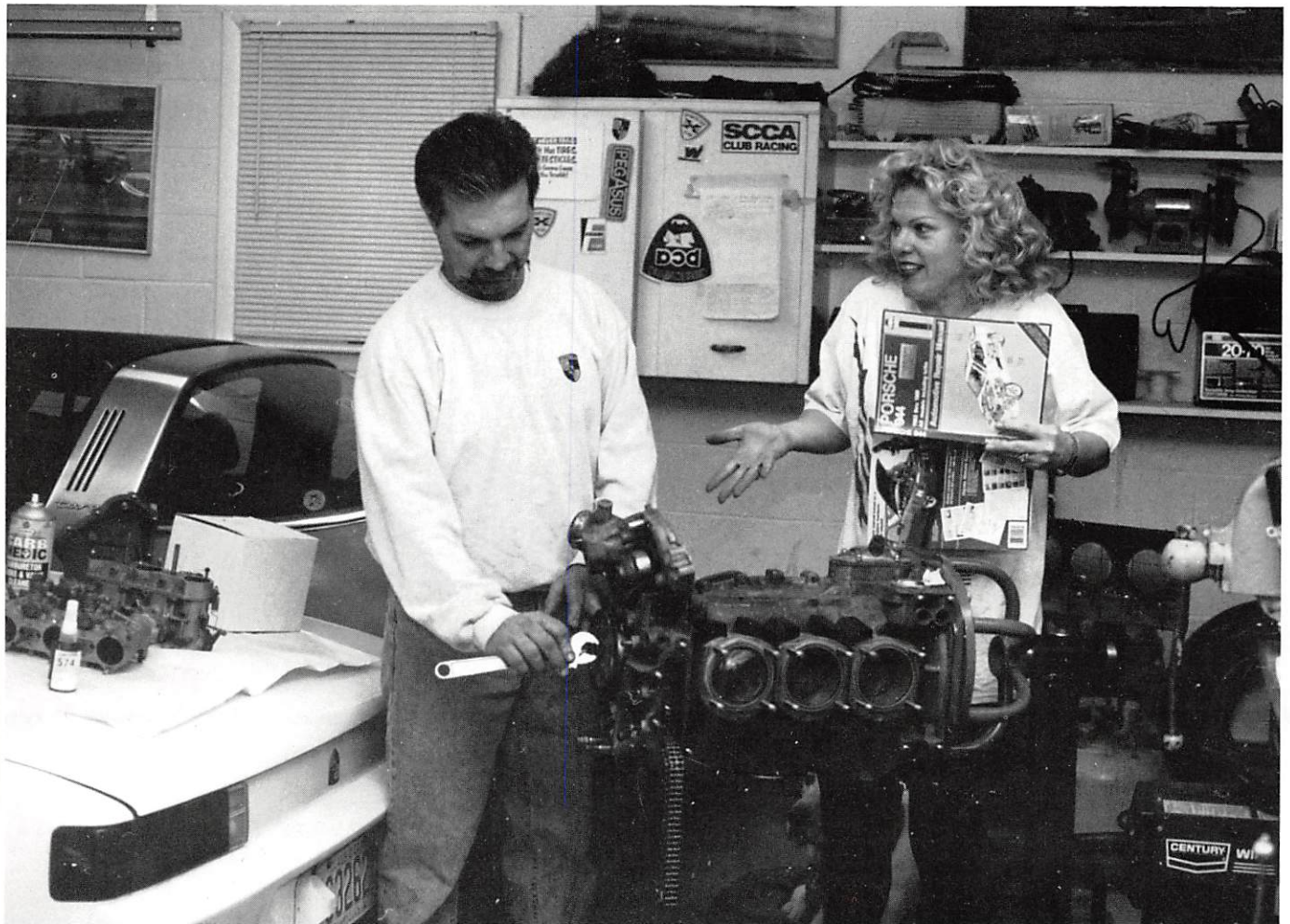


Der Gasser

MARCH 1998



50th Anniversary of Porsche 1948 - 1998



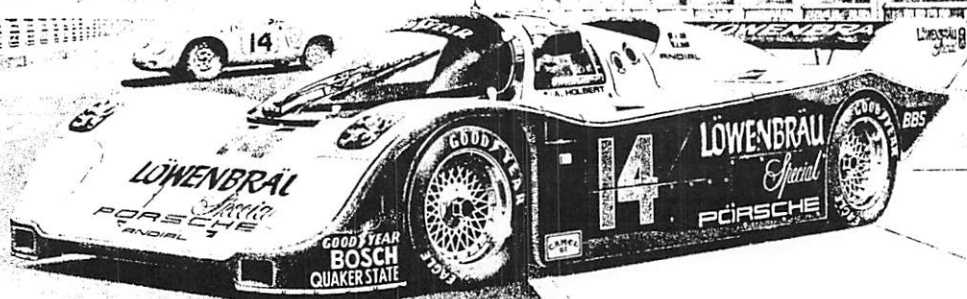
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TREFFEN NINETYSEFFEN

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President's Message

THE GREAT "What's wrong with this picture?" CONTEST!

Due to underwhelming response to my plea for your car (or almost anything else) picture, your Pres. has been forced to take extreme measures to help fill up this President's Page. That's right - I am bringing out that old contest where you, the viewer, have to look at the picture and figure out what's wrong.

Here's the plan: Look at the cover photo. List the five items that don't belong (other than me). Write these items on a piece of paper along with your name. Bring that piece of paper with you to our next meeting. (Our next meeting is Wednesday, March 25th at Arnold's Go-Kart Track in Oaks, PA.) Put your entry in the helmet. Special, valuable prizes will be awarded for the top three correct entries and the lucky winners will be pictured in the next *Der Gasser*. If you can't see the details in the picture, it will be available for close up viewing at the meeting, prior to the drawing.

BOB RUSSO – ROASTED AGAIN!

