

der Gasser

OCTOBER 2003

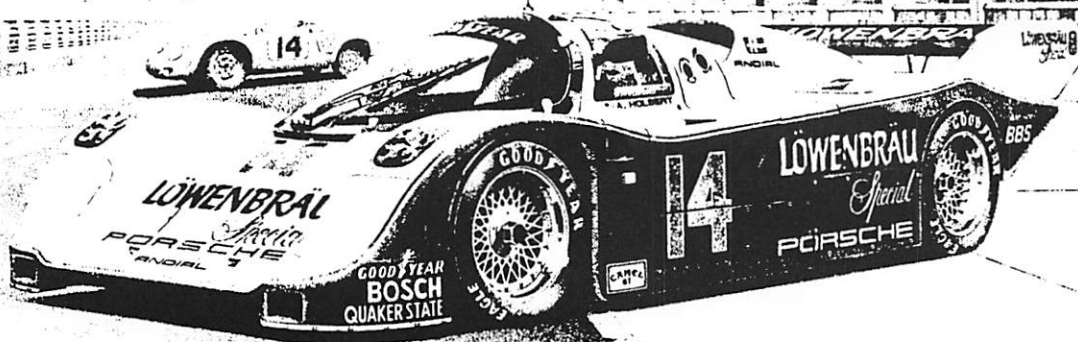


Holiday Banquet

Chesy Ramble

Dog Boo

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Riesentöter Holiday Award Banquet

Sunday, December 13th 2003

Cock 'n Bull Restaurant

Peddlers Village, Lahaska, Bucks County, PA

Route 202 & 263

Butlered Hors D'Oeuvres and Cash bar 7:00 – 8:00

pm

Elegant Buffet (All-you-can-eat) 8:00pm

\$50.00 per person, tax and gratuity included

Black tie optional

**Please make check payable to rtr-pca and mail to Francine Knochenhauer,
1221 Foal Circle, Warrington, PA 18976 by December 1st, 2003**

***Please clip out & return with your
check by December 1, 2003***

name _____

e-mail _____

phone number _____

number attending _____ check# _____

amount _____

OCTOBER

- 19 Autocross - see pg 8
- 29 Membership Meeting - Elections

NOVEMBER

- 22 Longwood Garden Trip

DECEMBER

- 13 Holiday Party - See page

www.rtr-pca.org
for the latest updates.



Social Events
November 22 - Longwood Garden Trip
December 13 - Holiday Party - Cock 'n Bull, Peddlers' Village, Lahaska, PA \$50 plus cash bar
Contact Francine to register. (215-343-9464) rancinebodo@aol.com.

Longwood Garden Holiday Journee'

If you haven't been to Longwood Gardens recently or perhaps have never been, please join us on Sunday, November 30th.

We are planning a leisurely drive to The Longwood Garden Holiday display - an exquisite feast for the eyes at this festive time of the year. The tree lighting is at 5:00 PM, the poinsetta display will be composed of over 2000 plants and there will be live holiday music for our enjoyment.

We are meeting at 11:00 AM at Bennigans Restaurant, which is next to the Willow Grove entrance/exit of the PA Turnpike.

Please email me if you would like to join the fun, or if you have any questions.

Au revoir!
Francine
francinebodo@aol.com

October's Membership Meeting - Election Meeting at The Bent Elbo Tavern at Fortside

**582 S. Bethlehem Pk
Fort Washington, PA
October 29**

**7:30 Social
8:00 Meeting**

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Many thanks to Dave Force and his team at Race Ready Technology for hosting our September membership meeting.

Our all important ELECTION MEETING will be held at the Bent Elbo Tavern at Fortside, 582 S. Bethlehem Pike, Fort Washington, PA. (Phone 215-646-2228.) We have arranged for wursts, kraut, and German potato salad for you to sample, and a cash bar for your favorite libation. Also, the infamous Debbie Cooper, of national tech quiz fame, has agreed to put together a Porsche Trivia Challenge, and

there will be goodie store prizes for the luckiest experts....

So join us for some food, drink and fun, and vote for your 2004 club officers. Ballots can only be cast in person at the meeting, or by absentee ballot received by Bill Cooper not later than October 29.

The meeting will be held Wednesday, October 29, with Social at 7:30 PM, Membership Meeting at 8:00 PM.



RTR 2004 Exec Slate

The election slate offered by the Exec for 2004.

President	Tom Zaffarano
Vice President	Debbie Cooper
Secretary	Terry Lamont-Minkin
Treasurer	Art Rothe
Social	Francine Knochenauer
Membership	Brian Minkin
Editor	Vacant
Autocross	Patrick Wayman
Track	Michael Andrews
Technical	Bill Cooper
Goodie Store	Liz Zaffarano



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5. "Boxster S" Carbon Door Entry Guards (986 S) - Sale \$499.95 or \$649.95 installed
6. Litronic Headlight Kit (986/996 ->01) - Sale \$1195.00 or \$1549.95 installed
7. European Sport Suspension Lowering Kit (996 C2) - Sale \$2899.00 or \$3499.00 installed
8. 996 Sport Exhaust - Sale \$1395.00 - Call for installed prices
9. Boxster I Aerokit - Sale \$999.99 or \$1998.00 installed
10. Boxster Clear Tail Lights and Side Marker Set - Sale \$199.95 or 334.95 installed.

