA Club Racing Committee guides PCA Club Races. This National committee sets the Rules (including car classes), the licensing procedures, and oversees all the planning of a Club Race. The National Committee includes a group of Chief Stewards and Chief Scrutineers. One or more, of each group is assigned to each Club Race, and the assigned individuals function as the chief operating officials for that Race. Long-standing Riesentöter member and club racer, Axel Shield is one of the eight National Stewards.

The 1999 season is scheduled to run through December. Several PCA Regions around the coun-

try have been busy hosting races this year. RTR has always held the reputation of a drivers' region and continues to have strong showings at the races. Please join me in congratulating our drivers who have placed in recent races.

Gingerman Raceway opened for its first full season in 1996. The track is 1.88 miles long and 36 feet wide with a variety of elevation changes, twists, and turns located in southwestern Michigan. On July 3rd and 4th, the SE Michigan Region hosted the "Roar on the Shore" at Gingerman Raceway.

- #99 RTR's Registrar, Mike Ellis, placed 2nd in the G class and placed 3rd overall in the Group 3 Feature Race, in his 1975 911, finishing 18 laps with a best lap time of 01:35.967.

From July 9th through the 11th, the Upper Canada Region hosted a race at Mosport Park, a 2.46-mile, 10-turn road course located near Toronto, Canada.

- #45, Gordon Nagle, placed 1st in the GT2R class and placed 3rd overall in the Red Race Group with his 1999 996 GT3 finishing 15 laps with a best lap time of 01:32.582.

- #33, Joe Fabiani, placed 1st in the C class and placed 17th overall in the Yellow Race Group, finishing 14 laps with a best lap time of 01:41.789.

- #99, Mike Ellis, placed 1st in the G class and placed 2nd overall in the Green Race Group in his '75 911, finishing 15 lap; best lap time - 01:41.980.

- #51, Don Jacobs, entered the GT5R class in the Green Race Group in his 1970 914, finishing 6 laps with a best lap time of 01:39.673.

Watch for these upcoming events:

On August 14th and 15th, the Rennsport Region will host a club race at Mt. Tremblant, in Ste Jovite, Canada, in conjunction with the 44th annual Porsche Parade.

On September 4th through 6th, the Chicago Region will host a club race at Road America, a 4-mile road course located near Elkhart Lake, Wisconsin.

On September 18th and 19th, the Northern Ohio Region will host a club race at Nelson Ledges, a very fast 2 mile road course

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Photo Cover - Between run groups at Pocono on Memorial Day weekend. (Bill O'Connell)

Riesentöter Calendar of Events

AUGUST

- 6-8 **RTR Driver Ed, Watkins Glen**
- 8-14 **Porsche Parade
Mont Tremblant, Canada**
- 20 *Schattenbaum Region Driver. Ed
Summit Pt. 609-275-9439*
- 25 **August Membership Meeting
Don Rosen Porsche,
1312 Ridge Pk, Conshohocken, PA
610-279-4100**

SEPTEMBER

- 8 Boxster S Introduction
Porsche of Princeton
- 10 **September Exec Meeting**
- 18 **Tech Session - Don Rosen's
Conshohocken, PA**
- 19 **Radnor Hunt
Concours d'Elegance**
- 26 **Bryn Mawr Rehab Hospital
Antique Car Show, Malvern, PA**
- 29 **Sept. Membership Meeting -
Grand Sport Autobody
11 Oscar Way, Uwchlan, PA
(610)458-1655
Nomination of Officers**

OCTOBER

- 1 **RTR Driver Ed, Pocono, South
Course (Instructors only)**
- 2-3 **RTR Driver Ed, Pocono,
North Course**
- 8 **October Exec Meeting**
- 10 **Fall Rally & Social, Tailgator's
Restaurant, Reading, PA**
- 10 **AutoCross - Combined event
w/Central PA Region in Hershey
Park, Contact Brian Minkin
215-677-3093**
- 22-24 **Mid U.S.914 Ramble, Hot
Springs, AR. 940-682-4719**
- 27 **October Membership Meeting,
Election of Officers, Bent
Elbow Saloon, 582 Bethlehem
Pk., Ft. Washington, PA
215-646-2228**

DECEMBER

- 19 **Holiday Banquet,
Doylestown Country Club**

Local Events in Bold.

Track events are in italics.

See www.rtr-pca.org
for updates

Fall Rally & Social

Sunday, October 10th
O'Grady's Resturant
Rt. 113, Souderton, PA (rear parking lot)
9:30 - 10:25 am - Registration
10:30 - Rally Meeting
10:45- First Car Off
3:00 pm Social - Tailgator's Restaurant, Rt. 73,
Reading, Pa. (610-944-7645)
Attendance for the Social requires an RSVP by
no later than September 30th
to Virginia Carfrey: virginia.carfrey@smed.com,
(610) 219-2189
For Rally Info - Bob Auchenchach:
auchenchachb@nad.com, (215) 256-9584



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Club Meeting Info



Our last club meeting on July 28th, 1999 was held at Vision Porsche/Audi/VW. Our good friend and Riesentöter member Craig Rosenfeld opened the doors of his dealership extra wide for this event.