Our February meeting at the Holiday Inn, Ft. Washington was hot! Many thanks to our awesome VP Nick Hatalski for arranging an informative meeting with Casey Raskob, Esquire. Casey filled us in on all the inside scoop regarding radar, Easy Pass and several other motoring topics. Thanks to all for a great meeting and special thanks to Bob and Lee Russo for joining us. Led by our humorous, hypnotic, historically correct historian, Debbie Cooper, we originally roasted Bob at our January meeting at the Philadelphia Auto Show. Somehow, it was listed in *Der Gasser* that we would roast Bob at our February meeting. Well, good sport that he is, Bob not only joined us at the meeting (in spite of being in the middle of a bi-coastal move), but he also did a wonderful job of roasting himself. We had numerous members attend strictly to join in giving Bob and Lee a big send off to their new venture in California. We will miss you!

A MYRIAD OF NEW MEMBERS JOIN IN!

A gaggle of new Porsche-philes braved the wilds of Ft. Washington to come out to the February meeting and see what we're all about. Glad you didn't wait for the April "New Member Meeting" to join us. What's with all the new members being named Peter? Old and new members are welcome to any and all meetings. In addition to the camaraderie, we have name tags so you don't have to remember anyone's name, we have a 50/50 drawing so you have a chance for cold hard cash, and our latest addition is re-instituting the "Shade Fund". Our chief instructor, John Heckman, our Fab former Pres., will be in charge of the Fund. I won't go into any further detail here, but I suggest you drive your Porsche to the next meeting! In addition, Jim Foster, The Goodie Storemeister has all kinds of Porsche related items for sale. Looking for a Bonsall designed T-Shirt? See Jim! (Jim also has the leftover Xmas banquet pictures!)

SPECIAL "HELLO" TO MIKE KELLER! "HELLO!!!"

A QUESTION TO THE MEMBERS – DO YOU WAVE?

Is the "wave" mandatory? What are the rules of the wave? Is a headlamp blink equal to a wave? Is it OK for a 911 to give the wave to a 924? Can a Turbo-charged car flap a howdy to a non-Turbo car? Is the Mainline nod OK? What do you think? (I always think I know every Porsche I see, so I give the wave to any and all P-cars.) Your responses will be printed here!

I CAN'T WAIT FOR A TRACK EVENT!

I can't wait, so I won't! The Plenzick group will be heading to Summit Point in early March for a combination Presidents meeting and Driver's Education weekend. Sure hope the weather continues in the same warm way... I have this thing about snow at a Drivers Ed. So does the 914 – not to mention my mechanic. (The mechanic hates to put the snow tires on ...)


OK – I'LL SIGN MY NAME!

Len Herman (as in Riesentöter members Len and Pat Herman that moved to California) called the other night to send greetings to everyone and to advise me that I should sign my name to these articles. OK I will. Thanks for the suggestion. Len and Pat would also like to speak with any Riesentöters heading to Monterey in August for the Car Show. Give me a call and I will give you their number.

We have Super Tech, Auto Cross School and the March Membership Meeting coming up. There is something for everyone! No excuses! Come on out and join the merriment! Have fun with your club! Have fun with your car! Looking forward to seeing you at the next event!

Affectionately,
Melissa Plenzick

P.S. I still have not received any baby car pictures from you guys! Send them in!



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Down The Pike

MARCH

- 25 Club Meeting, Arnold's Go-Kart Center, Oaks, PA
8:15pm Topic: Live demonstrations of 3g corners

APRIL

- 19 Autocross School, Lot "7" Camden, NJ
25 22nd Annual Porsche "Only" Swap Meet, Hershey Park, Hershey, PA 7:30am to 4:00pm
29 Club Meeting, Holbert's Porsche, Audi, VW, Warrington, PA 7:30pm Topics: "New Member Night", German Design: Full Circle, Introducing the 996

MAY

- 3 Spring Rally, Begins at Warrington Motor Lodge/Inn Warrington, PA. Registration 10am - 11am
3 Spring Social, Sign of the Sorrel Horse, Doylestown, PA. 3:00pm, \$22.50 per person
16 Tech Session, Holbert's Porsche, Audi, VW, Warrington, PA 9am - 2pm
17 Autocross, Lot "7" Camden, NJ
27 Club Meeting, Xtreme Motorsports, Warwick, PA 7:30pm Topic: Safety Equipment

JUNE

- 6 Tech Session, Vision Porsche, Audi, VW, Reading, PA 9am - 2pm
7 Autocross, Lot "7" Camden, NJ
24 Club Meeting, CJ Tires, Birdsboro, PA 7:30pm Topic: Porsche Tires and Wheels
28 Autocross, Lot "7" Camden, NJ

JULY

- 19-25 43rd Annual Porsche Parade, Steamboat Springs, CO
26 Autocross, Lot "7" Camden, NJ
29 Club Meeting, 7:30pm

AUGUST

- 1 Tech Session, Mike Tillson Motor Car Service, Philadelphia, PA 9am - 2pm
9 Autocross, Lot "7" Camden, NJ
26 Club Meeting, Don Rosen Porsche, Conshohocken, PA 7:30pm Topic: "Racecars at Rosen's"
30 Autocross, Lot "7" Camden, NJ

SEPTEMBER

- 19 Tech Session, Don Rosen Porsche, Conshohocken, PA 9am - 2pm
27 Autocross, Lot "7" Camden, NJ
30 Club Meeting, 7:30pm

OCTOBER

- 18 Autocross, Lot "7" Camden, NJ
28 Club Meeting, 7:30pm Topic: Election and Tech Quiz

1998 TRACK EVENTS

MARCH

- 15 Summit Point (Driver's Ed, Host - Potomac. Contact Marilyn Hickson at (703) 758-6697 for all Potomac Driver's Ed Events)
28-29 Texas World Spdwy (Club Race, Host - Lone Star)

APRIL

- 10 Summit Point (Driver's Ed, Host - Potomac)
18-19 Road Atlanta (Club Race, Host - Peachstate)

