

der Gasser

AUGUST, 2001

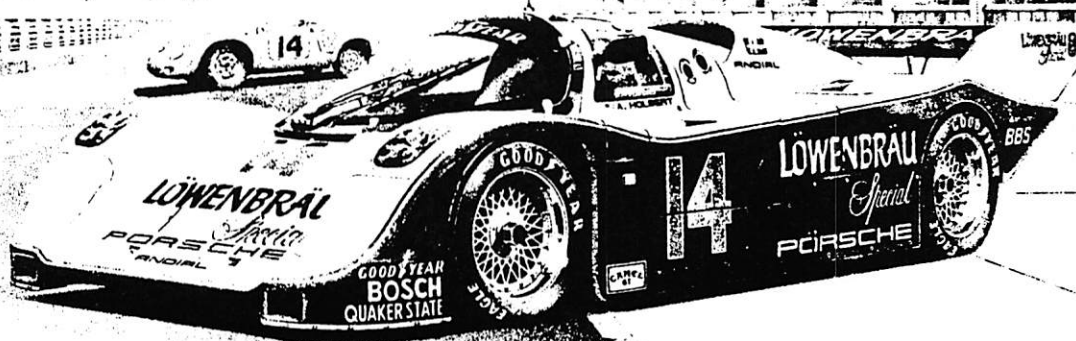


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The Rennsport Reunion at Lime Rock was nothing short of spectacular! It was Porsche Nirvana.

As happens as we age as a club, this month brings some sad news. Two members, Rev Bob Parker and Al Pasquine passed away in July. Both were long time Porsche owners, although with very different cars. Rev Bob had a 356 from, I believe, day one, while Al had a pristine mid 80s nitro turbo, yes, a gazillion horsepower fire breathing turbo. Those that attended the dyno session received an end of day treat when Paul fired it up on the dynamometer. Their many friends will miss them both.

On a brighter note, the Rennsport Reunion at Lime Rock was nothing short of spectacular! It was Porsche Nirvana. Claims of most 917s ever assembled at one time may be hype, but it sure looked like it. Pick a Porsche number and it was there in one class or another, either racing in the Club race or even in the "Exhibition" vintage events. Riesentöter was well represented with, to name a few that I remember, Bruce Baker, Burt Cassaboom, David Donohue, Mike Ellis, John Heckman, Tim Holt, Don Jacobs, Randy Jameson, Bob Korbel, Bob Lapple, Bill Miller, Gordon Nagle, Craig Rosenfeld, Jim Redding, Toby Ross, Bob Russo, Sandy Sadtler, and of course, Mz. Vicki and I.

I'm sure there were others and I apologize for any forgotten. There were thousands of people and thousands of Porsches. Having been at the Pebble Beach/Monterey 50th and the 50/50 at the Glen, I was pretty sure it would not get much better. Well it did, by a large margin. I suspect a bunch of people that missed those events decided they were not going to miss this one. Look for a story and pictures to come. I may even get some of the Copenhagen 962 coloring outside the lines with a certain president of a certain large German car company at the helm.

The meeting at Brandywine was very nice. Gary Goodman's display of a PT Cruiser with almost every electronic doodad was pretty impressive. Amazing what you can turn your vehicle into with today's computerized toys. Like everything, all it takes is money, but then, who are you saving it for???

As this is written, the signup for the picnic is low. Hopefully folks will get spurred on to greater heights. The Post Office conspired to mess it up a bit. For what may be the first time in history, I actually got mine more then a week before a lot of people. Usually the West Chester PO hides them for a week or so, thus I was somewhat surprised to hear at the meeting that some had just arrived that day. Go figure. We get the printer squared away and the PO rears it's ugly head. Glad we pay for 1st class, would hate to see what would happen with bulk.

As we conclude the summer and head into fall there are still tons of events to attend. Race Cars at Rosen's for the monthly meeting, the Radnor Hunt Rally and Concours 9/15-16 (which is run and staffed almost 100% by RTR members) see "<http://www.radnorconcours.org>" www.radnorconcours.org for more info, the 2nd Annual Vision Eclectic Motor Vehicle Cigar Dinner and Show the week after Radnor, an Autocross 9/9, the Bryn Mawr Rehab Auto Show, and of course Pocono. If this doesn't keep you busy, you need to devote your spare time to the exec. Check out the web page, "<http://www.rtr-pca.org>"

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

Bill

mail to:woc2@earthlink.net" woc2@earthlink.net or bill@visionautogroup.com



Features -

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Cover Photo: Between sessions at June's Summit Point/Jefferson Driver Ed event. (Jim McHenry)

Calendar of Events

AUGUST

- 19 RTR Autocross
- 24 Schattenbaum Dr Ed, Summit Pt
- 25 - 26 Potomac Driver Ed, Summit Pt
- 29 Race-Cars-at-Rosens
August Membership Meeting.

SEPTEMBER

- 7 - 9 Potomac Dr. Ed, VIR
- 13 Schattenbaum Dr Ed, Pocono N.
- 15 Radnor Concours Rally
- 16 Radnor Concours
- 15 Tech Session, Performance
Automotive, Malvern (see pg. 6)
- 19 RTR Autocross
- 22 2nd Annual Vision Eclectic
Charity Auto Show
- 26 RTR Membership Meeting,
Mike Tillson Motor Car Service, Phila
- 28 RTR Advanced Dr Ed, Pocono S. (pg 13)
- 29 - 30 RTR Driver Ed, Pocono North (pg 13)

OCTOBER

- 8 Potomac Dr. Ed, Summit Pt.
- 8 - 9 Northern NJ Dr Ed, Watkins Glen
- 19 Schattenbaum Dr Ed, Summit Pt
- 26 - 28 RTR Driver Ed, TBA
- 31 Membership Mtg rescheduled to 11/7

NOVEMBER

- 7 October RTR Membership Meeting
- 9 - 11 RTR Driver Ed, Rausch Creek (pg 13)
- 17 - 18 Potomac Dr. Ed, Summit Pt.

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

Check pcapotomac.org for Potomac's track events.
Contact Schattenbaum's Registrar Peter Debusmann (609-714-9049) for theirs.