While members took advantage of the buffet style feast prepared by his lovely wife, others walked and talked about this and that. The parking lot was full of new and used Porsches along with a fine selection of Audis and VWs. It was also full of Porsches, owned by dedicated members including a guest appearance by the legendary Don Galbraith. Bill himself also represented Dougherty Automotive. And just when everyone was having fun it was time for the meeting to start. The President, Nick "Finger" Hatalski gave the ups and down's with the club and other related business. My turn, the moment I'd been waiting for, to introduce Craig's guest speaker, STEVE RICCABONI, a six-year veteran with BERTIL ROOS RACING SCHOOL. Their motto is "the ultimate experience driving at the limit". Bertil has two racing schools, Pocono International Raceway and Nazareth Speedway. Members received a crash course, no pun intended, on driving, braking and other important driving practices. Not bad for a Wednesday night. This year we've been having record turnouts for club meetings with a more than friendly response on the business side. We would like to thank Craig Rosenfeld and all his staff, for a very special evening.

We would also like to thank Steve Riccaboni of Bertil Roos for this presentation. I would like to get a group of members together for a driving course at the Roos School of racing. E-mail me and I will start working on the details if anyone is interested.

Next month, on August *continued on page 16*

This year
we've been
having record
turnouts for
meetings.

**Race Cars at
Rosen's
Come to August's
Membership
Meeting
&
Annual Event -
RTR's Race Cars at
Don Rosen's Porsche
in
Conshohocken
Come see the cars
and meet the drivers.
All that with good food
and friendly talk about
the cars you love.**

**August 25, 1999
Food and social at 7:30
Meeting at 8:00
Don Rosen Porsche
1312 Ridge Pk.
Conshohocken, PA
610-279-4100**

Milestones

Here are the Riesentöter members reaching membership milestones in July & August:



25 Years

James Levitt

15 Years

John Evans
John and Jane Hebden
Dolores Vorters

10 Years

Nagle and Sally Bridwell
Henry Bryans
Kurt Faller
H. B. King
Paul and Jean Marie
Marchetto
Sam Pantoni

5 Years

Mitchell and Jeffery
Appelbaum
Robert Dunnous
Peter Helfrich
Donna Kenyon
Philip and Joanne Kibler
Frederick Klaus
Christine Leo
Roy and Lynne Manley
Howard and Andy Morris
Tracy and Fran Nelson
Raymond and Meryl Raskin
David and Joyce Redmond
Emidio and Linda Tranquillo
Brian and Bill Watson

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

Welcome New Members

Due to a loss of electricity (unfortunately when temperatures were over 100), I was unable to get the membership information to Jim McHenry in time for the July *Der Gasser*. The following are the new members for June and July.

The following individuals became new members of Riesentöter as of June 1, 1999:

Scott and Irene Brown	West Chester, PA	'90 944
Miller de Cou	Hampton, NJ	'86 944
John Derham	Doylestown, PA	'98 Boxster
Dr. Stuart Field	Macungie, PA	'97 911
Barry Franco	Doylestown, PA	'88 911
Thomas Giordano & John Kulp	Phoenixville	'88 911
John and Barbara Hilbish	Berville, PA	'60 356
Kate Kervin	Warminster, PA	'82 911
Charles and Rosemarie Kozo	Allentown, PA	'87 928
Matthew McManus & Jennifer Burman	Glenside	'91 911
Maureen & William McVail	Wayne, PA	'84 911
Preston and Susan Mintz	New Hope, PA	'80 928
Edward Morris & Valinda Carlton-Morris	Phila.	'99 Boxster
Richard Roush	Mifflintown, PA	'65 356
Robert & Candi Selig	Laverock, PA	'99 911
Scott Sheffer	Huntingdon Valley	'95 911
Robert and Janice Snyder	Philadelphia, PA	'80 911
John & Patricia Sorge	Malvern, PA	'99 Boxster
Claude & Cecelia Spiron	West Chester, PA	'88 944
Jason Steinfeld	Philadelphia, PA	'84 911
Alexander Takacs, III	Bethlehem, PA	'77 924
David and Denise Vone	Norristown, PA	'99 Boxster
Robert & Carol Weissberg	Richboro, PA	'85 911

The following individuals became new members of Riesentöter as of July 1, 1999:

Susan & Dennis Angelisanti, Jr.	New Holland, PA	'99 Boxster
Christopher Bayshore	Reading, PA	'87 944
Patrick and Theresa Blewett	Chadds Ford, PA	'99 911
Jerry and Joanne Bronstein	Paoli, PA	'87 911
Mark and Natalie Byelich	Newtown, PA	'83 911
Philip Freedman	Wynnewood, PA	'99 911
Richard & Irene Gavin	Bangor, PA	'91 911
Ralph Granger	Allentown, PA	'89 944
John & Joyceann Heley	Bedminster, PA	'99 Boxster
Tom Holden	Warrington, PA	'99 911
Sallie Ketcham & Floyd Dean	Montchanin, DE	'99 Boxster
Stacy and Craig Kimmel	Lower Gwynedd, PA	'99 911
Bodo & Francine Knochenhauer	Warrington, PA	'93 911
Edward Miller	Gwynedd Valley, PA	'85 911
John Miller	Yardley, PA	'78 911
John Riley & Michelle Thomas	West Chester, PA	'89 944
John Schiano	Langhorne, PA	'77 911
Jay & Phyllis Silverman	Strafford, PA	'83 911
Steve Skinner	Villanova, PA	'96 911
David Stout & Martine Lamoureux	Phila.	'99 911
Todd & Pam Sutton	Landenberg, PA	'99 Boxster
Edward & Teresa Tatios	Brookhaven, PA	'92 911

continued on page 5

Membership News *con't from page 4*

Henry & Olivia Thorne	Wallingford, PA	'91 911
Donald & Dianne Turner	West Chester, PA	'87 911
William & Sheila Umek	Morrisville, PA	'72 911
Karl Voight, IV	Blandon, PA	'99 Boxster
Dennis & Linda Wasserman,Media, PA		'86 944
Edward & Renee Wildman,Philadelphia		'72 914
Richard Woodruff	West Chester, PA	'72 911
Kevin & Anne Woznicki	Maple Glen, PA	'99 Boxster

Welcome also the following members transferring into Riesentöter from another PCA region:

Sean Holmes Newtown, PA '86 944

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



Special Membership Notes

I found out from National that they calculate membership totals a little differently than I had been doing. The official total for Riesentöter as of June 30, 1999 was 1,172 members. Any members that were late in renewing their membership were not included in the official total. Nevertheless, the trend since the beginning of the year is a positive one. Since January 1, 1999, our total membership (net of non-renewals and transfers out of the Region) has officially increased by 50 members.

Finally, I received terrific news that Bob and Lee Russo moved back to the Philadelphia area on July 22, 1999. Bob is a long-time Riesentöter member who has been actively involved with the Club throughout the years. He and Lee moved out to California several years ago when Bob took a job with Porsche Motorsports. They missed Philadelphia and Riesentöter very much (and RTR missed them as well) and were finally able to make the move back to the area. Welcome home guys!! We're so glad you're back.



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Tim Holt

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Porsche-Ferrari Specialist

610.692.9906 fax

Important Autocross News

by Brian Minkin

The 1999 Autocross season started with a new location, the Cornwell Heights Park and Ride lot which the club licensed from Septa for our use. We have had 5 excellent events there and have enjoyed an increased turnout of Porsche cars compared to previous years. The facility allowed us to create challenging 60-second courses which tested the driving skills of experienced as well as novice drivers.

A few times during the course of these events the Pennsylvania State Police have come to the facility and questioned our right to use it. We have furnished them with copies of the license we have from SEPTA but I received a call from the captain of the Trevoze Barracks who informed me he was opposed to our use of the lot for automotive events. He stated his concern to be that if an accident were to occur he did not want his troopers to have the responsibility of policing the property. Not one incident has occurred during the course of these events and the club has patrolled and cleaned up the trash of many others before leaving after each event. We are a good tenant and SEPTA liked this use of their facility. SEPTA also agreed to have their own Police force be responsible for policing any incident that might occur. Despite SEPTA's best efforts to help us continue to use this facility the State Police Captain contacted the Chief Engineer for this region of Penn-DOT. Penn-DOT decided that since they lease the lot to SEPTA and they had not approved this use they would take the position that we could no longer use the facility. They contacted me and informed me they had instructed the State Police to keep us out.

This unfortunately has meant the end of the Autocross season locally for RTR. SEPTA has offered other lots for our use, but after inspecting them none is of suitable

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for RTR.

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Riesentöter's Porsche Babies



Those with a very discerning eye will recognize Dave Redmond's award winning 914/6 (first in class '98 Chesapeake Challenge) as last month's cover car. Above is another of his beauties.

Letters

To Jim Zelinskie c/o The Editor:

Dear Mr. Zelinskie,

When I went to Jefferson Circuit with my dad, Greg Gelcius...Oops, I forgot to introduce myself. I'm Alex Gelcius, Greg's son. Back to the story. So, when I sat through the classroom instruction, I noticed what a good teacher you are. I also noticed that you were talking about braking before turns and apexing corners.

Now, I have a video game called Pod Racing from the new Star Wars movie. A Pod Racer is two engines and a driver in a cart with two strings attached to the two engines.

In this video game there is a lot of turning. When I came into a turn I was going way too fast and I would crash. So, I remembered what you said in the classroom. I tried it and it worked! I was a much faster Pod Racer and thanks to you I could beat the game.