The Chesapeake Ramble
 (aka - The Magnifique Journee')

On one of the most beautiful weekends in September twenty RTR Members and their favorite Porsche met at King of Prussia to caravan to Chesapeake City, Md. We enjoyed a lovely drive and each



other's company. We arrived at our destination at 11:30 and caused a minor traffic jam with our beautiful Porsche's glistening and shining and parked all in a row. A short walk delivered us to The Taperoom for lunch where we could hardly wait to order our meal. The restaurant is well known for their crabs and seafood, and the brief wait we encountered was well worth it. We definitely were the noisiest group in the place - between the crab hammers, beer, bad jokes and the laughter we did cause a commotion! Lunch was absolutely finger licking good!

Overhearing that one of the member's was having a birthday (29) I discretely ordered cake and prepared the Riesentoter Choir to

serenade Carol Koerbel with a chorus of Happy Birthday. She was overwhelmed with our harmony and Bodo's baritone.

After lunch we strolled down the main street and enjoyed seeing the charming Victorian homes. We toured the little stores and regrouped later in an open-air

bistro for cocktails and the hours lazily went by. Later in the afternoon it was time for ice cream. The one and only Ice

Cream Parlor is known for serving the largest scoops in the world, and yes it was true. Watching the boats sail past and licking an ice cream is a great way to see the world go by. Bodo had a flash back to his leap onto The Spirit of Philadelphia and it took several of us to restrain him and convince him that he was not going to miss the boat.

As the day got later and we were all enjoying our time together so much, most of us decided to motor over the bridge and stay for dinner. The evening breeze was wonderful; the food delicious and there was a great band stirring things up. As we had been drinking quite a bit of fluid all day, Mother Nature was playing havoc on our bladders. Several of the ladies (two)

made a trip to the Ladies Room. Someone was already in line when we got there. I tried the doorknob - no luck. We called - no answer. Like troopers we waited, and we waited... Meanwhile we could hear voices through the door. Thinking it was a mother and child we continued to wait patiently for our turn, although by then we were dancing a jig. I mean - when you have got to go, you have got to go! After further knocking and pleading, the door flew open and out came 2 people. Now, I know you men say "So what?" Ladies always use the facilities in twos. It is a female thing, but not this time... It was a pair composed of one of each needed to increase the human race. She was a whopping six-footer and he was only up to her chin. I do not know if he was instructing her in The Birds and The Bees, I mean I may be French, but I have heard of the Mile High Club. Oh la la! Seeing her zipping her pants as they walked away I kept thinking "The Bathroom?" No satin sheets, no flowers, no candles - wonder if he bought her dinner?

When we recovered our composure and took care of business, we returned to the table and shared the story of "What's behind Door number one?" We enjoyed a good laugh. Around 10:00 we revved up the P Cars and headed home. We all had a great time and as requested I am already working on the plan for Chesapeake Ramble Two in September 2004.

Au revoir'
 Francine Knochenhauer, Social Chairperson.



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Me & You and A Dog Named Boo

by Christopher Mahalick, RTR

Well, actually he was a Samoyed named Dakota, and he needed a ride back east from Aspen. I receive a lot of strange phone calls in the course of a day and this one was no exception. "Would you be interested in driving our dog back home to Pennsylvania from Aspen?". Hmmmm. A huge potential for logistical hassles, the sheer time commitment required, and the fact that we only had seven days to pull it all together made this one a veritable "no brainer". "I'll do it", I answered before the word Aspen was even out of his mouth.

**It would probably
be more humane
to rig up a giant
medieval catapult
to fling the dog or
cat speedily on to
their next destination.**

Apparently, our nations airlines have a horrendous record regarding the safety and survival of family pets in the dark, cold confines of the cargo hold. It would probably be more humane to rig up a giant medieval catapult to fling the dog or cat speedily on to their next destination. Coupled with today's technology, one could plot the trajectory accurately enough to land Fido or Fluffy on a chain link fence "catch net", crudely constructed with materials available at any local hardware store. But since all of our friends at NASA were busy that week, we had to resort to the tried and true method of driving Dakota home.

I flew out from Philly to Aspen the Friday before Labor Day. The flight out was uneventful but the lay-over in Phoenix proved to be emotionally taxing. I don't know how to put this delicately, but let's just say

that the "Pretty Folks Express" wasn't flying through Phoenix that day. If jet travel was available in 1932, one could reasonably argue that Tod Browning had scouted this location for background prior to his directing the horror film "Freaks".