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RTR Autocross Schedule



Rain or shine at 9:00 a.m., August 19 and September 19 at Penn State Delaware County Campus on PA Route 352, north of the Granite Run Mall. See the RTR web site for detailed directions, rules and car classifications. Volunteers always welcomed. Contact Brian Minkin 215-677-3093.

www.rtr-pca.org



Doug Mahoney

Great Meetings

Past:

Brandywine

Present:

Race Cars at Rosen's

And Future:

Mike Tillson Motor
Car Service

Many thanks to Kurt Piser and his team at Brandywine Porsche for their cool and delicious hosting of our July meeting. We at Riesentöter welcome Brandywine Porsche to our community of owner-enthusiasts. Also thanks to Gary and Peter from Goodman Radio for showing and demonstrating the newest in audio and electronic goodies for our cars.

August's Membership Meeting will be held at Don Rosen Porsche, 1312 Ridge Pike, Conshohocken, PA 19428, Phone: 610.279.4100 (www.donrosen-comp.com/porsche) and continues the successful tradition of 'RACECARS AT ROSEN'S'. Members wishing to display their 'racecar' or vintage Porsche should arrive early as display space is limited.

The meeting will be held on Wednesday, August 29 with social at 7:30, and Membership Meeting at 8:00.

After all these years Mike still cares--if you still care, then mark your calendar and join us for September's meeting at Mike Tillson Motor Car Service in Philadelphia. (215.473.6400) The meeting date September 26.

Tom Z.



August's Membership Meeting Is The Annual Race Cars at Rosen's

August 29
Social 7 : 30
Meeting 8:00

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Proposed Bylaw Change

The following is a proposed change to the Riesentöter bylaws. According to the bylaws, the proposed change must be presented in a club publication prior to the regular meeting at which the amendment will be considered. The bylaws may be amended by a majority vote of the membership at a regular meeting. As such, this proposed amendment will be voted on at the August meeting and if carried will be implemented immediately.

The August meeting is scheduled to be Race Cars at Rosen's. In order to vote on this amendment you must be an Active or Family-Active member in good standing at the time of the vote.

Article V. Officers and Executive Committee, Section 1.c.

Current

"All members will be active or family-active members of Riesentöter Region. Officers who become associate members during their term of office will continue to serve out their present term. No officer of Riesentöter Region shall hold office in any other region of Porsche Club of America."

Proposed

"All members will be active, family-active, or affiliate members of Riesentöter Region. Officers who become associate members during their term of office will continue to serve out their present term. No officer of Riesentöter Region shall hold office in any other region of Porsche Club of America."

Purpose – to allow affiliate members to serve on the Executive committee.

Note: An Affiliate member is a person named by the Active member in lieu of naming a Family-Active member.



A 3,6 Litre Engine & A New Look for the 2002 911 Carrera Models

Copy provided by Porsche AG

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart. The September 2001 market launch of the second generation Carrera in the 996 series (model year 2002) goes way beyond a mere facelift.

The essential innovation is in the engine compartment. The capacity of the six cylinder "boxer" engine has been increased from 3,4 to 3,6 liters and now achieves 235 KW (320 HP) enabling the new "Nine Eleven" models to reach a maximum speed of 285 km/h. So the 911 Carrera Coupé and Cabriolet as well as the 911 Carrera 4 Coupé and Cabriolet are catching up with the 911 Turbo. Further improvements have been achieved in smooth acceleration. The two Carrera coupes go from 0 to 100 km/h in five seconds flat. The Cabriolets take exactly 5.2 seconds to reach the same speed.

The appearance of the new models also stands out from their predecessors: All four cars now have the headlight design of the 911 Turbo, a completely reshaped front, an extended rear end panel and two oval exhaust pipes. In the case of the 911 Carrera Cabriolet the difference from the rear is even more striking: A heatable glass rear window replaces the plastic pane in the soft top.



Doug Mahoney

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Snidely Whiplash & Grateful for the DEd

by John D. Floyd, RTR Member

In a continuation of last month's details on the springtime Snidely Trek, John Floyd takes us through the next stages of the adventure.

The next stop was DRIVER MEETING & CLASSROOM where Jim Zelinskie, Chief instructor for RTR, schooled us in some of the basics. First and foremost he emphasized that these are driving events and not racing events. Jim covered things such as: the correct positioning of your arms over the steering wheel (when your arms are extended the wrists should rest on the wheel); your hands should be on the wheel in the 9 and 3 position and don't lock your thumbs around the wheel (they could get broken); "in a spin, both feet in", meaning when a spin is imminent feet on clutch and brake and hold the steering wheel in place; to always brake when the car is in a straight line, and NOT as you enter a turn; and he described the difficulty of instinctively hitting the brake when you feel you're going to "lose it" instead of hitting the gas to gain traction and thus control.

While a car is on the track the driver's window must always be open to give signals to pass (just like on our highways, turn signals are not used on the track). A car cannot be passed without a hand signal from the driver being overtaken. Passing is very controlled and only allowed in certain areas. The "passee" must signal the "passer" by hand (not *that* kind of signal) out the window indicating which side he wants the passer to pass on. The passee then "holds the line", meaning he steers the path that his car is traveling and the passer then passes on the indicated side. The

"passee" must signal each and every car individually that wishes to pass. What made this even more interesting was that it rained all day and if an instructor was accompanying you, both your windows were open. Imagine having taken delivery on a brand new Turbo 2 weeks earlier and giving it this kind of baptism, as one enthusiastic participant did.

Jim explained the concept of the "apex of the turn" – the point where a turn changes from the entrance to the exit. The most efficient distance between the apexes of a turn is known as "driving the line", the line through the turns and contrary to what we learned in geometry, it's not always the shortest distance between 2 points. There were cones set up at the apex of each turn so as a driver came out of one turn she had a mark to aim for the next turn and then a mark for the next turn and so on through the course to help her "drive the line". Also there were cones set up at the end of the straightaway to mark "braking zones", first 3 cones, a short distance later 2 cones, and finally 1 cone. Drivers used these to gauge their braking distance before entering turn #1. As I learned first-hand a little later there was at least one driver who seemed to not begin braking until waaay past that last cone. Oh, and after you bring in your car off the course don't put on your parking brake; the heat build-up on your brakes can weld them together and also warp your rotors. Neat, huh?