MAY

- 2-3 Las Vegas (Club Race, Host - Intermountain)
8-10 Mid Ohio (Driver's Ed, Host - Potomac)
8-9 Lime Rock (Club Race, Host - Conn. Valley)
16-17 Mid Ohio (Club Race, Host - Mid Ohio)
30-31 Pocono North Course (Driver's Ed, Host - RTR)
30-31 Putnam Park (Club Race, Host - Ohio Valley)

JUNE

- 6-7 Pocono (Club Race, Host - Northern NJ)
20-21 Jefferson Circuit (Driver's Ed, Host - RTR)
20-21 Brainerd (Club Race, Host - Nord Stern)
26-27 Summit Point (Club Race, Host - Potomac)
28 Summit Point (Driver's Ed, Host - Potomac)

JULY

- 4-5 GingerMan (Club Race, Host - SE Michigan)
16-17 Watkins Glen (Driver's Ed, Host - Potomac)
17-18 Second Creek (Club Race, Host - Rocky Mountain & Alpine Mountain, in conjunction with Parade)
18-19 Gratten (Club Race, Host - Western Michigan)
25-26 Mosport (Club Race, Host - Upper Canada)

AUGUST

- 8-9 Portland (Club Race, Host - Oregon)
14 Pocono (Driver's Ed, Host RTR)
15-16 Pocono (Club Race, Host RTR)
21-22 Indianapolis-IRP (Club Race, Host - Central IN)
22-23 Summit Point (Driver's Ed, Host - Potomac)

SEPTEMBER

- 5-7 Road America (Club Race, Host - Chicago)
19-20 Mt. Tremblant (Club Race, Host - Rennsport)
26-27 Willow Springs (Club Race, Host - Los Angeles)

OCTOBER

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

NOVEMBER

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

DECEMBER

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

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

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

Club Meeting Info

Riesentöter's March meeting will be held at Arnold's Karting Center in Oaks, PA. Arnold's is located just off Rt. 422 Oaks exit (west of King of Prussia), in the 422 Business Center. For detailed directions please call them direct at 610-666-0600. Join us Wednesday, March 25th for the most exhilarating meeting of the year. Stop by early to socialize at Arnold's Diner or their high-tech video arcade before a brief club meeting to begin promptly at 8:15 p.m. The first run group will be off at 8:45 p.m. and the last group will end at 10:15 p.m.

For those of you who have never experienced Arnold's, it's an indoor road course with open-wheel electric go-karts. First timers must view a mandatory safety video before strapping on their racing harness. Driving these carts is almost as much fun and exciting as a Riesentöter driver's ed. event! Eye protection is required and can be purchased at the track. Helmets are optional but recommended.

Unfortunately, due to the limited number of cars, the meeting is limited to Riesentöter members and associate members only.

Our next club meeting will be held on Wednesday, April 29th at Holbert's Porsche, Audi, VW. This is New Member's Night where the new member of the Porsche family will be introduced. The meeting will begin at 7:30. Holbert's is located on 1607 Easton Rd in Warrington, PA. Stay tuned of further details in the next issue of *Der Gasser!*

Nick Hatalski
Vice President



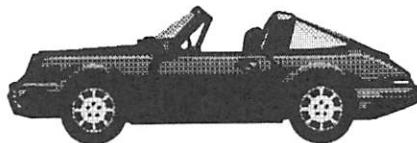
What ever happened to Winter???

(Anne Tansimore's 944S in the Blizzard of '96. Photo courtesy Anne.)

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Track Tech Notes

by Mark Winkle, Tech Chairman

Roll Bar for Boxsters

When the Boxster was introduced we set the policy for track events that the driver's (and passenger's) helmet must be below the line between roll hoop and the upper edge of the windshield with the driver in a normal driving position. While we have no doubts about the integrity of the Boxster hoops, even a average driver is too tall to meet this standard. This has lead to frustration for Boxster drivers who would like to take it to a track event. We may now have solution for some of these Boxster owners. Brey-Krause has just introduced roll bar extension that bolts to the hoops and adds almost 2" to the height. It does not require any drilling or modifications of the car and does not interfere with the top (see <http://www.enter.net/~breykrause> for more info). Now for the good part. Dodge Whipple of Brey-Krause (and RTR member) is kindly donating one of these bars to the club for people who would like to try one out before they buy. We will loan this to a Boxster owners for one track event. This will give them a chance to try the bar while they determine if it meets their needs before they commit any money. We will loan it on a first come - first serve basis. Give me a call for me details.

1998 TECH SESSION SCHEDULE

By Mark Winkle, Tech Chair

The SUPERTECH at Dougherty's this month was great success and the remaining tech sessions have been scheduled at other local shops. Each Session is two weeks before a track event for those that want to get their car teched. One or two lifts will be reserved for track event tech only - no repairs or maintenance. The remaining lifts will be available on a first come - first served basis for repair and maintenance. A modest fee (\$5) is collected for use of the lift. Coffee and doughnuts will be available in the morning and we will order pizza for lunch.

These are tech sessions are scheduled to coincide with a track event but by no means are they limited to track participants. Anyone in the Club can bring their Porsche for maintenance or minor repairs. Just limit yourself to repairs that you can complete within the scheduled time. Bring the tools you need for your work and don't use the shop's tools or equipment without talking to the mechanic first. A mechanic will be on hand in case you need some advise and there are plenty of club people around with lots of experience. The parts counter is usually open in case you forgot something. It is also a great time to meet other people in the club. Give me a call if you have any questions. See you there.