Now Aspen was a different story. This town could actually induce an agoraphobic to contemplate the idea of leaving home. Expensive homes, fancy cars, and good looking people combine to provide a thoroughly enjoyable experience. And the fact that my hosts had the town totally wired led to a most enjoyable 36-hour sojourn. I used to think that having a million dollars in the bank made one rich. Guess I was off by about a hundred and ninety-nine million.

Sunday morning comes way too quickly and it is now time to begin the ride back east. Prior to departure I was asked if I was squeamish regarding heights and narrow roads, as the route through Independence Pass could be quite tricky. This question led me to believe we would be taking the Independence Pass route out of town. So we loaded up the dog and we moved to Beverly...Hills that is.... Actually, we were headed to West Chester, PA.

The ride for this event was to be a Lexus LX-470. Being a sport-ute, this would not have been my first choice for high-speed travel, but it would have to do. It was about nine in the morning as we left Aspen. Now I knew that I would have to be a bit conservative with Dakota in the back, but who was I trying to kid. As the roads got narrower and the turns tightened up, the need for speed was beckoning. I reasoned that our speed would be limited by how smoothly I could drive. Or in other words, how fast could we corner without Dakota being disturbed. And the lower center of gravity presented when he was lying down was expected to provide for another 10 miles-per-hour through the turns.

With the suspension and transmission set to "sport" we were ready to tackle the Pass. And the

next two hours were to prove to be most awesome I have ever spent behind the wheel of an automobile. Picture Watkins Glen multiplied by about a hundred. Now add some shear drops along the edge of the road and some radical elevation changes. Like the Glen, the road surface is designed to hold you on the track, so the only limits are the size of your cajones and level of self-preservation. We latched onto a "train" just behind an Audi wagon and proceeded to scream through some of the most inviting terrain on this planet. Narrow roads opened into expansive panoramas, where you could see the road continuing across mile-wide valleys. With equal parts concentration and adrenaline we powered along in a trance-like state, negotiating hairpins and pulling off blind passes like it was our job. If it weren't for Dakota's safety, I know I could have hung out the back end of that big ole' four-by-four. It actually handled pretty well.

**The next two hours
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be most awesome
I have ever spent
behind the wheel
of an automobile.
Picture Watkins Glen
multiplied by a hundred.**

It seems like it is every driver's fantasy (myself included) to drive "Der Nurburgring", but we may have a state-side alternative here. The new dream is to get the Carrera out to Independence Pass for a full-on, balls-to-the-wall, video-taped speed run, a la C'etait un Rendezvous. To [mis]quote Karl Wallenda, "that would be living, everything else is just waiting".

If Aspen is the pinnacle, than the outskirts of Leadville must be the base. You leave the glamour of Aspen, drive a mind-blowing two

continued on next page

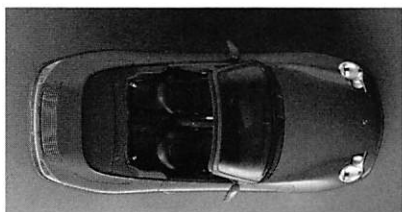
Chris Mahalick

New Convertibles Provide a Positive Driving Force for the 911 Model Range

A Record-Breaking September for Porsche in North America

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, has achieved strong sales growth in the North American market. In September 2003, the sports car manufacturer delivered 2,498 vehicles to customers in the USA and Canada, representing an increase of 94 per cent compared with the same month last year when 1,286 units were delivered. These were the best-ever September sales figures for Porsche in North America. The Cayenne once again proved to be a major driving force behind this success, though the new 911 model variants launched in September also played their part.

Although the convertible versions of the 911 Turbo and 911 Carrera 4S have just begun shipping to North American customers, they have already had a significant impact on 911 sales. In September 2003, 865 units of the 911 were delivered, representing an increase of 17 per cent compared with the same month last year. 450 units of the Boxster were sold (minus 18 per cent). Overall, Porsche managed to increase deliveries in its core business segment by two per cent to 1,315 sports cars. Demand for the new Cayenne remains strong, with 1,183 units of Porsche's sporty off-road vehicle shipped to customers in North America in September.



Boo - continued from previous page

hours, only to be deposited in an old town filled with trailer parks, abandoned cars, and boarded up old eateries. The contrast made for a very sobering experience. And as quickly as it appeared, it became all but a memory as we climbed back into the mountains en route to Interstate 70.

At about this point it was time for our first "pit-stop". The trick here was to make sure that Dakota didn't bolt out onto the roadway, necessitating a very unpleasant phone call to his family. My first thought was to procure some tranquilizer darts that would handily fit in my Crosman 760 pellet gun, but those pesky airline regulations regarding guns on planes prevented this from happening. As luck would have it, extreme steps were unnecessary as he proved to be a

perfect gentleman. He may look feminine with his poofy white coat, but I'm sure those jaws and teeth are formidable weapons against smaller animals and rude humans, rendering my worries invalid.

Winding our way through narrowing mountain passes provided for a lot of scenery including abandoned mines and homes built into some really steep slopes. It just kept getting tighter and tighter as we traveled along serpentine roads that must have been designed by engineers spawned by mountain goats. I began to think that we were totally lost, my anxieties only subsiding when signs began to appear for Interstate 70.....