Well, by this time most of us were pretty psyched to get our cars out onto the track. So at 5:05, Fred told us to drive our cars from the paddock area, out the "pits"(the road out to the track)

to a paved section known as "staging" which is adjacent to the track but separated from it by a metal guardrail. We were going to be accompanied by an instructor so as we waited for the last run group to come off and Jim Zelinskie to lead us around the track, a few of us got out of our cars and huddled excitedly in the rain. Finally the group came in and the instructors approached our cars. Bruce

Brodowski volunteered his services which I eagerly accepted and, for the second time today, the gaggle of "trekkers" drove off into the rain. The first thing I saw



was at every flag station on our first go-round we were being given the 'caution signal' while driving even slower than on the Turnpike. Jim must have sensed the heightened testosterone and estrogen levels in our cars and wisely kept the pace down. Now it's one thing to be told about "driving the line" – doing it is something else altogether, especially after you come through the "short chute" and enter turns 3, 4, and 4 1/2. In spite of Bruce's coaching it seemed I had just marked my line by aiming for that cone when suddenly I'm through that turn and looking for the next one, at the same time trying to watch my line while keeping my car on the track. To take turn 5, entering "The Bowl" and then accelerating down the straightaway, was really an exciting sensation and I was trying to imagine how it must feel doing it fast (more on that shortly). And putting it all together – the braking, the downshifting, the upshifting, driving the line, definitely gave me a new appreciation for the drivers who do this for hours at a time. After a few laps, we were given the checkered flag, so we took one last lap and then returned to the paddock area.

As I thanked Bruce for his instruction he asked did I want to go for ride in



Doug Mahoney

his car around the track. Talk about a rhetorical question! Bruce pulled up in his 80 911 SC and opened the passenger's door inviting me in. My first experience at trying to wedge my carcass into a sport seat through a roll bar was interesting, to say the least. After getting buckled into the 5 point harness I still had to get my helmet on. After some contortions I didn't

continued on page 16

Lingo Explained – Heel and Toe

by Steve Grosekemper, San Diego Region (from THE WINDBLOWN WITNESS)

Heel and Toe. This term describes a technique of applying pressure to the brake and gas pedal at the same time. The reason for using this technique would be to increase engine RPM for a downshift while braking before a corner. Since this is done while downshifting, and since humans have only two feet, this means that two pedals must be actuated by one foot. If the name was an accurate representation of how this technique was performed it would be called big toe—right side of foot, which is nowhere near as cool as heel and toe.

The way it is performed varies slightly from car to car but the theory is the same. The first step is to apply pressure to the brake pedal with the ball of your right foot just below the big toe. While maintaining even brake pressure roll your foot to the right pivoting on your heel. Let your twisting foot apply pressure to the gas pedal while depressing the clutch and downshifting (brake, clutch, throttle, shift, then throttle again).

Sound easy? Let me just say that three different pedal inputs using only two feet can be a significant challenge if you want to do it smoothly.

Older Porsche models (non-power brake) are the easiest on which to perform heel and toe. This is due to the fact that the brake pedal is usually more even with the gas pedal under hard braking. On later model cars the brake pedal is higher than the accelerator under braking which makes a pedal adjustment necessary to more easily perform this valuable task.

Adjustment procedures are as follows:

1977-97 911s - Below the pedal board is a two foot long metal rod which connects the brake pedal to the master cylinder. There are 15mm locknuts on each end of this rod to facilitate shortening of the rod for proper heel and toe adjustment.

924-944-968-928 - These cars have a push rod between the brake pedal and the brake booster. A simple shortening of this rod will get the

desired pedal height. After the desired pedal height change is achieved, the brake light switch needs to be repositioned or the brake lights will stay on all of the time.

If the height is good, but the gap between the brake and gas pedals is still too great, the right side of the gas pedal can be shimmed up to bring it closer to the brake pedal. These two adjustments will get 90% of all Porsches' properly set up for heel and toe.

After the pedals are set up, the next step is to tune the drivers ability. This technique takes lots of practice and is only an advantage when it is done smoothly and without having to think. Fortunately, this is one racing technique that can be safely practiced in every day driving.



Good Luck

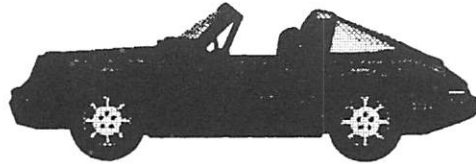
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Autocross #4 Brings a Large Turnout

by Brial Minkin, Autocross Chair
photos by Barry Corke

Sunday July 15 RTR held Autocross # 4 at Penn State Delaware County. The day was absolutely perfect with sunny skies and moderate temperatures. The good weather seemed to bring out the drivers and spectators. We even had several local law enforcement officers come by and express interest in the event. Maybe next event theirs will be the time to beat. 50 drivers registered and ran 6 runs on a challenging course made up of two skid pads turning in opposite directions, a figure eight, and two very fast sweeping arcs. Our friends from the local Corvette clubs joined us again with more cars than last time. Their times were quicker as well and I think the Porsche folks are starting to feel the competition.

Of the 50 drivers running in this event 35 were from marquees other than Porsche, including 6 Mazda Miata's and 9 Corvettes. A few were familiar faces but lots of new drivers as well. Only 16 Porsche drivers ran in the event. We saw lots of German

brethren however with VW, BMW and Audi drivers coming out to test their driving skills and challenge ours. The winner for the rare car of the day contest was a 1965 Shelby Cobra with a license plate on the back reading 500 HRSPWR. Not sure if it was a replica or the real thing, but regardless it was a showroom quality car and the exhaust sound was most impressive.

Fastest time of the day (FTD) was maintained by the Porsche group with Dennis Angelisanti Jr. turning a time of 66.04 seconds. And right on his heels Dennis Angelisanti Sr. came in with 66.52 seconds. Nipping on the father and son duos tails was a Corvette driven by Kehl Rothermel with a time of 67.3 seconds.