1998 Tech Sessions

May 16	Holbert's Porsche, Audi, VW 1607 Easton Rd Warrington, PA 18976 (215) 343-1600
June 6	Vision Porsche Audi, VW 1211 Lancaster Ave. PO Box 306 Reading, PA 19607 (610) 777-6501
August 1	Mike Tillson Motor Car Service 2097 N 63rd St Philadelphia, PA 19151 (215) 473-6400
September 19	Don Rosen Porsche 1312 Ridge Pike Conshohocken, PA 19428 (610) 279-4100
Time:	9am - 2pm

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HOURS:

**9:00 AM - 8:00 PM Monday through Friday
10:00 AM - 6:00 PM Saturday**

Riesentöter Region Spring Rally and Social

Date: May 3rd, 1998
Place: Warrington Motor Lodge/Inn
701 Easton Road
Warrington, PA

Schedule of Events:

10am – 11am Registration
11am Sharp Driver's Meeting
11:30am 1st Car Off
11:30am – 3:00pm RALLY TIME
3:00pm - ? SOCIAL TIME

Please mark May 3rd on your "Get out the PORSCHE and have a blast" calendar. The spring rally will begin at the Warrington Motor Inn located on Route 611, one block north of Street Road (Route 132) in Warrington, Pa.....(Take the Pa. Turnpike to the Willow Grove Exit and go North on Route 611 about 5 miles... Warrington Motor Inn is on your right side, one block North of Street Road) If you arrive by 10am, you can enjoy a hearty breakfast at the Inn restaurant....

You will not want to miss this rally which will take us through at least 8 of the 11 remaining "Covered Bridges" in beautiful Bucks County !!!! The rally will contain Time, Speed and Distance elements. You will also need a sharp eye and an innovative navigator to finish in the top three "Prize" spots..

Immediately following the Rally, Robin Zelinskie, Riesentöter's Social Chairman has selected a beautiful, old country manor hotel / restaurant called the "Sign of the Sorrel Horse", at which we will conclude the Rally and start the Social. "Sign of the Sorrel Horse" was recently voted one of the top six country Inn restaurant's in America....so this has high promise for a gourmet finish. Hope you can join us !!!

For those of you who can't attend the Rally, but would like to attend the Social, the Sorrel Horse is located at 4424 Old Easton Road in Doylestown, Pa.

To sign up for the Rally and / or the Spring Social, please complete the form below and send it, with your check made out to "RTR", to the following address: Robin Zelinskie, 644 Store Road, Harleysville, PA 19438

Cost of the social is \$22.50 per person....

Name:

I will attend the Rally:

Number of people attending Social:

We would appreciate your response no later than April 25th !!!!!

Bill Frey, Riesentöter Rallymaster

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Question: Do you have your car 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? *Reply:* "Whadya mean I can't drive my Porsche to work once in a while?!" *The Answer:* No drivers under age 21. No racing. No other restrictions.

Question: Have you attempted applying for one of those other policies but were turned off by all the paperwork? *Reply:* "What am I, a circus animal jumping through all these hoops?" *The Answer:* Simple, one page application.

We think we've got what you need: a limited mileage (2500 or 5000 miles annually), high liability, agreed value, low deductible, full coverage automobile insurance policy. It's priced like the others, is easy to apply for, AND it allows you to enjoy driving your vehicle, even in Drivers' Education Events! We at CHASE & HECKMAN, INC. call it the O.T.C. Policy. We think you'll call it *The Answer*. Call us today for a quote.

O.N T.RACK C.OVERAGE

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AUTOCROSS BASICS
by Nick Betegh, AX chairman

THIS ARTICLE IS INTENDED FOR THE CLUB MEMBER THAT IS NEW TO AUTOCROSS AND HAS THE DESIRE TO BE THE BEST HE CAN BE. So here, in this article, I will explain how easy, fun educating, SAFE and satisfying it is to drive your car, or someone else's, to the limits of adhesion of your tires at relatively safe speeds. Here are some definitions:

AUTOCROSS: This is as remote as you can possibly get from "motocross", This is a timed competitive event combining a car, a large parking lot or equal paved area (the larger the better), a timing device (anything better than a sun dial), and pylons to designate a course. The objective is to drive your vehicle thru the course preferably without knocking down cones in as short a time as possible. This can be so competitive that times may be 1/100 of a second apart between cars.

PYLONS: Rubber cones. These are soft but not the Dairy Queen type. About 18" high placed on the parking lot so that when many are laid out, it will form a course., or a forest depending how you look at them. This is similar to the gates set up for slalom skiing. If you happen to hit one of these, the most damage that you will encounter, is a 2 second penalty added to your time. Your car will just smile and thank you for letting it loose and show you what it can do.

FTD: "Fastest Time of the Day" This is pretty tough to do. In the many years that I have been doing this, I have yet to accomplish this. There is always someone that will beat me.

DNF: No! it does not say "do not F...", it means "DID NOT FINISH". This is when a driver misses a gate or goes off course or when the person does not cross the finish line. Novices need not worry, depending on the turnout, one may have up to 5 runs. Anyway, I must admit, When I started autocrossing, I had DNF on all my runs. I learned what DNF meant real fast. No problem, after 5 years I have gotten better.

The first thing that one should do to be able to finish the course is to arrive early, help set up the cones, assist in registration, butter up the chairman and ask for advise as to which line to

drive, and walk the course. Now if you want FTD it will cost a bit more.....pick up cones, load the trailer, assist in scoring and \$\$\$\$. Just kidding, we try to make out events fun but also very competitive. You must earn what you get.

Car preparation is minimal, so you do not have to spend too much time getting ready. AX is not a stroll in the park, but since it is competitive, it must have a valid inspection and seat belts. At the event, we will provide inspection of loose items and wheels. Anything not bolted to the car must be removed if you do not want dents from the inside out. We have great loner helmets (donated by John and Tracy Chatley. Thanks very much!) if you do not have one. Soft compound tires are not a must, but it sure helps.

People ask me what can they do to go faster? AX does not require expensive modifications and high horsepower. Often you see 4 cyl. 914's beat most 911's. Right Brad? I expect to see you out there this year. As one becomes more experienced one should make changes one at a time so that you can notice the difference. Practice and learning how the weight of the car transfers from wheel to wheel will help you become a better driver and you can take this knowledge with you to track events later or to the streets of your neighborhood.