[Continued next month.]



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Personal Experiences Highlight Porsche 911 40th Anniversary Web Site

Atlanta, GA – In honor of the 40th Anniversary of the Porsche 911 this fall, Porsche Cars North America (PCNA) has launched a special commemorative web site titled 40 Fast Years. The site takes a look back at each generation of the Porsche 911 and features a section where enthusiasts can submit personal Porsche 911 stories. Those who submit or rate these stories are eligible for some exciting Porsche prizes.

The 40 Fast Years web site incorporates two sections. One features a complete Porsche 911 model history displaying photos, sounds and specifications for each generation of the 911, from the first car that made its debut at the 1963 Frankfurt International Auto Show to the latest 2004 models. Here enthusiasts can also test their Porsche 911 knowledge with an interactive game.

At the heart of the 40 Fast Years site is the story section where owners and enthusiasts can share their Porsche 911 experiences. Stories may be submitted with or without a photo, and everyone who submits a story will be eligible for the grand prize - an original Porsche 911 drawing by a member of the design team at Porsche Style in Weissach, Porsche's Research and Development Center. The winning story will also be published in a national automotive magazine. Those who consider themselves critics rather than authors have a chance to win one of five \$100 Porsche Selection gift certificates for authentic Porsche merchandise just for reading and rating their favorite stories.

Porsche enthusiasts wishing to access 40 years of Porsche 911 history and submit or rate a Porsche 911 story should visit www.porsche.com/40fastyears/.

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Autocross Mind Prep

Preparation is the first step on the road to competence on the asphalt. It doesn't matter whether it's our 1st time or our 100th time; we all bring the same tools (except for varying levels of experience and preparation). Basic car control skills are critical, but so is your mental approach to your fun runs on Sunday.

While you are prepping your car by removing everything not bolted down, cleaning the windows (you have to see the cones, to miss the cones) and checking fluids and tire pressure, think about the other tools you will be bringing with you...attitude and focus.

Assuming your car is ready, the most important element is knowing the course du jour (yup, it's true). Y'know that guy who drives the super modified Godzilla monster with two foot wide gummy rubber slicks, mind throbbing exhausts and launch speed of a Saturn rocket? Well if he doesn't walk and learn

the course, he could be spending more time mowing down a sea of cones and adding 2 second penalties faster than an IRS accountant challenging your itemized deductions.

Knowledge is power and a slow focused walk around the course is the most important preparation you can make, really! You can walk the course with an experienced driver, but you owe it to yourself to make at least one walk through the cones alone, thinking about your car's handling, power, traction (is it time to buy those new tires you thought about last April?), and visualize the widest, smoothest series of radii you can map out for your quick trip through the cones. I know you have heard of "the Line" and "Slower is faster", so think about the fact that you will have about 4 runs through the cones.

On your first run don't outdrive your brain, drive slower, learn the course and get a recorded time, because you can't compare your second run to a DNF.

Second run you can step it upThis time don't bog your engine at the start line (that's what the throttle and clutch are for), don't hit that last cone at the end of the slalom, and don't get sideways exiting the timing lights.

OK, second run is over, relax, remember to start breathing again, check your time and think about perfecting your "line". You still have a few more runs to sharpen your time.

You can become a fanatic for the clock, or just enjoy hanging it out where the only thing you could hit is a poor defenseless cone that never did anything to you except cost you a couple of "seconds".

I hope to see you at the October 19th Autocross, sponsored in part by Wayman & Associates, a financial advisory branch of American Express.

Jolene



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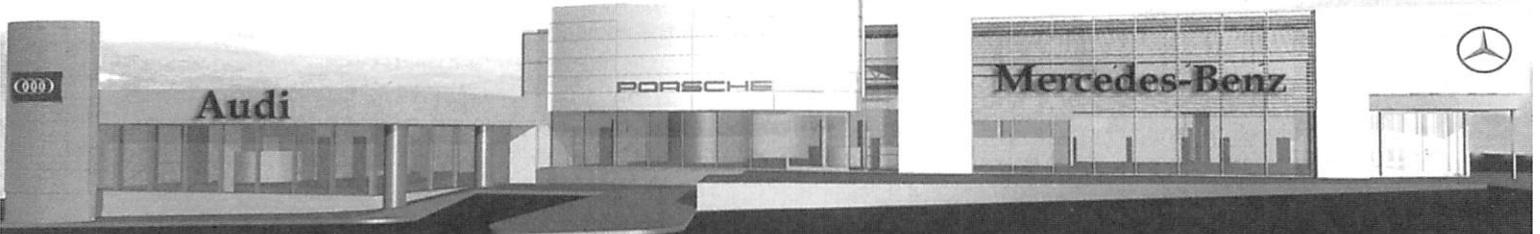
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Just for Details: Cabrio Top Care

by David W. Bynon, San Diego Region (from WINDBLOWN WITNESS)

The Porsche Cabriolet is a masterpiece of beauty, performance, and superior engineering. We own these wonderful machines because they warm our souls. Like you, my blood stirs each time I twist the key and the engine comes to life. Top down, sun on my back, wind in my face, eating up the road. Could anything be better?