Thanks for the driving tips!!

Sincerely,
Alex

P.S. I'm looking forward to Pocono.

In answer to June's question about a Porsche rental -

PORTLAND, Maine—Auto Europe, a leader in international rentals, has just added sports and prestige cars to its rental inventory in the U.S., making a wide selection of these cars available in Florida and California. Cars include Mercedes, BMW, Porsche, Lamborghini and others.

A sample of one-week rental rates range from \$1,040 for a BMW Z3 to \$3,255 for a Porsche 996 in Miami and from \$957 to \$4,797, respectively, in Los Angeles. For reservations and information call Auto Europe at (800) 223-5555; or, visit their web site at <http://www.autoeurope.com>.



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

From the Editor



Boy is it hot. Hot and dry. And it seems like it's never ending. Dog days all summer long. This is only my second year of living in the woods and it sure seems like you get more in tune with nature just by being out here. I don't know why that should surprise me.

When I lived in the city and heard about a drought, it was just a news story. The water still came out of the tap, what's the big deal? Out here in deep space it's like one wrong move with a lighted match in your backyard and you could lose your house. Oh, life in the country. Okay, enough about the weather, do you come here often?

Not much to say this month but I do have a plea. I need another volunteer. Two, in fact. (Hey, don't tune out yet.) It's easy stuff. Really. And the satisfaction-to-time-invested ratio is great. I think der Gasser's first volunteer, Liz Silverman, who is doing a great job for the club as advertising coordinator, not only gets a lot of satisfaction out of what she's doing but is even having fun. And these two jobs are way easier.

The first spot is simply to do one thing: figure out the best way to mail der Gasser to members. I've done a fair amount of investigation and have found a fair amount of conflicting information. I simply don't have the time to run this down and it's really very important to the club. We have over 1200 members and I would like to broaden the type of articles we cover. We have the track & competition area covered pretty well but I'd like to be able to print more articles of general interest. Because we usually ship der Gasser first class we have a practical limit of 20 pages for the publication (because of weight vs. cost and all). When our regular columns are all filed along with our advertising, it only leaves us so much space for other-interest stories. You may have noticed that in months when we shipped the magazine at bulk rate we had 24 pages and a wider cross-section of articles. The problem is that bulk just is not reliable enough as to when it reaches members. It takes too long. An alternative may be to ship at a periodical rate and this is

what I need help checking out. How exactly is it done? I need help filling the forms. Stuff like that. Essentially it's a one shot deal. A few hours helping the club and everyone will benefit. Greatly, I believe.

The other position is a permanent one as the Classifieds Editor. You would receive classifieds via e-mail, fax, or mail; edit them; put them in a Word document and send them to me. That's about it. While fairly straightforward, it would be a big help. There's no collecting money; no hassling people; simply a couple of hours a month to help with the publication.

Well, that's my pitch. I guarantee the whether will cool and your energy return. You won't always feel drained and wrung out. And then you'll be kicking yourself saying, "Why didn't I volunteer for those spots in August?" Well, I'm sure we'll need help with something then too but why wait? A little bit of your time would be a big help. Thanks in advance,

Jim McHenry



President's Message *con't from page 1*

located in eastern Ohio.

On September 18th and 19th, the Golden Gate Region will host a club race at Thunder Hill Raceway, 75 miles north of Sacramento, CA. The track is a 1.9-mile long counterclockwise loop, with nine numbered turns and a very long main straight.

If you've recently entered a race and haven't been mentioned in this article, send me an e-mail. If you've never been a spectator at a PCA Club Race, I suggest putting it on your to-do list. If anyone his interested in writing a Club Racing column, please contact our editor.

The Next Membership Meeting is Race Cars at Rosen's. I look forward to seeing you at one of our upcoming events.

Nick Hatalski, President PCA,
Riesentöter Region



IT'S BACK!

O.N T.RACK C.OVERAGE

We asked you to stayed tuned, you did, and now ***IT'S BACK!***

Coverage for Drivers' Education Events!

It took us thirteen months of hard work, and just in time for Track Season we are pleased to announce a new agreement with a major U.S. insurer to provide the insurance.

Thanks for your patience!

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?!" ***IT'S BACK!*** No drivers under age 21. No racing. (Drivers' Education is not racing.) 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?"

IT'S BACK! Simple, one page application.

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Tech Notes

Brake Hoses

by Pete Zimmermann, Los Angeles Region
(from PORSCHERAMA)

This article only contains rudimentary (useful!) information. If you want to know how to put "Big Reds" on a 356A, it won't help you!

Hoses

Ten years old/100,000 miles, whichever comes first. These are two magic numbers. Every 2.0, 2.2, 2.4, 2.7, 911SC and 3.2 Carrera now falls into this category. This means that every one of these cars now needs, or has already had done, brake hose replacement.