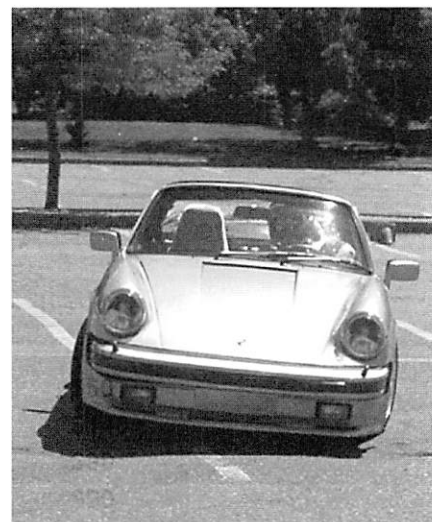
After a long day of growling exhaust and tires adhering to the pavement awards were given out and all agreed that the event was again a total success. We have two more events left in the 2001 Autocross season. I hope our club members who have been thinking about giving it a try will come out and join us. We need to show the mounting number of Corvette's that Porsche and Autocross are an unbeatable combination.



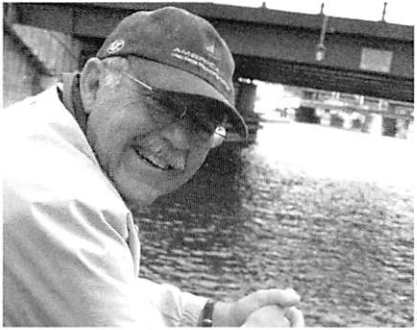
<i>Driver</i>	<i>Car</i>	<i>Class</i>	<i>Time</i>
Josette Donatelli	Porsche 930	C	74.01
John Groves	2000 Porsche Boxster	E	67.81
Geza Korshmaros	2001 Porsche Boxster	E	68.65
Dave Coughlin	2001 Porsche Boxster S	E	69.99
Dennis Angelisanti Jr.	1999 Porsche Boxster	F	66.04
Dennis Angelisanti Sr.	1999 Porsche Boxster	F	66.52
Eric Savage	1971 Porsche 911	F	68.19
Steve Minkin	1986 Porsche 911	F	69.67
Brian Minkin	1986 Porsche 911	F	71.55
Vince Crognace	1977 Porsche 911	F	72.71
Steven Kurtischko	2001 Porsche Boxster	F	73.51
Mike Delfiner	1999 Porsche Boxster	F	74.51
Martin Behr	1986 Porsche 911	F	80.78
James Maazzone	1988 Porsche 944S	H	77
John Cullen Jr.	1970 Porsche 914-6	I	70.42



<i>Driver</i>	<i>Car</i>	<i>Class</i>	<i>Time</i>
Andrew Gajewski	2001 VW Jetta	GS	69.01
Bill O'Toole Jr.	1992 Mazda Miata	CS	68.04
Bill O'Toole III	1992 Mazda Miata	CS	68.78
Vikas Sinha	1999 Audi A4	STS	71.35
Stephan Lockett	1990 Eagle Talon TSI	ESP	67.88
Kehl Rothermel	1999 Chevrolet Corvette	SS	67.3
Eric Hillshart	1993 Chevrolet Corvette	BSP	68.99
Jeff Dallstream	1987 Honda Civic Wagon	ESM	71.81
Peter Shoemaker	1997 Talon Eagle	ESM	72.17
Kevin Douglas	1992 VW Corrado SLC	GS	72.27
Rob Elliot	1998 BMW M3	AS	70.2
Cory Mayo	2001 VW Golf	HS	73.51
Andrew R. Miaysa	1992 Mazda Miata	CS	71.64
David Sanders	1994 Chevrolet Corvette	SS	70.37
Butch Rokosz	2000 Chevrolet Corvette	SS	71.09
Michael Harris	1965 Cobra	SS	71.18
Craig Elliott	1998 Audi A4	GS	74.88
Gerry Wild	1995 Mazda Miata	BS	73.4
Jim Shoemaker	1997 Eagle Talon	ESM	70.4
Scott Armstrong	1992 Chevrolet Corvette	SS	71.41
Rich Morgan	1997 Acura Integra	GS	75.22
Alex Spears	1997 Saturn SC1	HS	76.16
Richard Hooper	1997 Mazda Miata	BS	73.37
Kevin W. Krick	1987 Chevrolet Corvette	SS	72.15
Ron Sanders	2000 Chevrolet Corvette	SS	72.26
Kate Meyer	1986 Chevrolet Corvette	SS	72.7
David Jenny Jr.	1984 Pontiac Trans Am	FS	76.3
Nicholas Hance	1984 Pontiac Trans Am	FS	76.78
Robert Voshell	1995 Chevrolet Corvette	SS	75.71
Dan Eisentraut	1989 Saab 9000 Turbo	GS	79.95
Robert S. Harris	1965 Cobra	SS	79.14
Kristin Wild	1995 Mazda Miata	BS	86.03
Deb Webb	2001 Audi TT	AS	87.06
Jean White	1961 Chevrolet Corvette	FS	117.22



Some Photos from RTR Friends



Bill Cooper relaxes on board during the Champaigne Cruise at the '01 Parade.

Ken Souser



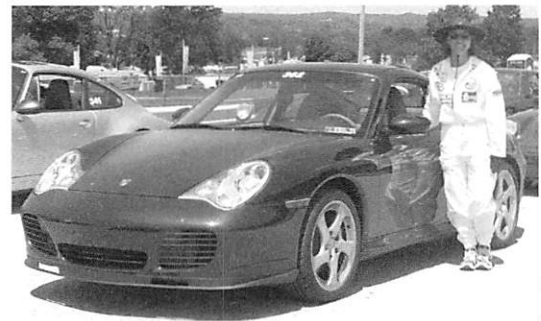
Portia N Porsche

Tom Grabe



Ken Souser enters turn #5 at Road America during the '01 Porsche Parade track event.