Unlike a coupe, the Cabrio has special requirements. Where the Cabrio's fully enclosed brethren sport steel and glass, the Cabrio has canvas and clear vinyl. This simple difference creates a myriad of challenges for the Cabrio owner. **CABRIO MATERIALS**

The first detail to understand about your Porsche Cabrio is its materials. Without this understanding, it's hard to appreciate the maintenance requirements.

Your Cabrio top is made of a very durable polyacrylic/polyester canvas. The fabric-like texture feels nice and looks great. The fabric has a tight weave, but it breathes. Unlike the vinyl based tops found on most American-made convertibles, your Porsche Cabrio's top is not waterproof. It is only water-resistant. What makes your top waterproof is a protective spray. Without protection, your Cabrio's top is susceptible to leaking and stains.

The rear window on your Cabrio is special too. Made of a clear vinyl so it can fold, the Cabrio's rear window will absorb a wide range of gasses and liquids, including water, acids and hydrocarbons. Because it has the ability to absorb foreign materials, it will yellow over time if it is not properly maintained. Most often, the yellowing and discoloration is a result of ultraviolet (UV) light cross-linking. The sun's UV rays do not directly affect the vinyl, but what it absorbs can be.

HARMFUL AGENTS

Common cleaning products can be very harmful to your Cabrio top. Chemicals you should not use on or

near your top include: ammonia, bleach, detergent, alcohol, and vinegar.

Detergents, bleach and acids will quickly deteriorate the canvas. Ammonia and alcohol will dry and cloud the vinyl. Take my word for it, you don't want to know the replacement cost of a Cabrio top. It makes for a really, really bad day. So please, know the chemicals you use before they go on your top.

EXTERIOR TOP CLEANING

Your Cabrio top is subjected to the same environmental conditions as the rest of your car. However, where it is easy to see when the body is dusty and dirty, it is not always easy to see when your top is dirty, especially if it's black or navy blue.

One of the biggest factors in top wear is dust in the canvas. Dust settles into the weave of the fabric and begins to act like sandpaper. In general, you should care for your tops canvas each time you wash your Cabrio. This does not mean you need to scrub it each time, but a good stiff rinsing is necessary. The following procedure is recommended:

Wash the top at least once a month (or when it is dusty or dirty) with a non-detergent based auto shampoo. If your top is not dirty, rinse it thoroughly with plenty of cool water. Make sure the shampoo you use does not contain gloss-enhancing oils. The canvas will absorb the oil and become a dust magnet. Recommended products include Porsche Tequipment Convertible Top Cleaner or Autosol Shampoo. Use approximately .25 to .50 ounces of wash shampoo to three gallons of water. If the top is extremely dirty, use .75 ounces to three gallons.

The recommended tool for washing is a tight-cell sponge. Do not use a cloth, chenille covered sponge, or lambs wool mitt, as they will leave lint. If your Cabrio top has soil marks, stains, or bird droppings, use a small, stiff, natural fiber scrub brush. If you can rub the brush across the back of your hand without scratching your skin, it's

safe to use on your canvas top. Do not use a scrub brush on the vinyl window. It will scratch. Make sure you rinse the top thoroughly with a stiff stream of water to remove all of the shampoo and dirt.

Dry your canvas top and vinyl window using a synthetic chamois. Get the chamois wet and wring it out. Fold it into a square. Start in the middle of the top and pull the chamois toward you across the canvas. Do not try to wipe the chamois back and forth. It won't work. Use the synthetic chamois to dry the vinyl window, too. It usually works best if the chamois has just a little water in it (don't wring it out all the way). Do not use a terrycloth towel or diaper. They will leave lint. **STUBBORN STAINS**

Sooner or later, your top will be inflicted with a stain that will not come out with regular shampoo. Common stains will include bird droppings, tree sap, and grease. For these occasions, you will need to use a citrus-based cleaner that can penetrate the fibers and release the foreign matter.

Your first inclination will be to scrub the stain with the regular shampoo. DON'T! All you will do is spread it around. To remove stains from your top use P21S Total Auto Wash in full concentration. Spray it liberally on the stain before washing the whole top. Let it soak in, but don't let it dry. After it has soaked for 3-5 minutes, rinse your top and wash as normal. Rinse the stain area with a stiff stream of water. Do not spray P21S Total Auto Wash on the vinyl window. It doesn't like acid.