A brake "hose" is installed at every corner of every car, is about a foot long, and it connects the steel line at the chassis to the steel line at the caliper. They allow for both steering motion, and suspension motion. The caliper is the brake system component that holds the pads, which press against the rotor (a.k.a. disc), which in turn stops the car.

Brake hoses normally won't leak but they break down internally. When this happens one can still stop the car when the brake pedal is applied because fluid is being pushed through them under extreme pressure to the calipers. The primary problem with old hoses occurs when the brake pedal is released. During release, pressure is gone from the caliper and the fluid flows back toward the master cylinder—except when a faulty brake hose is present. It will restrict the flow toward the master cylinder or collapse completely internally. Either condition maintains pressure at the caliper causing the brake pads to drag. This can produce extra brake dust on the wheel at the corner of the car and, in extreme cases, actually drag so severely that the car feels like it has a flat tire.

An additional possible symptom is "darting." Obviously, the tire pressures have to be accurately set before a brake problem is diagnosed. Darting is the term used to describe a car that will "pull" any way it wants to during stopping. Pulling can be diagnosed as a front or rear problem by feeling the symptom in the steering wheel or in the seat.

If the car is still fitted with original hoses (the

old ones will have a manufacturing date on them) they should be replaced immediately, and the system flushed and bled. If the car feels a little weird following this work, don't worry. The calipers may not have been operating under correct pressure for some time and may need a hundred miles or so to stabilize. If symptoms such as pulling, darting, or drag still exist, it's time to go to the next step.

Calipers

With new factory O.E. hoses in place, and a fresh fill of Castrol LMA, or other high quality brake fluid, caliper problems can be diagnosed. In all but the most severe cases, calipers can normally be rebuilt. There are some tricks to know here but I won't bore you with

the sordid details. The calipers must be removed from the car, the pistons removed from the caliper, and everything cleaned. Then the O-ring, one per piston, must be replaced and the unit reassembled. Assembly paste should be purchased from Porsche—it works better than other assembly fluids we've used. Calipers may be done two at a time—same end of car, or diagonal. Look for the wheel with the most dust or, after the car is on a lift, the wheel that has the most resistance when spun by hand. Start the project with that caliper. Never reseal more than two calipers at once—they require a break-in period, sometimes as much as 100 city miles. If all four calipers are done at one time, the car will have extremely poor brakes.

Here is when the Porsche assembly paste (part #000 043 117 00) is important. It hastens the break-in period by a considerable amount of miles compared to other assembly lubes we've used. During break-in, always leave extra stopping distance because the brakes will probably feel like there is still air in the system. This is a normal condition and the brakes probably won't feel confidence-inspiring until 300-500 miles after all four calipers have been resealed.

Faulty brake hoses
can cause your
brake pads
to drag.
Obviously,
that's not good.



New 911 Turbo

ATLANTA, July 30
Ending months of anticipation, Porsche has disclosed the first information of its new 911 Turbo sports car. Scheduled to be shown to the public at the 1999 Frankfurt Motor Show this Sept.,

the new 911 Turbo will be the ultimate performer in Porsche's model lineup. It will be powered by a 3.6-liter, flat-six cylinder engine producing 420 (DIN) hp at 6,000 rpm and 413 ft. lbs. of torque at just 2,700 rpm. This water-cooled powerplant will propel 0 to 100 km/h (62 mph) in 4.2 seconds, from 0 to 160km/h 9.2 seconds, and to a top track speed of 305 km/h (189 mph). To further enhance handling and safety, it now features the Stability Management (PSM) system first introduced on Porsche 911 Carrera 4. Externally, the new 911 Turbo is distinguished by its three large air scoops in the front, flared rear wheel arches with integrated intercooler air intake ducts on the side, and an all-new retractable rear wing mounted on a newly designed engine cover. Among the new 911 Turbo's many standard features are a six-speed manual transmission,

leather upholstery, an electrically adjustable driver's seat with memory, a three-spoke sports steering wheel, and 18-inch hollow-spoke light-alloy wheels featuring 225/40 tires at the front and 295/30 tires at the rear. The new 911 Turbo will go on sale in the 2000 calendar year.

mission, leather upholstery, an electrically adjustable driver's seat with memory, a three-spoke sports steering wheel, and 18-inch hollow-spoke light-alloy wheels featuring 225/40 tires at the front and 295/30 tires at the rear. The new 911 Turbo will go on sale in the 2000 calendar year.

(Porsche Cars North America, Inc.)

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Levels of service available

1. Recover with original German vinyl, new improved headliner and cosmetic enhancements. Minor parts provided at no charge.
2. All of Level 1, plus the stripping of worn reinforcement burlap and foam, renew same.
3. All of Levels 1 & 2, plus removal of rib alignment webbing, renew same.

Cars Inc.