Dom Miliano



Debbie Cooper awaits the start at Road America.

Ken Souser

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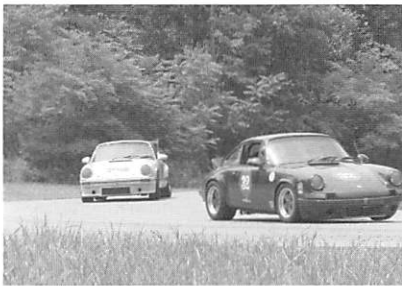
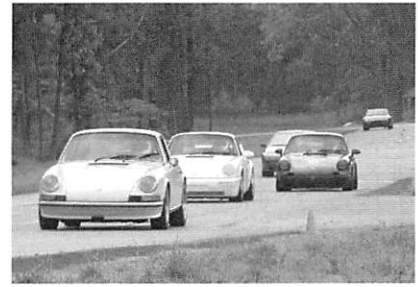
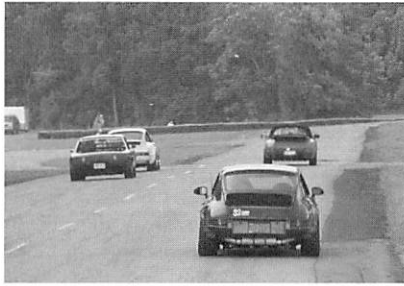
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Scenes from Jefferson/Summit Driver Ed

by Dough Mahoney



Metal Polishing

by David W. Bynon, San Diego Region

Most car fanatics love bright, shiny, polished metal. There's nothing quite like perfect chrome, polished aluminum wheels, or bright stainless steel exhaust tips to improve the good looks of a car.

Engine compartments with polished manifolds and other bright work really make a difference, too. While polished metal is great to look at, it's not always easy to achieve, especially if it has been neglected. This article gives some quick tips on metal polishing. With the right tools, and a little work, you can achieve great results.

Chrome

Chrome is by far the most common bright work on an automobile. Chromium, the metal used to chrome plate steel and other metals, resists tarnishing and holds a shine better than all other metals, including platinum. Chrome has a single enemy: rust. Over time, chrome oxidizes and develops rust spots. The higher quality the chrome plating, the more it will resist rusting, but eventually, it will happen. If you allow the chrome to go too long without removing the rust, the chrome will become permanently pitted.

Heavy rust on chromed parts requires a decision: polish or re-chrome. Re-plating small parts is pretty easy. Simply remove the part and hand it to your local plating company. A couple weeks later you'll have your part back looking like new. However, what if it's a large part, like a bumper or a window frame? Re-plating a medium or large part is expensive. Even a modest size part, such as the hubcaps, can cost \$100 or more. If you think there's even a remote chance the rusted chrome part is salvageable, you should try to save it.

Removing rust and polishing chrome can usually restore chrome to a reasonable looking condition. If the rust simply coats, and is not deeply embedded, the chrome should come back to life. As long as the chrome is not flaking off, you have a chance of saving it.

Most pro detailers use fine grades of steel wool to remove rust from chrome. It's quick and easy. Please use caution if you choose this route, as even fine (000) or super fine (0000) steel wool leaves minor scratches that you will need to polish with a metal or chrome polish to remove. Another product that works well is the household steel wool soap pad. The soap acts as both a cleaner and a lubricant to prevent scratching (use plenty of water). Warning: keep steel wool away from painted surfaces. If you have rust in cracks and crevices you can't reach, use a toothbrush and household cleanser. Wet the toothbrush, dip it in the cleanser, and start scrubbing. The abrasives in the cleanser remove rust very fast. Rinse well with plenty of fresh water.

The final step with chrome is to polish it with a good chrome or metal polish. Use a polish specifically made for chrome. With most metal polishes, a little goes a long way, so use just a little dab at a time. Also, the best metal polishing cloth is soft cotton, such as tee shirt material. Cotton fleece, such as an old sweatshirt works great, too.

Aluminum

Aluminum is an easy metal to polish. It's soft enough that even the roughest aluminum parts can be quickly polished to a bright shine. A few years ago, in a fit of craziness, I decided to polish all of the aluminum parts on the topside of my 1989 Silver Anniversary 911s engine. I went nuts. Everything was subject to being polished, including the intake manifold and the distributor. It was beautiful!

Polished aluminum has a fault: it tarnishes quickly. Most factory polished aluminum parts are sprayed with a clear lacquer, acrylic or urethane to seal the part. This is very common on polished wheels.

If you're trying to restore a polished aluminum part that has been anodized or clear coated, you must first remove the coating. Many professional polishing shops use an aircraft strength stripper for this job. You must use these chemicals with extreme caution, and never let them come near your car.

You can polish aluminum by machine or by hand. When using a machine, such as a buffing wheel or buffing cones, I prefer to use several grades of jeweler's rouge, which generally come in a bar form. Simply apply a bit of rouge to the wheel (while it is spinning) and begin buffing. Avoid using too much pressure. As the part

begins to polish to brightness, use the next grade (finer) of rouge.

Polishing aluminum by hand, while not as fast as by machine, is pretty easy. Use aluminum or Amag@ polish and a soft cloth. I like Eagle One Mag Polish and Mothers Mag Polish for hand polishing aluminum. Apply the polish to your cloth, working it into the polishing cloth, then begin polishing your part. The cloth will turn black. This is normal. Keep polishing. Use a clean, dry, soft towel to buff the polish off of the part and inspect your work. Repeat until you have achieved the desired results.

If you want to polish rough aluminum, like an intake manifold or distributor, you will first need to prepare the part by sanding it smooth. Use a coarse emery paper, followed by medium, then fine. To make the polishing faster, use 600 grit wet or dry paper (wet) as the final step before polishing.

Stainless Steel

Stainless Steel is a wonderful metal. Although it does not polish as brightly as chrome or aluminum, it will take on a good shine. The only problem is that stainless steel is very hard.

A common use for stainless steel is the exhaust system, including the exhaust tip. Many people choose to cover unpolished stainless steel exhaust tips with chrome sleeves, often for as much as \$400. With a relatively new polishing cloth, called Luster Lace, you can polish that exhaust tip to a bright shine in just a few minutes.