WINDOW CLEANING

If your Cabrio is new, no doubt you have experienced the frustration of polyvinyl fog. This is created by the evaporation of plasticizers (an oily hydrocarbon) and other oils. Plasticizers are used in the manufacturing of vinyl to keep it flexible. They are also used in many car care conditioners to rejuvenate vinyl and plastic. They remain liquid, and evaporate with the heat of the sun. This off-gassing is worst with new cars, and gradually decreases

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80 911 SC Coupe, white/blk leather, sunrf, factory whale tail, alloy wheels, Alpine stereo, pwr windows, AC, new tires & battery, some rust, paint 7/10, 132K miles, \$11,900/obo. Richard Wright, Holland, PA 215-322-1938 8

82 911 SC Coupe #WPOAA0917CS120593 Wine red met/beige full leather sunroof, 16" alloys w/ptd etrs, cruise, driving lights, AC, lowered, garaged, covered, no smoke or winters, 30,000 mi. beautiful car, exc. \$22,000. Leigh Getty 581 God Road, Telford, Pa. 18969 215-723-6458 8

83 911SC Coupe, # WPOAA0910DS120324, GP White/Br leather, 94,000 mi., sunroof, air, alarm, cruise, major service at 85K with new tensioners, injectors, clutch, trans., tires, fuel pump, CD player, bra. Beautiful, like new in & out, garaged, no snow or rain, all records, \$18,500. jshunta@dol.net. 302-239-7765. 7

86 928S Coupe, WPOJB0928GS862707, Red/blk leather, auto, ABS, A/C, sunrf, Blaupunkt AM/FM Cassette. 44K orig. miles. New: tires, battery, timing belt, water pump, A/C, cover. Not snow or smoke. Garaged. All service records since new. Very exceptional car. Runs & looks new; pix available. Recent 30K mi Porsche service. \$20,000. Mr. Vassil, Washington Crossing, PA 215-321-1324 8

87 911 Carrera Cabriolet, 45,000 miles with major service completed. All records available. Black with white interior. Engine upgrades by Performance Automotive. Always garaged. \$28,500. Contact Paul DeBacco, Devon, PA 610.989.3818, debaccos@msn.com. 8

88 Porsche 911 Factory Turbo-Look VIN: WPOAB0910JS122017, Platinum, \$39,000.00 obo This is a rare original factory 1988 Turbo-Look with factory 935 rear brake vents, K-40 radar detector and laser diffuser, plus other extras. The car is in pristine condition with 34,000 original miles and has been meticulously maintained by a PCA fanatic. Looks, runs, and shows like new. There are zero disappointments with this air-cooled beauty. Porsche is located in Scranton, Pennsylvania. Call/write for more information, photos, and stories (570) 650-8998 or donohoe@ac.marywood.edu 9

99 Carrera 4, Zenith Blue w/Graphite Grey, Power Leather Seats, 18" Turbo Wheels, Hi-Fi, Am/Fm w/CD, LoJack, 7 yr/75,000 Extended Warranty, Original Owner, 9,000 miles, Excellent Condition. MSRP \$79,000 Asking \$52,000. James Pesci Doylestown, PA. home: 215-348-5845 cell: 267-474-6817 jmpesci@comCAT.com. 9

'00 Boxster, Artic Silver/Black, 49k mi, mint, heated garaged, no smoking, pampered by Porsche of Princeton and Don Rosen Porsche,



body color rollbars, aluminum face gauges, Sport Classic wheels, new Michelin MXX3s, Sport Design package, CD Hi-Fi sound, CD shelf center console, colored Porsche crest wheel caps, factory floor mats, \$34,000. Neil Hoffman, Philadelphia, 215-232-3996, neilchanan@mindspring.com. Call or email for pictures. 10

Track Car: You've seen it at all the events... now own it. #65 Red 3.2 Carrera. Fastest F Class Carrera available... F Stock, vintage, DE. Best of everything! Non-sunroof, 17" Fikses, full cage, 27 gal Fuel Safe, all monoball suspension, hollow bars, charley sways, custom bilsteins. Fully balanced, blueprinted motor with fresh transmission. Maintained by Performance Automotive; many tricks, special Car... \$34,500. Contact Mitch Reading for all details; MJReading@comcast.net (610) 715-3532 9

PORSCHE PARTS

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944 parts: 2 Bilstein rear shocks \$100, 31mm torsion bars \$150, Hoosier tires, 2-245/45R16, 1-225/50R16 \$125, 4-Gotti wheels fit 911, 2-8x16, 2-9x16 \$450, 4-BBS RS wheels with black centers & center caps fit 911 2-8x16, 2-10x16 \$900, 2-Fuchs with red centers 7x16 \$200, 2-Eibach 450# front springs 2 1/4" ID \$75. E-mail dennwasser@aol.com. Phone 610-562-8956 9

Porsche Seats, pair from a '86 944, color: putty? vinyl w/perfs, 4 way power, very good condition. adapter plates for earlier holes included. asking \$500. call John Kolesa: 610-948-3076 or jkolesa@mac.com 8

WANTED

Hardtop for 2000 Boxster. Prefer Ocean Metallic Blue but would consider other color. Please contact Joe at 215-321-9446.