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President - Dan Petchel
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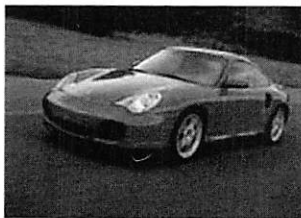
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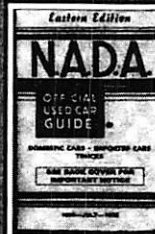
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A Porsche Story

by Beth Herwig

Here is our Porsche story. About 10 years ago Joe was living in an apartment in Souderton, PA. One night we were doing laundry in a local laundromat. To keep busy we were reading ads in the local "Penny Power". I happened to mention that there was a 1977 Porsche 924 for sale for \$1800. I didn't think anything would come of it, boy was I wrong! We drove up that same night to take a look and Joe was sold. He was so thrilled to be able to have a Porsche. I never even heard him say that he liked them before but he said that was because he thought he would never be able to afford one. We went through a lot with that car including hitting a deer. Joe was so disappointed but the brighter side was he was able to get the car repainted. Joe really loved that car but now that a small dream was realized, he had his sights set on one day owning a 911. A few years later he found someone selling a 1983 944. We were lucky enough that the person selling the car was willing to take the 924 as a trade-in. Now he really was in love. He had the car lowered. Then came wider tires and a new paint job. It was really looking great! By this time we were settling down in Skippack in our first home together but we didn't have a garage. So now after renting a garage for many years we decided it was time for a better home for the car (with a garage).

Needless to say, after a few more years he was ready for yet another upgrade. After getting the 944 inspected he found a 911 that seemed like a great deal. Unfortunately, I was not real responsive to his upgrade suggestion. Well, I finally came around but the car he wanted was no longer at the dealership. But there was one that had just been traded. It looked a little rough but we were star struck. Joe insisted on keeping his wheels and by the time the car went through prep, we couldn't believe it was the same car.

Well, now (hopefully) our family is complete. Joe even recycled some bright green carpeting for the garage to make it more at home. But seriously, we both really enjoy the car; we always seem to have somewhere to go nowadays.



AutoCross Info *con't from page 5*

size or shape to have a safe event in. Members wishing to continue to get seat time in Autocross events can run their cars in the local SCCA events in Camden. Contact me for more information regarding SCCA events. The Club is seeking a large parking lot in Pa to hold future events. If any members know of a facility that they think might be available on Sundays please let me know and I will follow-up with the owners or custodians of the property.

However, the Club will have one more Autocross event this year. We are going to join the Central Pa region for a challenge between the two regions on October 10th. The event will be held at Hershey Park. It will be a large course and will be lots of fun. I hope any RTR members with Autocross experience and those without, who just want to have fun with their car, will join us and make this an event to remember. Call me if you are interested so I can get a head count to Central Pa. Central Pa is also having a September Autocross and we have been invited to join them for this unique event which they hold on a go cart track. (yes, they run without cones) This event is West of Harrisburg and would take about 2 1/2 hours of driving to reach it. If any one is interested in joining them for this one please contact me and I will fill you in on the details at (215) 677-3093, bminkin@compuserve.com.



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Track Talk

VISION - FEEL - SOUND

by Dennis Lee, Canada West Region
(from TIMBERLINE)

VISION

It is the singular most important factor of high-performance driving as well as safe driving. Your VISION determines your physical reaction. Driving faster than your vision can process the data to your brain results in failure to react fast enough to changing conditions ahead. This failure is referred to as "overdriving your vision." As such, the development of vision skills forms the most basic fundamental of high performance driving. The following are pointers for vision skills development:

1) Lift up your vision (it helps by raising your chin slightly) by thinking and looking farther ahead. Looking farther ahead allows you to plan and organize your moves in advance of executing them. This will lead to smoother operations in the cockpit and better car control.
2) Look where you want to go, NOT where you don't want to go! Where you look is where you automatically steer to. This is critical in avoiding crashes.

Remember, your vision leads your physical reaction. Look to where you can avoid an impact and you will naturally steer away or around it. But if you look at where you think you are going to crash into, you WILL hit it. Try this simple exercise; seated behind the wheel of your stationary Porsche, look to the left and try turning the wheel to the right. Awkward?

3) Don't lean your head! It is imperative that you maintain vision parallel to the road surface. During track events, the additional weight of a racing helmet on your head combined with g-forces in the corners, may cause your head to lean from side to side. Leaning distorts your vision and affects your driver-input. Some race drivers, particularly in oval track racing, use supports or straps on their helmet to help overcome this problem.

Looking farther
ahead allows you
to plan and
organize your
moves in
advance of
executing them.

FEEL

Although the highest percentage of sensory input comes from vision, a driver must also interpret and respond to feel from within the cockpit of the car. Almost all drivers improve their vision skills through conscientious practice of the pointers mentioned in vision skill development, but the development of sensory input from feel relies almost exclusively on track time and experience. To begin, sit as low as possible without impairing your vision. Your feel is enhanced by being closer to the center of gravity. On your next Driver Ed opportunity, try to develop the following sensory inputs of feel:

- 1) Feel a tire sliding or "chattering" as it locks up under braking.
- 2) Feel if the car is sliding in the corners.
- 3) Feel and recognize rough or bumpy portions of asphalt that may be effecting tire adhesion to the track.
- 4) Feel the precise moment when the car reacts to your steering input.
- 5) Feel brake pedal fade on repeated threshold braking.