THE AX SCHOOL WILL BE APRIL 19 AT THE CAMDEN SITE. Registration starts at 9:00 Am with the first car off at 10:00. Directions to the site is as follows:


From I-76 go East and follow signs to the Ben Franklin Bridge (676E). Stay on right lane and make first right immediately after the toll gates to Cooper Ave. Right on Cooper to Delaware. Lot "7" is directly in front of you with the Philadelphia skyline in the background. The lot sits almost directly underneath the bridge on the south side.

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Notes from the membership computer...
John Crowley, Membership Chairman

As of the end of December, 1997, RTR had an official membership on 980. During January, 1998, we added 22 new members, had 1 member transfer in from another region and had 14 members who had been dropped due to non-renewal renew their membership. On the minus side, 1 member transferred out and 30 members did not re-new their membership before the deadline and have been dropped. Net result...986.

The unfortunate part is that most of the 30 who were dropped will eventually renew but will have missed issues of *Der Gasser* and *Panorama*. Moral, renew when you get the notice and continue to receive these great publications.

👤 👤 👤 👤 👤 👤 👤 👤 👤 👤 👤 👤 👤 👤 👤



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Wanted!!

Drivers with FM Radios in their cars.

The Autocross program will be using a new system for announcing times for drivers in the autocross. No longer will someone need to get out of their car, run over to the timing table, to find out their time, just tune in to a designated FM frequency in your car radio, and as soon as you cross the finish line, your time will be announced. This TIME, will be heard by anyone within 1000 yards and as long as they are tuned in to the right frequency. See our shedule of events and come out to have fun. The AX school will be April 19 on lot 7 at the Camden waterfront north of the Aquarium and just south of the Ben Franklin Bridge. **Directions** to the site are easy: Cross over to the Ben Franklin Bridge, go thru toll booths at the far right lane. Make a right turn on first street and go 1 block to Cooper Ave. and make another right to Delaware Ave. The lot is right in front of you with the Philadelphia skyline in the background. Registration for this school can be done at the club meetings prior to the event, or mail in the form below with a check for \$18.00 per person to Riesentoter PCA. **HURRY, THE SCHOOL FILLS UP RATHER QUICKLY!!**

1st driver:

Name _____ date _____

Address _____ Phone: (_____) _____

AX or similar exp: _____

_____ No.of events _____

Car make: _____ Yr: _____

2nd driver:

Name _____

Model: _____ color: _____

Address _____

Modifications: _____

Phone: (_____) _____

Eng. disp. _____

AX or similar exp: _____

_____ No.of events _____

Amount enclosed (\$18.00 per driver) _____

Mail form with check to:

**Nick Betegh PCA AX
1544 Briar Hill Rd.
Gladwyne, Pa. 19035**

Watch Out for Old "New" Tires by Lee Rice, Orange Coast Region

You can avoid having old "new tires" installed on your Porsche by reading and understanding the tire data that is imprinted on the side of the tires. The life of a tire becomes limited as the rubber ages and deteriorates with time.

I have a good friend who ordered some new tires for his RUF car and became alarmed at what the shop was about to install on his new 8" & 10" x 17" wheels. The tires looked old, so he took them out in the sunlight for a good look. The sidewalls had ozone-cracking even though the tread had new-tire stickers. My friend asked for an interpretation of the date of manufacture code shown on the tire. They were over four years old. The shop gave him an offer to knock off \$30 on each tire. My friend was soon on his way to another — any other—tire store.

A little-used, high performance tire that has been stored too long will never perform well and may be unsafe. My good friend with the RUF car also had a 930 with tires that looked new but were over nine years old. His airline job and family took most of his time so the tires aged-out before they wore-out. One afternoon while accelerating past 60 mph onto the freeway, the left rear tire exploded—big time. The driver thought the car would flip as he fought to control it. When he got off the freeway he found the tire in shreds and later found the other three tires were weather-cracked through the sidewall and showed signs of tread separation.

If you're about to buy a new set of tires, ask the representative of the tire retailer how you can interpret the data codes, including the date of manufacture. If they do not know how to interpret this data, or show little interest in helping you, go somewhere else.

Also, ask how the tire is rated for wear and traction, wet and dry. I always ask for a copy of the data sheet for the specific tire I want. These are very helpful when determining the real width and diameter of the installed tire, especially if you are upgrading to a new wheel size. A 225-45x16 tire of one manufacturer may be very different in actual size than a tire with the same designation from another manufacturer.

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Porsche Recalls Child Seat System Courtesy Porsche Cars North America, Inc.

Reno, February 24, 1998, Porsche Cars North America, Inc. today announced it has initiated a Customer Recall Campaign affecting 32 Porsche Child Seat systems in the United States. The system, designed to be installed on 1997/1998 Model Year Porsche Boxsters and 1997/1998 Porsche 911 Carrera, Carrera S, 911 Carrera 4, 911 Carrera 4 S and 911 Turbo models, features a Child Seat and an air bag deactivation device to deactivate the passenger side air bag and (where applicable) the side air bag on the passenger side. The deactivation device deactivates the air bag(s) when a belt tongue attached to the Porsche Child Seat is inserted into a contact buckle fitted to the car. Due to a supplier manufacturing problem, the contact buckle may not properly deactivate the passenger side air bag(s). In the event of a crash, this can result in the deployment of the passenger side air bag(s) which may, in turn, result in severe injury or death to a child situated in a front passenger child seat. Porsche discovered the defect during routine product testing. It is not aware of any accidents or deaths due to the potential defect. Owners of any of these 32 systems are urged to make prompt arrangements with their nearest authorized Porsche dealer to perform necessary repairs to the system. Until then, they are encouraged not to put their children in the Porsche Child Seat restraint system.