Luster Lace is a patented polish impregnated material in widths from .5" to 1" wide. To use it you wrap a piece around a round or oval object (360 degrees) and pull back and forth (like buffing the tip of your shoe with a buffing cloth). The surface area of the cloth makes really quick work of exhaust tips and other round objects. It's great on chrome and aluminum, too.

Protect Your Polished Metal

There's no sense in spending time to polish the metal on your car if you don't protect it. The most common protection is good old paste wax. Simply wax and buff. There are specialized metal sealants, too, such as Luster Care's Luster Seal. Luster Seal protects chrome, polished aluminum, stainless steel and other metals for up to six months.



REQUIREMENTS: Valid driver's license, be at least 18 years of age, a Snell 95 or 2000 helmet.
FEES: See schedule below.
ENTRY DATE: The events are open for registration now. Include \$20 late fee w/i 14 days of event.
SEND TO: Chip Grimes, 3 Saw Grass Ln., Malvern, PA 19355 atgrimes@erols.com
 610-935-3793 between 7- 9:00pm Sun-Fri Sat 9-11:00am.
REFUNDS: Refundable if *written* notification is received two weeks prior to the event.
TECH INSPECTION: Car must be inspected w/i two weeks of event by an approved tech inspection facility.

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 PCA Member # _____ E-Mail address _____
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Riesent ter reserves the right to refuse any application

List the number of days you have done at the following tracks:
 Pocono _____ Watkins Glen _____ Jefferson Circuit _____ Summit Point _____
 What was the last run group you ran in at a Riesentöter event? _____
 If your are registering as an instructor, and have not instructed with us before, please list the region(s)
 and the chief instructors name and number where you have instructed: _____

I certify I have no physical or mental disorders which might affect my ability to safely participate in this event.

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Your registration will not be processed without payment enclosed.

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

EVENT	DATE	FEES	
		Student	Instructor
** Jefferson Circuit	June 30, July 1	\$180	\$90
Summit Point	July 2	\$90	\$50
*** Watkins Glen	August 3, 4, 5	\$280	\$140
* Pocono South Course	September 28	\$90	\$90
Pocono North Course	September 29, 30	\$180	\$90
TBA	October 26, 27, 28	\$260	\$130
Rausch Creek	November 9, 10, 11	\$260	\$130

* The Pocono East and South course events are for white run group and above.
 ** With your registration at normal price, register your significant other at half price. Also, there will be a ladies only run group.
 *** Event includes Saturday night dinner w/seating is limited to 160. Extra dinner tickets are available for \$40 each.

PORSCHEs FOR SALE

58 356 A Convertible D, #85643 Fjord Green w/tan tonneau cover & Stayfast G top. 4.5k mi on total restoration. Numbers match, perfect fit. SC motor, done to the hilt, Big Bore Kit, lightened flywheel, 912 cam, Webbers etc. Also, 741 trans totally rebuilt & converted to A body style by Mike Robbins. Full SC suspension, nylon bushings and Koni shocks. Runs and drives like a 911. \$1000.00 "RENNAUSPUFF" stainless steel 550 Spider Type Exhaust from 356 Products. Dual circuit brakes, new everything. Correct Reutter luggage rack and VDO oil temp and pressure gauges. Wire mesh head light grills, original Stoddard license plate holder, Optima battery & many, many extra parts. I also have factory Kardex rebuilt engine & factory trans BBAB w/rear brakes on the shelf. (you get 2 Engines and 2 Trans) All paper work, receipts, & factory Kardexes \$46,000 for all! Paul Goldzung, Athens Ohio 740 594-2500 gemini@frognet.net 7

62 356 B Coupe T6, for vintage race or parts \$3000. Ben 610-565-3421 7

68 912, Silver/black interior. Original very clean California black-plate car. Owned for 9 years. V gd cond; always garaged; no winters. Interior is in org cond w/five-gauge package, wood rim steering wheel and Blaupunkt radio. 5 speed transmission, chrome steel wheels. Classic motoring for \$7500 Andy 917-754-1232 5

69 911T, (73RSR Replica) car is still rough looking (primer) but much closer to done since I've had it. Running like it should. Spent 95% of my time getting it mechanically ready. \$9500 (610)2789447, mpcm@erols.com 8

73 911T Coupe, parting out after fire damage. Car is complete but too far gone to bring back. Call with needs. J. Winsor (610) 649-1872 or: carman@snip.net 7

77 911S, Copper metallic brown w/camel leather. California car w/all options: snrf, electric mirror, extra chrome, cruise control, etc. One of a kind automobile!! \$10,000 / will consider a reasonable offer. Larry Howard (610) 308-5046 day & (610) 789-5124 evening 8

80 911 SC Coupe, 3.2L twin plug, Webbers, headers, SS sport muffler, cage, Konig seats, harness, 930 brakes & suspension, 7 & 8 x 16 Fuchs w/new Dunlops. 930 style oil cooler. \$18,500 OBO Greg Gelcius 215-340-1222 (w), 215-348-9774 (h) 7

80 911 SC Coupe, Well developed drivers ed car. Call for details. Greg Gelcius 215-340-1222 (w), 215-348-9774 (h) 7

83 911 SC Targa, Motor runs well, updated tensioners & pop off valve. Trans is weak- will

need syncros. Interior fair to good - has black leather sport seats-worn but no cracks or tears. Targa top poor. Needs tires for PA insp. Gold paint poor. Asking \$7800 Frank @ 610-666-6463 after 5PM 8

85 911 Coupe, #WPOAB0917FS120563, 1 owner, 11,800 mi, black w/black leather, pwr: wind, mir, & sunrf. A/C, new tires, factory tail & frt spoiler, new Blaupunkt. No rain, snow, or smoke. Always garaged & covered. Immaculate cond. \$39,000 firm. Robert Weissberg, Richboro, PA 215-364-9525 8