SOUND

Wearing a helmet while driving is an experience. At first, you may find that your helmet eliminates a lot of sound -- and it does. But as your senses become more acute from within the car, you will discover how much auditory information you are able to receive. Develop your ability to pick up sound through focus and concentration. While under hard braking for example, listen for any tire lock-up. A locked tire may squeal or howl. Conversely, it may actually become very quiet as it slides along the asphalt and traction dissipates.

You will ultimately absorb more information through vision and feel than through sound. The more information you receive, however, the better you are able to determine the necessary driver-input. The ability to amalgamate VISION, FEEL and SOUND into a single sensory input distinguishes the Great Drivers from the Good Drivers.



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70 911E Targa, very good condition, must see, runs & looks great, Cresco, PA \$9000. 570-595-3817 7

74 914-6, 916 body work. trunk spoiler, welded full cage & stiffened body, race seats with harnesses, three sets of wheels, adjustable sway bar, brake bias, and short shift kit. Strong rebuilt 2.7 motor with Webers, MSD ignition, headers, supertrapp, front cooler and custom oil tank. Very fast street legal race car. PA classic registration. Best offer. Nick Plenzick 215-343-0263 8

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80 911SC Coupe, #91A0133497, Euro., Iris Blue/black, 103K, real nice SCdriver. Black Fuchs w/crests, Alpine disc player. Fitted cover, four extra cookie cutters. Buying 356, 911 must go. \$14,000. Jeff Miller, 101 Race St., Apartment 211, Catasauqua, PA 18032, 610-266-9455, jeff_miller@compaid.com. 7

84 911 Targa, red/black, very good cond, 68K miles, 60K service w/records...needs nothing). Power windows, A/C Blaupunkt, alarm, Fuchs w/new SP 8000's, Welt bar. \$18,900 Andy Master, Bethlehem, PA 610-691-3462 8

84 944, Guards Red with Black interior, 5 speed, always garaged, non-smoker. Excellent condition. Dealer serviced since new. All upgrades completed. Brand new Comp T/A's, high end CD sound, 77K, never raced. Complete history. Car is priced very fairly. Only \$5,100. You will not find a better car in this price range! Call Ron Michael at (215) 639-5171. 8

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86 944, Guards Red/Black leather, 8 x 15 Fuchs, A/C, rare auto

trans, ps,pb, pw, sunroof, all belts & water pump at 89K, oil cooler updated. Excel cond inside, outside & mechanically. Jerry 610-567-4840 (wk days), 610-539-3462 (eve). 7

86 944 TURBO, Blk/blk pt leather. Original owner. Ltd slip, am/fm cass., sunroof, 2 sets 17" wheels, 3 piece OZ Futura w/ R-1's & 993 Cup 2 w/ Yokohama AVS, Full cage, harnesses, 280 springs, 29mm hollow torsion bars, Koni sport adj. shocks, solid bushings, lowered, slotted front rotors, Stage II chips & much more, Mobil 1, complete bottom end rebuild with new seals, gaskets & hoses, meticulously maintained by Autothority tech. Excel. cond. inside & out. See at importedcars.com & aused car.com 95,000 mi. \$15,000, OBO Call Bob Wilkoff @ (301) 229-8536 H or (301) 229-2003 O, e-mail <archaeon@erols.com> 8

86 911 Coupe, wht/blk, sunroof, 63,000 miles, Bursch Stainless Steel muffler, Clarion stereo with CD, A/C, rear wiper, new clutch and first & second gear, recent major service including all fluids changed to synthetic, short shift kits, cryogenics rotors, stainless steel brake lines with ATE blue fluid, MOMO rookie seat, triangle camber truss, Bilstein heavy duty shocks, lowered to euro spec., 2 set of rims: 15" phone dial with brand new SP8000, 16" Fuchs with R1. exc cond, steal for \$22,000. Call Gary 917 682-8895 day 732 866-1869 eve. 8

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88 924S, California car for restoration or parts. 40,000 original miles \$1500. Call Ben at 610-458-7125 (eves) or Greg 610-458-6371 (day) to inquire. 6

89 944 TurboS, Zermat Silver, 59K miles, perfect, \$16,800. Mike Sonderby, 1535 Tree Line Dr., Malvern, PA 19355, 610-725-9196 (h), 215-246-2303 (w) 8

89 911 Carrera Cabriolet, black/black full leather, #WPOEB0918KS171338, excellent condition in/out, 37,200 mi., 17" cup wheels w/ Pirelli P-Zeros, K&N flow system, camber truss, CD, air, cruise, power seats, full power accessories, alarm, kill switch, svc. records, great mechanic condition, \$37,000.00, getting married & need to sell. Call Mike 610-429-5090. 8