Looking for a Future Editor

As many of you know, this is my fourth year as Editor of this illustrious publication. It will also be my last, as I will be relieving John Crowley of his Membership duties (assuming I'm elected) in 1999. Although I have enjoyed my editorial duties, I think it's time to pass the baton (so to speak). Therefore, I'm looking for any interested party who would consider being Editor next year. The prospective editor can help me put *Der Gasser* together and get a "feel" for the process. It should ease the transition considerably. I will of course be available next year to the new Editor with any help needed, as former Editors John Crowley and Bill O'Connell were for me. Thanks again to everyone who has helped me throughout these past three years.

Tracy Chatley

Riesentöter PCA Driver Education – Application

EVENT	DATE	FEES
Pocono (North Course)	May 30, 31	\$150
Jefferson Circuit	June 20,21	\$150 includes breakfast and lunch
Pocono (2.5 Mile Road Course)	August 14	\$90
Watkins Glen	Oct. 2,3,4	\$225 includes breakfast and dinner (Sat night)

There will be a new design for T-shirts this year and they will be available for \$15. If you are interested in one, please include the \$15 in your entry fee as well as the size required. _____

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

- REQUIREMENTS:** You must have a valid drivers license,
be at least 18 years of age,
have a Snell 90 or Snell 95 rated helmet.
- ENTRY DATE:** Members may register now. Non members - four weeks prior to the event.
- SEND TO:** Vicki O'Connell, 2801 Stoneham Drive, West Chester, PA 19380
(610) 640-1675
- REFUNDS:** Refundable if **Written Notification** is received two weeks prior to the event.
- TECH INSPECTION:** Your car must be inspected, no more than two weeks prior to the event, by an approved tech inspection facility. RTR hosts a tech session two weeks prior to each event.

RIESENTÖTER RESERVES THE RIGHT TO REFUSE ANY APPLICATION

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

Name _____		
Street _____		
City _____	State _____	Zip _____
Home Phone () _____	Work Phone () _____	
PCA Region _____	PCA Member # _____	
Porsche Model and year _____	Color _____	

Last Riesentöter run group _____

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

Pocono _____	Watkins Glen _____
Jefferson Circuit _____	Summit Point _____

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

Signature _____

Your registration will not be processed without payment enclosed.

EMERGENCY CONTACT INFORMATION

Contact _____	Relationship _____
Address _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____
Family physician _____	
Day Phone # _____ - _____ - _____	Evening Phone # _____ - _____ - _____

Tech Talk - Tools

by Paul Gagliardi, Metro New York Region
(from *Porsche Post*)

I am often asked about tools and which are the best brands to buy. My advice for everyday wrenches and sockets is to buy the best quality you can afford. Make sure the tools have a lifetime warranty and that you can return/replace them conveniently. Avoid cheap sets that give you many tools for not much money. If sockets break or wear out with a minimum of use, you can't finish a job after you've started it. Also, if a socket or ratchet shatters, you might "bust a few knuckles" and really hurt yourself. Because their walls are thicker and less metal has been machined out, six-point sockets are stronger than twelve-point.

For heavier work, you might wish to sacrifice the convenience of a 12-point tool for the strength of a six-point. There isn't much difference between top-of-the-line and middle-of-the-road, when it comes to tools. Save your money for the various specialty tools you will need and buy good basic tools from Craftsman (Sears), SK, Proto, Matco or Mac, when you start out. You can always go back and splurge for that Snap-On set you always wanted, after you get the special tools your model Porsche needs.

The first special tool I recommend you invest in is a good torque wrench. Good ones are not cheap. Get the best you can afford to ensure precise tightening of all fasteners. This will prevent loosening or damage to threads because of over-tightening. Work on a Porsche demands your purchase of the appropriate factory "Spec Book" as a reference to proper tightening sequences and torque settings. Porsches do require a certain number of special tools, including big metric sizes and model-specific ones. Big metric sizes are used for such things as 911 oil line fittings (27mm, 30mm, 36mm); the steering wheel nut on most models (27mm); the spring plate ride height adjustment (a special thin 36mm); the rear axle nut on 356 models (36mm); one of the tools to remove 911 heat exchangers (long 8mm Allen key wrench); and the 12-point Allen used for the axle bolts on the later 911/944 series. The larger sizes may be subjected to enormous torque. You don't want a cheap socket to crack while you are tightening the rear axle nut on your 356A, or a cheap torque wrench to give less than the 360 lbs.ft. spec., which is what's needed to prevent the splines on the axle shaft from working against the brake drum slots for the splines. That would ruin both and require you to spend much more money for parts, plus whatever it costs to take apart the transmission to put in the new half-shaft.



911 Tech Tips

by Paul Lighthill, Riverside Region
(from *Porsche Gedanken*)

Air Conditioning Relay - When replacing the air conditioning power supply relay on 911s equipped with factory installed air conditioning, use the latest relay (Porsche P/N 911.615.103.01). This relay has additional current carrying capacity and is fused.

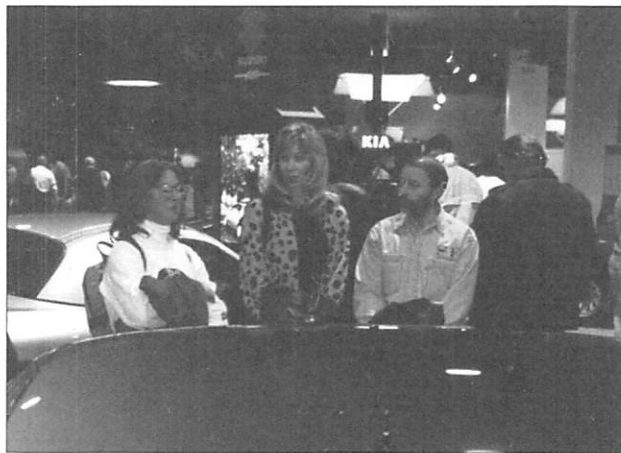
Short Shift Kit - Although some aftermarket short-shift kits have proven problematic, Porsche offers an original equipment quality retrofit kit for 911s from 1974 through 1986 and 1976 through 1988 Turbos. The kit (Porsche P/N 911.424.931.00) will reduce the shift throw by 20% on 1974 through '84 models, and by 10% on '85 and newer cars. It will also fit 1973 911s but with some additional shifter parts from a later car.