85.5 944, Dark Grey with Burgundy interior. 130K 20K on total rebuild, engine (with drilled crank), transmission, new clutch. Coilover front suspension and sway bar from 944 turbo. KYB gas strut cartridges. New front rotors and dustless pads (30 Miles). Current Pa. inspection. Great, dependable daily driver with engine and suspension to have fun on the track as well. Asking \$6000. Contact: Brian Minkin (215)677-3093 bminkin1@home.com <mailto:bminkin1@hqm.com 8

86 911 Carrera Targa, Black with black leather interior, Ivory carpets. Factory Whale-Tail, 6 Way sport seat (driver), Power windows, Cold A/C and Factory Alarm, All work. Alpine in-dash AM/FM CD player, 16" Fuchs, New inspection, Garaged, 103K mi. \$17,900. Ed Szymanski, 215-699-0479, edski40@hotmail.com 8

87 924S, great condition inside and out. Black with gray interior. 78,000 miles. Alpine stereo system, A/C, sunroof. \$4,500. Jim 215-778-3660 days, 856-751-4532 evenings. 7

87 Porsche 911 Targa, Guards Red/black int, 49k 2-owner miles, no spoilers, 16" fuchs, new starter, flywheel, valve adjustment, and valve covers. Must Sell. \$26k obo. Chris Murphy (215)688-3412 deanmotorcarsltd@aol.com 8

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

91 944S2, Last of the 944s, rare coupe. Excel cond., 86k miles. 1 owner, garaged. Glacier Blue Metallic/Cobalt Leather, pwr tilt sunroof, 5 speed, limited slip, sport shocks, alloy wheels. AM/FM/CD player, 4 channel 80 watt Blaupunkt equalizer w/10 speakers. \$12,900. Frank Dattilo (215) 741-1241 ext. 320 day, (215) 794-2648 eve. ilovemyporsche@att.net 8

95 911 Carrera 993 Coupe, Tiptronic, Polar Silver/Grey. 36,500 mi, garage kept, snrf, hi-fi sound w/6 disc CD changer, heated pwr seats,

Euro tail, 18" Zima X Rims w/new Dunlop SP2000's on car. Included: 17" factory wheels w/BF Goodrich Comp T/A's. \$42,000 Larry 215-493-8203 or e-mail lardebty@aol.com 8

Ad of The Month

96 911 Carrera 993 Coupe, Absolutely Immaculate!! Same as new. Speed Yellow/black interior, 6 speed, sunroof w/3900 miles. Always garaged, never out in rain or snow. New inspection. Serviced regularly at Holbert's. \$53,000 Firm. Call Bill Frey 215-297-9745 8

'00 Boxster S, Speed Yellow/blk int, red belts, 6 speed, sport design pkg, heated sport seats, 18" sport design wheels, letronics, hi-fi sound, CD, GT-3 nose, flared rocker panels, Fabspeed exhaust, 4500 miles, perfect!! \$53,500. Michael Blank 215-572-6900 mblank@brokersinsure.com 7

00 911 Carrera 4 Millenium Edition Coupe. Camel leather/walnut interior, GPS, violet chromaflair paint plus options galore. 5,000 miles. Asking \$85,000. Jay Irwin, 500 Lucky Hill Rd. West Chester PA 19382. 610-666-2427 8

PORSCHE THINGS

964/993/996 Parts, Fiske FM10: 9 x 18 & 11 x 18 wheels w/new mounted 245/18 & 275/18 Hoosiers, \$3550 (retail: \$5995). 996 M030 sport suspension w/sway bars \$1600. Bilstein double adjustable shocks (inserts for front of all Bilstein 964/993/Cup/RSR/GT3R shocks), ultimate upgrade, \$400 ea (list \$1800 ea) Joe Fabiani, info@fabspeed.com 215-646-4945 8

Publications - Panorama - 10 early years, '78-'88 complete, most in binders, \$175; all later issues available. 20 years of Christophorus Magazine - Oct '77, #131 to Jan '97 #270; missing only 7 issues, \$300. Excellence - '87 Vol 1, #1-6, \$55; '88-late'95, 26 issues, \$75. BGF Team/TA Newsletter, '87-'94, \$25. AutoX (before it was GRM) '85-'88, \$50. Also, clean 30 gal. VP fuel drum & pump, \$20. Vern Lyle 610-287-5083 LXML84A@prodigy.net 5

Porsche Parts, 930 Factory 19mm torsion bars \$50 ea; 33 mm G50 torsion bars \$150 pr. Nick Hatalski 610-269-3467 nixem@attglobal.net 7

'93 911 C2 Parts: Brey-Krause strut brace w/installation instructions & all mounting hardware \$250. New C2/C4 air box cover cut out for full air intake for increased HP, \$125; K&N air filter for C2/C4 2 years of street use, \$30.00. Ken 610-469-0803 before 10:00 PM; kenneth.nubile@ps.ge.com 7

Porsche Parts, 2L 911 exhaust headers, new, \$100. Early 911 jack, \$15. Horn grills, \$5 ea. Bucket seat for vintage car, \$25. 1st gear for early trans, \$25. Panarama '74 - '00, \$100.

Christophorus (old editions), \$2 ea. Dick Bach. Dick, what's your number?

Race Parts, Brake bias/proportioning valves (2). One Titlon unit with seven position lever handle, \$40. One Stainless Steel Brake Corp unit with knob, \$20. Used less than six months. John Deford at 410-625-6358 (d), at 410-356-0837 (eves 'til 10pm) . jdeford@home.com. 6

OTHER STUFF

Open Trailer, 1998 18 ft by 8 ft steel car trailer. Dual axle, electric brakes. Used 6 times, excellent condition. Selling to buy enclosed trailer. \$1400.00 Gordon 610-293-0087 7

WANTED

Wanted: 1978-83 911SC with reasonable body and bad or high-mileage motor for project car. Jim. 215-256-9357 eves. 7

Wanted: Helmet - full face, with shield, meeting SA 95 or 2000; size large. John D. Floyd 610-399-3265. 7



We Get Letters

Dear PCA Newsletter Editor,
During the Victory Banquet at the 46th Porsche Parade in Milwaukee, Frederick J. Schwab, president and CEO of Porsche Cars North America, announced the Porsche 50-State Drive for Hope. This is an ARCA-sanctioned endurance driving event that features two Porsche 911 Turbos and is designed to raise funds and awareness for The Hope Foundation and the Southwest Oncology Group, the largest clinical cancer trials organization in the world.