OTHER STUFF

95 BMW M3, Boston Green with light silver/gray leather, OBD1, build date 09/95. Heated seats, cruise control, Alpine 12 CD changer with MB Quart speakers and JL Subwoofers, sunroof, rear spoiler, Racing Dynamics front splitter, euro ellipsoid clear headlights, euro air intake, B&B stainless steel cat-back exhaust, Racing Dynamics anti-roll bars, euro floating front rotors, Pagid pads, Brey Krause harness bar and color-coordinated Teamtech harnesses, short-shift kit with Momo shift knob. 92,000 miles, Mobil 1 every 3000. Extraordinary condition inside and out. \$18,000 John Giannone H: (610) 983-0281, W: (610) 648-8922, jgiannone@comcast.net 10

Wanted

RIR Autocross is in need of a 3/4 ton, aluminum, 2 axle, closed trailer to store and transport our equipment. Do you have one to donate? Contact Jolene at 856-866-0913 marketvisions@msn.com



Have a picture of your item published. Just send along a picture. E-mailed ones are best but we'll try to run whatever you give us.

Directions to The Cock and Bull in Lahaska, PA for the Annual Awards Banquet

From Philadelphia (Downtown) and South Jersey

(Driving time is approximately 1 hour)

- Route I-95 North to the Newtown Exit 49.
- Turn left onto Route 332 West.
- In Newtown, pick up Route 413 North.
- In Buckingham, turn right onto Routes 202/263 North.
- After 3 miles, at the top of the hill, bear left at fork, onto Route 263 North to Peddler's Village.

From Hazelton, Pottstown, Reading:
· Follow the Pennsylvania Turnpike directions.

From Philadelphia, Main Line, And Western Suburbs:
(Driving time is approximately 1 hour)

- Take Route 476 (Blue Route) to Pennsylvania Turnpike.
- Pennsylvania Turnpike East (Route 276), toward New Jersey to Exit 343 (old Exit 27) Willow Grove.
- Follow "From Points West ..."

From Points West in Pennsylvania (including Lancaster):

- Pennsylvania Turnpike East (Route 276), toward New Jersey.
- Exit at Willow Grove Exit.
- After toll stay right onto Route 611 North
- Approximately 4 miles, make a right at light onto Street Road (Route 132 East).
- At seventh light, make a left onto Route 263 North
- Take Route 263 North approximately 10 miles.
- At fork in the road, bear left on Route 263 North to Peddler's Village.

From Northeast Philadelphia:

- Take Bustleton Pike to Street Road (Route 132).
- Turn left onto Street Road.
- Then follow to Route 263 North.
- Turn right onto Route 263 and follow all the way into Peddler's Village. From Allentown:
- Take Route 309 South to Quakertown.
- Take Route 313 East to Route 202 North.
- Follow Route 202 North through Doylestown into Buckingham and pick up Route 263 North straight into Peddler's Village.

Der Gasser is published with the intention of being in members' hands on the 15th of the monthly. 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 25th of the month previous to the month it is to appear. Copy material in electronic format is **required** although photos may be sent for scanning.

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

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. Pictures of items may also be printed. Please send with e-mail or via U.S. Postal Service. Contact Editor for Commercial Advertising Rates. Editorial contributions and pictures are welcomed.

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Come to The
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See Page 1

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Appointed Members

to a manageable level. Severe off-gassing can also be caused by using too much dressing on your dashboard.

The best tool to clean your Cabrio vinyl window is the synthetic chamois. Do not use a paper towel, as it can scratch the vinyl. It is best to detail the window (inside and out) after washing the car. Follow these steps: 1. Rinse the chamois thoroughly with water to ensure it is clean. Wring out most of the water, but leave damp. If the chamois is too dry, it will not slide across the window. 2. Fold the chamois into a square. 3. Wipe the chamois in one direction across the window. Turn the chamois, using a clean side with every-other pass. 4. To clean the inside of the rear window, kneel in the passenger seat. It may take you a few times to learn the best way. The taller you are, the more difficult it will be.

PROTECTING THE TOP

As mentioned earlier, the canvas top is not waterproof. To make it waterproof and stain resistant, it is necessary to treat it with a Scotchgard based spray. I highly recommend Porsche Tequipment Convertible Top Conditioner. While other products will work, nothing lasts as long this product. Before spraying your top with protectant, it must be clean and dry. Use a scrub brush and a full .75 ounce dose of top shampoo

to deep clean. Using the Porsche Tequipment Cabrio Top Protectant is best done in conjunction with waxing. Your pre-wax cleaner will remove the protectant over-spray.

Follow these instructions: 1. Mask completely around your top and vinyl window with newspaper. Once dry, the over-spray from the protectant is difficult to remove from paint, vinyl and glass. Lift the top slightly and slip newspaper between the top and windshield frame. Do the same between the top and side windows. Use masking tape and newspaper to mask the areas where the top and rear panels meet. Use masking tape and newspaper again to completely mask the rear window (do not leave any vinyl showing). 2. Shake Porsche Tequipment Cabrio Top Protectant for 30 to 60 seconds. 3. Spray two light coats from about 7 to 9 inches on the whole top. Start in the center on one side and work towards you in even, back and forth sprays, releasing your finger at the end of each pass. Repeat on the other side. Spray a third light coat on the seams. 4. Remove masking materials. 5. Check for over-spray on paint. Remove over-spray with pre-wax cleaner or polish.