DER GOODY STORE

Jim Foster, Prop.

The Goody Store has RTR decals, hats, COOL Porsche-shaped tins for candy, etc., T-shirts and sweatshirts. New T-Shirts are on their way. I also have fire extinguishers, racer tape, posters and other great items.

See you at the next meeting!



Debbie Cooper, Lee and Bob Russo (l. to r.) chatting in front of the 996 at the Philadelphia Auto Show. (Photo courtesy Bill O'Connell.)

Treffen Ninetyseffen by Bernie and Star Sitron

One day last summer after reading to Star an article in *Panorama* about the Treffen, she suggested that, since I had a significant birthday coming up in the fall (after quite a few years as a Riesentöter Fossil, every birthday is significant), we should do the Treffen to celebrate.

A couple of phone calls and some checks, renewal of our passports, a call to Charlie and July Keller (another Riesentöter Fossil) who we discovered were going, and on October 17 we were on a Lufthansa flight to Munich.

At 9:00am on the 18th, 26 members of the Porsche Club arrived at the Eden Hotel. Breakfast was waiting for us, then a quick nap and sightseeing on our own.

October 19th found us on our way through scenic Bavaria to Zugspitze, the highest peak in Germany. A beautiful, bright sunny day greeted us on top of the mountain where it had snowed about two feet the night before. A short visit to Garmisch-Partenkirchen and the site of the Winter Olympics finished off the sightseeing for the day.

Next day was "free" as off we went to the storybook city of Salzburg in Austria. Lunch at a sidewalk café was delightful. Passersby and children coming from school, cars moving slowly by the tables in the bright sunshine made for an enjoyable lunch. A trip up to the castle and a tour finished off an enjoyable day in Salzburg.

Rothenberg ob der Tauber is the most famous medieval town in Germany. Surrounded by a wall, the entire town is a sightseer's heaven with quaint shops, restaurants and the Eisenhut Hotel, our lodging for the night. Getting the bus to the hotel was a small nightmare. The arches into the town left only a few inches on the sides and top of the bus. A U-turn to get to the hotel required some of us to get out and direct the driver with a few reverses.


Mecca, or Stuttgart to non-Porsche-philes, was our next destination. To build up the anxiety, we stopped in Langenburg for lunch and a tour through the museum at the castle to view some of the most extraordinary "foreign" cars imaginable.

Finally, on Thursday the 23rd, Zuffenhausen! First the Porsche museum where we saw most of the models that are familiar to us all and some magnificent prototypes that were never produced. The factory tour was led by two very knowledgeable gentlemen. Star noticed a flat black car coming through on the production line. We were told this was a prototype with an as yet undisclosed engine. After a catered lunch at the factory, we were bussed down the Autobahn to the Mercedes-Benz complex where we were taken for a guided tour of their spectacular museum. The guide explained that everything in the museum will run and at that remark pulled on the giant flywheel of the Carl Benz 3-wheeler and the single cylinder came to life causing all kinds of wheels and belts to thrash around.

At 8:30 the next morning, we were off to Ludwigsburg for "you know what." We all gathered in front of Mr. Polz who gave us a quick run-down on what you can get away with. Rally instructions for the navigator were on Star's seat. The midnight blue Boxster tiptronic came to life with a quick twist of the key; seatbelts fastened; adrenaline up in the stratosphere and off we went. Five minutes later we were on the Autobahn and the digital read 150kph. What a rush. Turn signals on, two flicks with the thumb and we're off the Autobahn for some scenic tours through quaint villages and LOST. I mentioned to Star that it would be cool to get lost for about 2 hours but she reasoned that there were only 10 cars for 13 drivers and being the nice guy that I am, we got "unlost" and got back on the Autobahn for a 165kph run for about 10 miles. The next Boxster we took out (Star graciously allowed me to take her turn) was a stick and pushed the kph's up another 10 and this time we didn't get lost. With only 20 minutes left before lunch, there was a yellow 911 targa there cooling down. Mr. Polz said "sure, no use in letting it just sit there." Back on the Autobahn again and 200kph came real easy and more comfortable. I guess Riesentöter Fossils do have an adrenaline and pucker limit. Lunch at the factory and back to the hotel for a good shower. Dinner that evening in a Rathskeller courtesy of Porsche at some place the bus driver had difficulty finding.

What to do for an encore? Impossible. Next day a train ride with the Kellers to Heidelberg for a visit to a huge castle overlooking the Neckar River. That evening our trip coordinators Knettie and Flip Archard had a farewell dinner for us at a delicious local restaurant for lots of laughs and reminiscing of the highlights of the previous week.

The next morning was a quiet bus trip up the Autobahn to Frankfurt and the incredibly thorough security check (four times) before we were allowed on the plane. Hugs and kisses in Newark and the dismal ride home in the rain. However, I still have that big smile that just won't go away.