Mr. Schwab also announced that five PCA members will get a chance to drive a portion of this record-setting run through all 50 U.S. states. Attached is an informational flier that was described to PCA members during the Victory Banquet. It provides details on how the program works, how a PCA member can participate, and, most importantly, the cut-off date.

Please call Martin Peters or Gary Fong at 770-290-3667 or 770-290-3649, respectively, if you have any questions.

Sincerely,
Gary Fong



Attention Porsche Club of America Members Get a Chance to Join the 2001 Porsche 50 State Drive for Hope!

In August, Porsche Cars North America (PCNA) and the Porsche Club of America (PCA) will pick five PCA members to help set a world record this September by driving two Porsche 911 Turbos non stop through all 50 U.S. states

This ARC-sanctioned endurance-driving event, which will take place on public roads and will be conducted in accordance to all federal and state motor vehicle regulations, benefits The Hope Foundation and the Southwest Oncology Group, the largest clinical cancer trials organization in the world.

This year, 1.5 million people will be diagnosed with cancer. In the United States, cancer claims more than 1,500 people every day.

No purchase is necessary to be included in the drawing, however, your suggested contribution of \$50 to \$100 will help find a cure for cancer and eradicate this disease in our lifetime.

PCNA will pay for coach fare flights to the start and end of driving leg locations.

To participate, please contact Brian Chavez at (877) 884-4673, or visit The Hope Foundation Web site (www.thehopefoundation.org) and click on the "Support Hope" button to submit your entry through the organization's secure server.

Be sure to identify yourself on the entry as a PCA member.

Drawing is limited to PCA members only. Entries must be **received by August 30, 2001**. Winners consent to be photographed and for name and likeness to be used for publicity. The purchase of a raffle ticket is not tax deductible as a charitable contribution. Must be 21 years or older to win, and winning entries are not transferable. All rules are subject to change without notice.

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rett356@msn.com

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

Address changes should be sent to both the Membership Chair & National. If you are not receiving der Gasser contact the membership Chairperson.

Classified ads are free to PCA members and are printed on a space available basis. Ads may be mailed, e-mailed, or faxed to the Editor, are limited to auto-related items, and are subject to editing. Contact Editor for Commercial Advertising Rates. Editorial contributions and pictures are welcomed.

der Gasser is the official monthly publication of *Riesentöter Region, Porsche Club of America*. Ideas, opinions, suggestions, etc. are of the authors.

der Gasser is printed by Ream Printing, York, PA; mail processing is done by the Mega Group of Mercerville, NJ.

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

think were possible I finally had my hat on (I'm seriously considering taking up yoga after this. Quasimodo, here I come!) And for those of you who have never tried holding a conversation wearing a fullface helmet with the shield down it's like you're yelling to yourself inside a 55 gallon drum. When Bruce said "Let me know if this is too much", I felt my heartbeat jump hoping that I had hit the mother-lode (I'm a coaster junkie!) Well, off we went and after our first lap everything that Jim Zelinskie had described in our classroom session took on new meaning, as did Myles and Ed's tech comments about brake pad wear and brake fluid boiling.

As we entered the Bowl Bruce's shifting of his 915 transmission was incredibly smooth and quick, contrary to 915 folklore, and as we came onto the straightaway we were hauling! Remember those "braking cones" to enter turn 1? Well, I thought Bruce decided to continue along the straight-

away rather than take turn 1. Nope – he hits the brakes hard and I mean HARD and we slide into turn 1 after all. Folks, to try to describe the sensation as we went through the turns, the lateral G-force pushing you against your seat, it was like a ride at HersheyPark but controlled. As we were barreling along the straightaway, Bruce said he was going to let a car pass us because it was a new Carrera for the driver and today he was testing it out. As the Carrera slips past us, he brakes in preparation of the turn, as do we, I'm impressed with how large the letters spelling Carrera remain as we both enter the turn at a pretty good speed. Through the "Short Chute", through turns 3,4,5, and then into the Bowl, it was as if both cars were tied together. Regrettably the checkered flag was waved much too soon so off the course we came. Again, I thanked Bruce, not only for giving me an exhilarating ride (and wondering what a run on a dry track is like) but for making all the parts of the D Ed day come alive, from the

Tech Session to Grid Session to the Classroom Instruction. Hearing about what happens on the track is one thing, experiencing it puts it in a whole new dimension.

While we "trekkers" were piddling about on the track, Bernie Mahoney, Liz Turner, and Robin Zelinskie were busy at the grills preparing hamburgers the size of 356 brake rotors and hot dogs for the RTR barbecue. Along with cole slaw and macaroni salad there were sodas available to feed the troops.

What became apparent to me after this D Ed event– our people work very hard to make sure we learn how to drive our cars and that we have fun learning to do it. The incessant rain didn't seem to dampen the enthusiasm of the participants in the least and this "trekker" found it a very educational and enjoyable outing. Hopefully, Snidely will offer his pilgrimage again next year.



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COL-946-size-98	<i>Porsche Laguna Varsity Jacket</i>	159.95
WAP-080-(083/84/85/86)-11	<i>Porsche Basic Cap (white, black, red, grey)</i>	9.95
WAP-020-SET-05	<i>New Racing Legends Model Set 1:43</i>	149.95
WAP-020-SET-03	<i>Le Mans Model Set 1:43</i>	219.95
WAP-020-SET-04	<i>Turbo Model Set 1:43</i>	138.95
930-107-764-01 x10	<i>930-107-764-01 x10</i>	52.95
944-107-201-08 x10	<i>944, 944T, 924S Oil Filter, 10 Pack</i>	41.95
986-504-994-01-G2X	<i>Boxster Speedster Hump Kit</i>	795.00
000-044-801-91	<i>In Dash Cup Holder 996 or 986 w.o. PCM</i>	66.95

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