PROTECTING & POLISHING THE REAR WINDOW

The rear window is fairly delicate. It is easily scratched with little more than normal use or the wrong clean-

ing tool. Be sure that any rags you use are pure cotton. Don't use diapers. Most use polyester thread, which will severely scratch a vinyl window.

To protect and beautify your Cabrio window, it must be polished. I recommend a spray called Plexus. There are numerous plastic polishes and compounds that work. Plexus is quick and easy. For this reason, you are more likely to use it than a polish that takes a lot of time.

To apply Plexus, use a plush terry-cloth detailing towel or an old cotton tee shirt. Follow these directions: Fold your towel into a square. Spray a moderate amount of Plexus on the towel, not on the window. Work the Plexus into the Vinyl, and allow it to dry for 3-5 minutes. Turn the towel to a dry side and buff the window until clear. If small scratches remain, apply a second coat. If your window has heavy scratches, I recommend using Meguiar's Plastic Polish followed by Plexus.

It is not necessary to use Plexus with every wash, although many people do. If you're careful with your window, you may find that every other wash, or every third wash is fine. You cannot over use Plexus. So, don't be concerned about using it as your everyday cleaner if you drive in a harsh environment.



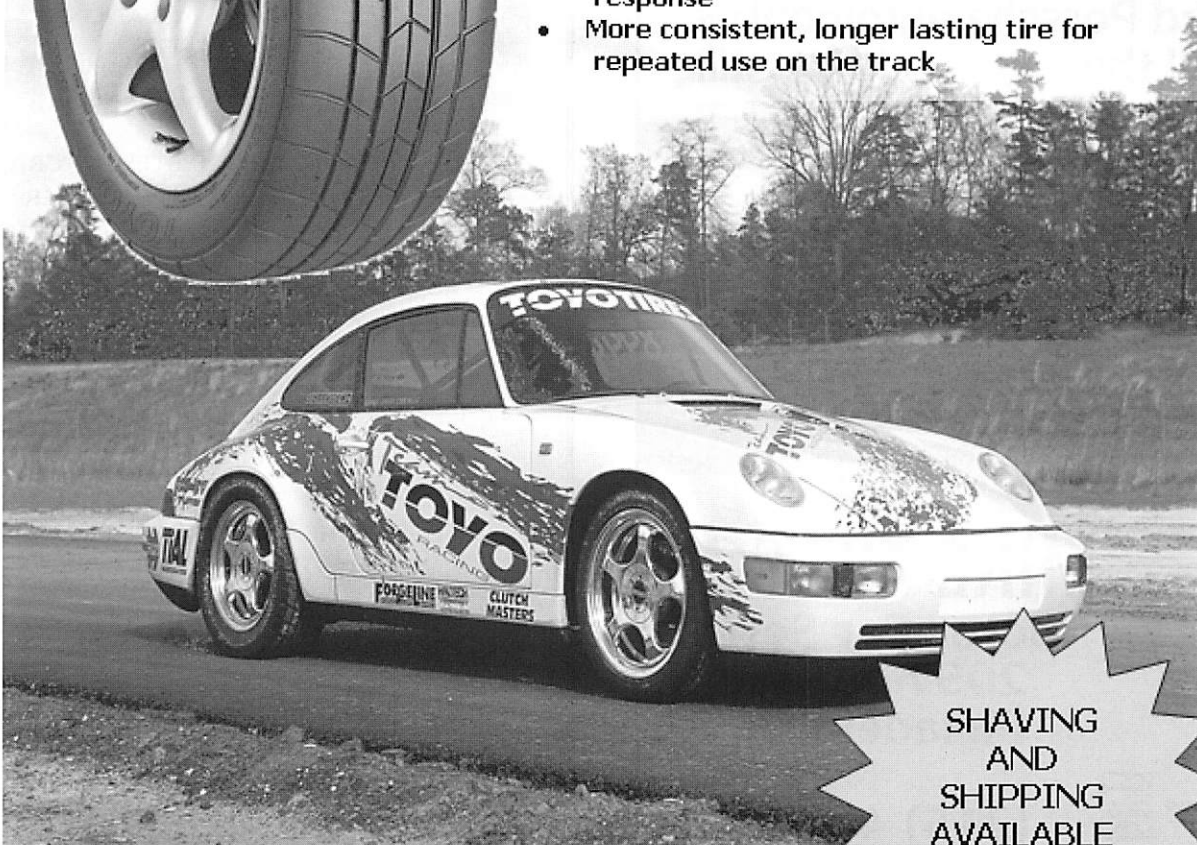
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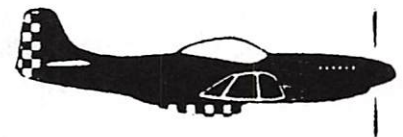
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