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59 356 Coupe, VSCCA, PCA, SVRA, HSR legal race car. Immaculate cond. Fresh repaint, motor, trans., Carrera drum brakes front, Bs rear, camber compensator, bias & radial tires, fire system, full cage, chrome wheels (2 sets), beautiful car. \$29,000 Allen Duff (302) 529-0417 ^{2/98}

62 356B S90 Coupe, Ruby Red/Black interior. One owner for the last 25 yrs. Well maintained orig. cond. Solid pan, no body rust, good overall appearance. Chrome wheels, luggage rack, camber compensator. Low miles on complete engine rebuild w/ factory S90 pistons. \$16,500 O/NO Bill Smith (215) 953-2410 day, (215) 757-0926 eves. ^{2/98}

64 356 SC Cab., Signal Red (was Ruby Red)/Black interior. All other numbers match. Restored by Bruce Baker. 2nd Prize Concours winner, improved since. \$36,500 Call or fax for details. Larry Suglia (610) 642-7653 eves ^{2/98}

65 356SC Coupe, Blue/Tan interior. Manual sunroof. New correct seatbelts, rebuilt leather seats, tools & manuals. Maint. by Dynatech Automotive & Holberts. No smoke, a good solid car in near orig. cond. (engine compartment has orig. cardboard). A joy to drive. \$20,000 Peter Gunshor (215) 493-5653 after 7pm or (212) 868-2935 day ^{2/98}

68 912 Coupe, Irish Green/Black. Engine warmed and detailed, Webers, 5 speed. Show winner. Original mileage 30,120! Professional repaint '92. Asking \$15,000. Purchased from original Colorado owner. Call Roger Conroy (215) 536-6280 or fax (215) 536-6256 ^{2/98}

72 914, Green/black interior. 1.7 liter engine, solid frame and body, all mechanical in good to excellent condition. Needs paint, good starter car. \$3,000 OBO Art (610) 873-2373 ^{3/98}

72 911S Targa, Silver/Black. All original, true "S." In storage since '91. Purchased from original owner. 39K mi., lowest recorded in "S" registry. Perfect start for required restoration.

Asking \$14,000. Call Roger Conroy (215) 536-6280 or fax (215) 536-6256 ^{2/98}

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85 944, Red/Black leather interior. 30K original mi. No winters. Perfect condition. \$9,000/OBO Sam Pantoni (610) 776-4126 ^{3/98}

87 930 Turbo, White/Red interior. Set up for street or track. 88K orig. mi. w/ 3,000 mi. on recent prof. motor rebuild. \$27,500 Tuck Hunter (610) 869-9114 ^{2/98}

88 928 S4, Black/Tan interior. 5-spd, sunroof. New paint and chromed GTS wheels. Must see! 99K mi. Well maint. Garage kept. Asking \$20,000/OBO Derek Granieri (610) 666-7325 - leave message ^{2/98}

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NON-PORSCHE CARS/ITEMS

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96 16ft. Carmate Enclosed Trailer, 8-ft wide, 8-ft high. Ramp back door and side door. Asking \$5,000/OBO Derek Granieri (610) 666-7325 - leave message 2/98

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2.2 Litre 911T Engine, Parting out. Sound bottom end and pistons/barrels, solexes. Need? Also, sheet metal from early 911/912 and rear koni's. Call Roger Conroy (215) 536-6280 or fax (215) 536-6256 3/98

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993 Coupe Parts, Pr. of door handles w/ locks & key - \$250; pr. of mirrors - \$200; rear bumper cover - \$700; front wiring harness; ABS pump & computer; steering rack; steering pump; rear bumper cover; F&R bumper reinforcing bars & shocks; oil & A/C lines; right front suspension; 6-spd trans.; cashmere supple leather interior. Call for details & quote. F.O.B. Bill Cooper (610) 793-9345 2/98

...Seen on the Internet...

Julie (not the brightest bulb, nor the richest) was pretty desperate for some spending money. She decided to go to the nicer, richer neighborhoods around town and look for odd jobs as a handywoman.

At the first house she came to, a man answered the door and told Julie, "Yeah, I have a job for you. How would you like to paint the porch?"

"Sure, that sounds great!" said Julie.

"Well, uh, how much money do you want me to pay you?" asked the man.

"Is fifty bucks alright?" Julie asked.

"Yeah, that's great. You'll find the paint and ladders you'll need in the garage." The man went back into the house to his wife who had been listening.

"Fifty bucks! Does she know the porch goes all the way around the house?" asked the wife.

"Well she must, she was standing right on it!" her husband replied.

About 15 minutes later Julie knocked on the door. "I'm all finished," she told the surprised homeowner. The man was amazed. "You painted the whole porch?"

"Yeah," Julie replied. "I even had some paint left over so I put on two coats!" The man reached into his wallet to pay Julie.

"Oh, by the way," said Julie, "That's not a Porch, it's a Ferrari."

22nd Annual Porsche "Only" Swap Meet
Saturday, April 25, 1998
Hersheypark, Hershey, PA
(formerly Ski Rountop)
Sponsored by the Central PA Region, PCA

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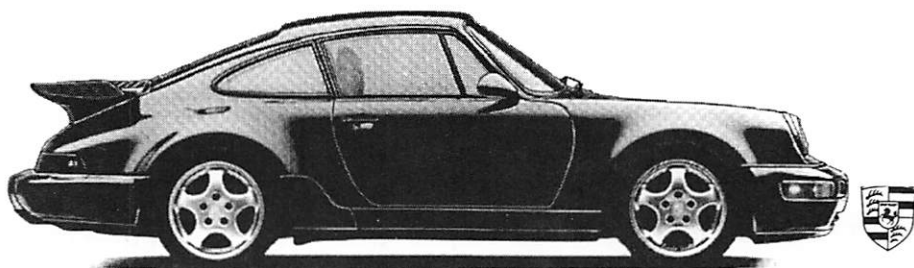
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Der Gasser is the official monthly publication of Riesentöter Region, Porsche Club of America. Ideas, opinions, suggestions, etc. are those of the author.

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PKOF944	924S, 944 Oil Filter	944-107-201-90	8.05	6.	4.20
PKOF928	928 Oil Filter	928-107-201-05	10.05	8.	5.60
PKCK915	74-86 911 Clutch Kit	915-116-911-00	695.65	417.	299.95
PKCK911T	78-88 Turbo Clutch	930-116-911-00	1,239.13	875.	599.95
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 Carerra F. Pads	911-351-950-02	44.37	28.	21.95
PKRBP911	84-89 911 Carerra R. Pads	911-352-950-02	40.78	25.	19.95
PKFBP944	944 Front Pads	944-351-951-02	112.39	54.	39.95
PKRBP944	944 Rear Pads	944-352-951-02	91.25	49.	39.95
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