96 993 Carrera Cabrio, #WPOCA2990TS341947. Polar silver/Marble gray top and interior. Limited slip diff., both seats power and heated, am/fm/cass w/hi-fi sound package, wind deflector, rear package shelf with locking compartments (in place of seats) non-smoking, garaged, no snow/little rain, 17,000 miles, excellent condition. Reason for selling: too many trips with family, baby and stuff (in Land Cruiser and Benz)/too little time (to drive Porsche) \$62,000 Paul Cohen (215) 947 - 3707 7

98 Boxster, 5K miles, Ocean Blue, grey leather, 5 spd, sport suspension w/17" sheels, matching blue hardtop w/cover & wall mounting brackets, CD, remote locks, wind deflector, traction control. Like new, \$46,500 Adrian 610-649-8828 8

99 Boxster, Metallic Arena Red, interior graphite grey, hard top, heated seats, sports package (includes 17" wheels, wind stop, sound system, cruise control, alarm system, CD- shelf storage). Approx. 10,500 miles.\$48,000. Peter Hunt 610-444-8609(h), 610-444-7325 (W) 7

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Wheels, Fuchs 16 x 8, \$600 for 2.Jim Zawick 610-838-7771 (d) 610-866-9886 (e) 8

Tires, 225-45-17 Pirelli P-Zero Symetrico- 3-4/32tread. \$50.00 for both.Roy Vernik 215-947-2155 ROYGTS@AOL.com 7

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PERSONALS

Volunteers Wanted, Just two, really, for exciting(?) work on der Gasser. One is for a total of a few hours to find the best way to mail this mag. The other is the ongoing editing of the Classifieds. It's fun, satisfying, and would be a big help to the club. Read this month's *From the Editor* and/or contact Jim McHenry at 215-297-0784. Thanks. 8

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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 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 Advertising Coordinator. **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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Ideas, opinions, suggestions, etc. are those of the authors.

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

Club Meeting Info *con't from page 3*

25th, the meeting will be held at Don Rosen Porsche. The theme is "Race Cars At Rosen's." On hand will be a fine selection of Dougherty built cars along with others owned by members. If a member would like to show his or her racecar, please contact me, as space is limited. This will be another great event with dealer info available by calling 610-279-4100. The location of Don Rosen Porsche is 1312 Ridge Pike, Conshohocken, and just minutes off the PA Turnpike. September's meeting will be held at Grand Sport Auto Body in Uwchlan near Eagle, PA. Fred Gunther, who owns four shops, also has locations in West Chester, Thorndale and Exton. His secret to success is

state of the art equipment along with special painting tips provided by Dupont as well as Dupont paint and equipment. This meeting should help in making everyone feel at ease when things go bump in the night.

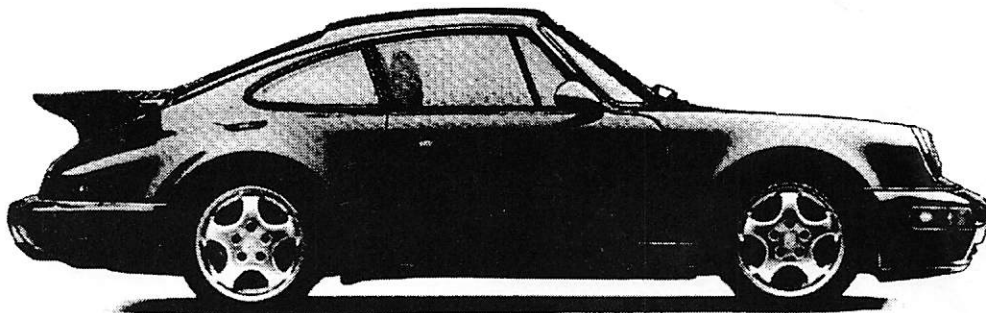
Time to wrap up. I started out July 31st having breakfast at Vinny's in Chester Springs with three other 911 owners from my area. From there it was Douglassville to Dennis Angelisanti's house. Dennis, who used to be in charge of rally, invited me over to test drive his very new silver Boxster on the beautiful country roads of Berks County. Now I know why everyone is buying this absolute great sports car. I could be next. Till next time we meet, drive safe and stay cool.

Randy Jameson, Vice-President of Riesentöter.



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PKCK928	80-86 928 Clutch Kit	928-116-911-00	896.93	583.	409.95
PKCK944	83-89 924S, 944 Clutch	944-116-911-00	1,110.00	542.	379.95
PKCK944T	86-89 944 Turbo Clutch	951-116-911-00	1,100.27	625.	439.85
PKFBP911	84-89 911 Carrera F. Pads	911-351-950-02	44.37	28.	21.95
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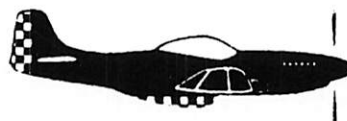
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